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Date: March 9, 2023

**Section 4(f) Memorandum**

**Sir Francis Drake Boulevard Bridge Replacement Project BRLS-5927 (099)**

**Project Description**

Project Location

The Sir Francis Drake Boulevard Bridge Replacement Project (Project) is located in the community of Point Reyes Station, just west of State Route 1, in Marin County (County). Sir Francis Drake Boulevard is a two-lane, 24-foot wide, major collector that serves two-way traffic with a posted speed limit of 45 miles per hour. The roadway currently includes 11-foot lanes with 1-foot shoulders in each direction.

Project Need

The existing Sir Francis Drake Bridge (bridge), Bridge No. 27C0104, has been given a sufficiency rating of 51.4 and a status of functionally obsolete. The bridge was originally constructed in 1930 and was lengthened in 1967. Initially, the bridge was a 20-foot single-span, reinforced concrete slab. The 1967 lengthening modified the bridge to include three spans with a total length of 58 feet. Overhead telephone and electrical lines and underground water and communication lines, which are attached to the bridge, are present in the Project area. Due to the narrow width, the roadway and structure do not meet current roadway design standards.

The bridge has a long history of scour issues and debris build up at the piers. As part of the 1967 lengthening, scour mitigation measures were implemented at Pier 2. Part of the scour mitigation appears to be acting as a check dam, a small dam across the waterway to reduce erosion potential, on the downstream side of the bridge. There is pattern cracking in the bridge deck's asphalt concrete, and cracks have been identified on the bottom surface of the bridge (soffit) and Pier 3. Additionally, the bridge railings are substandard and there are no approach guardrails.

Based on a preliminary hydraulic analysis, the existing profile is not high enough to clear flood levels during a 100-year storm event or a 50-year storm event with 2 feet of freeboard, a safety factor used to express feet above flood level for purposes of floodplain management. Freeboard compensates for unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and is not required by National Flood Insurance Program standards, but encouraged for safety.

### Existing Conditions

Sir Francis Drake Boulevard is a 2-lane, 24-foot wide major collector roadway that serves two-way traffic with a posted speed limit of 45 miles per hour. The roadway currently includes 11-foot lanes with 1-foot shoulders in each direction (see **Figure 1** below). The bridge has a long history of scour issues and debris build up at the piers. As part of the 1967 lengthening, scour mitigation measures were implemented at Pier 2, part of which appears to be acting as a check dam, a small dam across the waterway to reduce erosion potential, on the downstream side of the bridge. There is pattern cracking in the deck asphalt concrete overlay, and cracks have been identified on the bottom surface of the bridge (soffit) and Pier 3. Additionally, the bridge railings are substandard and there are no approach guardrails.

Based on a preliminary hydraulic analysis, the existing profile does not clear the 100-year storm event, nor does it clear the 50-year storm event with two feet of freeboard, a safety factor used to express feet above flood level for purposes of floodplain management. Freeboard compensates for unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and is not required by National Flood Insurance Program standards, but encouraged for safety. Overhead telephone communications and electrical lines are present in the Project area.

### Proposed Improvements

The proposed Project would replace the existing bridge over Olema Creek with a new single-span, cast-in-place, post-tensioned concrete slab bridge approximately 77 feet in length and accommodating two 12-foot-wide travel lanes, 8-foot-wide shoulders in each direction, and new bridge barriers, resulting in an approximate bridge width of 44 feet.

Project construction would be conducted primarily within the County's right-of-way; one right-of-way acquisition will be required on the south side of Sir Francis Drake Boulevard from the National Park Service (APN 166-170-03) for roadway repaving. Temporary construction easements will be required from several parcels in order to provide access to the creek, provide storage and staging areas, and to reconstruct a private driveway.

Removal of several trees and other vegetation along the creek banks will be necessary for the Project. Temporary work within Olema Creek is anticipated to include removal of the existing bridge, including existing abutments, piers, foundations, and wingwalls; installation of new abutments; and installation of scour countermeasures. A temporary creek diversion is anticipated in order to complete activities within the waterway.



**Legend**

-  Project Site
-  Creek



**Project Location Map**

Figure

**Temporary Creek Diversion.** Project construction is expected to take one six-month-long construction season beginning in Spring 2024. Construction activities within the banks of Olema Creek will be performed between June 15 and October 15, which will correspond to when there is little or no precipitation and when stream flow is lowest. Work within the Olema Creek channel will be necessary in order to install temporary shoring, remove the existing piers and abutments, install the new abutments, and place rock slope protection. If water is present in the channel, a temporary creek diversion is proposed to dewater the work area within the creek bed during the construction window. Access roads for installation of the creek diversion will be constructed as needed during the creek work window and contained within the temporary impact areas.

**Existing Bridge Demolition and New Bridge Construction.** The Project will begin with bridge demolition, followed by construction of the new bridge on the same alignment. Bridge demolition will begin with removal of the existing bridge superstructure. After removal of the superstructure, the abutments and wingwalls in the creek bank will be removed. New abutments and wing walls will be constructed. Each abutment will be supported on sixteen 16-inch-diameter, 60-foot-long Class 200 Alternative “W” steel pipe piles installed in the excavated creek bed. Piles will be installed through impact pile driving.

For the range of diesel impact hammers typically utilized by Caltrans projects, time for pile driving, not including stoppages, is between 30-60 minutes per pile. Sound pressure level for the same typical diesel impact hammers ranges from 99 A-weighted decibels (dBA) to 119 dBA at a distance of 23 feet from the pile. A-weighted decibels are relative noise levels as perceived by the human ear. The maximum dBA level is referred to as Lmax. Pile noise at peak intensity will attenuate to 80 Lmax dB, which is generally the ambient noise level, at a distance of approximately 900 feet.

Temporary falsework will be placed within the dewatered creek bed for approximately four months to support the new cast-in-place bridge superstructure while it reaches full strength. After the superstructure concrete is cast, jacks will be used to post-tension the superstructure. Once post-tensioning is completed, a concrete barrier railing will be installed on each side of the new bridge.

**Erosion Protection.** To protect the channel embankment and limit the effect of erosion, 3.5-foot-thick riprap will be placed 18 LF along the embankment of the creek, from the face of the abutments and wrapping 25 feet behind the abutments. The riprap will extend approximately 25 feet upstream and downstream of the bridge. Existing drainage ditches along Sir Francis Drake Boulevard will be reconstructed after project construction. No existing storm drain inlets or pipes are present within the project area.

**Temporary Best Management Practices (BMPs).** As is standard with all roadway projects, the contractor will be required to install temporary BMPs to control any runoff or erosion from the project site into any nearby waterways (Olema and Lagunitas creeks). These temporary BMPs will be installed prior to any construction operations and will be in place for the duration of the contract. The removal of these BMPs will be the final operation, along with the project site cleanup.

**Roadway Realignment and Repavement.** After construction, the proposed new bridge profile will sit at a slightly higher elevation. In order to accommodate the wider and higher profile bridge road, the roadway approaches and Sir Francis Drake Boulevard will be realigned and repaved. Roadway

modifications will begin approximately 1,000 feet to the east of the existing bridge and will conform approximately 700 feet to the west. The alignment of Sir Francis Drake Boulevard will shift about 8 feet to the south to minimize impacts to the residential properties on the north. Construction of the roadways will involve cold planing the existing asphalt pavement and overlaying with hot mix asphalt.

**Utility Removal and Relocation.** Relocation of overhead and underground utilities is anticipated as part of the Project. Water and communication lines that are attached to the existing bridge will be relocated onto the new structure. If the existing water distribution line cannot be temporarily shut down to facilitate bridge construction, it will be relocated onto a temporary structure during construction. Utility pole relocation will be determined in coordination with utility providers.

**Revegetation.** Project construction may result in impacts to trees and riparian vegetation along Olema Creek in the construction easement areas and immediately adjacent to Sir Francis Drake Boulevard Bridge. In areas of temporary construction impact, appropriate replacement of native vegetation will be planted in areas where they would not affect roadway safety. Impacted areas will be remediated and replanted with appropriate native vegetation and trees. Hydroseeding of native grass seed mix will occur where appropriate. Vegetated riprap will be placed around abutments, and upstream and downstream of the bridge. Any trees removed will be replaced in appropriate mitigation ratios according to agency and permitting determinations. Specifications regarding vegetation and tree replacement will be provided during the design phase of the Project (estimated to be completed in Fall 2021).

#### Regulatory Setting

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law as 49 United States Code (USC) 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project requiring the use of publicly-owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

The federal environmental review, consultation, and any other action required in accordance with applicable federal laws for this proposed project is being, or has been, carried out by the California Department of Transportation (Caltrans) under its assumption of responsibility pursuant to NEPA Assignment by the Federal Highway Administration (23 USC 327).

To determine impacts of transportation projects on Section 4(f) properties, there are three main types of use: direct use, temporary use, and constructive use. A project may result in a *de minimis* impact under direct or temporary use, but not constructive use. Direct, temporary, and constructive use are defined below, as well as *de minimis* findings.

## **Direct Use**

A direct use of a Section 4(f) resource occurs when the property is permanently incorporated into a transportation facility. This may occur as a result of a full or partial acquisition of the property, permanent easement, or temporary easements that exceed regulatory requirements noted under temporary use, below.

## **Temporary Use**

A temporary use of a Section 4(f) resource occurs when there is a temporary occupancy of property that is considered adverse in terms of the preservationist purpose of the Section 4(f) statute. Under the Federal Highway Administration/Federal Transit Administration (FHWA/FTA) regulations (23 CFR 774.13), a temporary occupancy of property does not constitute a use of a Section 4(f) resource when all the following conditions are satisfied:

- Duration is temporary (i.e., less than the time needed for construction of the project) and there should be no change in ownership of the land.
- Scope of work is minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal).
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.
- The land being used must be fully restored (i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project).
- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

## **Constructive Use**

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate land from the resource, but the proximity of the project results in impacts (e.g., noise, vibration, visual, and property access) that are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. For example, a constructive use can occur under one of the following conditions:

- The projected increase in noise attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility protected by Section 4(f).
- The project substantially impairs aesthetic features of a resource protected by Section 4(f), where such features are considered important contributing elements to the value of the resource. An example of such an effect would be locating a proposed transportation facility in such proximity that it obstructs or eliminates views considered part of a National Register of Historic Places (NRHP) eligible, architecturally significant, or historical building's Section 4(f) eligibility. Another example would be locating a proposed transportation facility in such

proximity that it detracts from the setting of a park or historic site which derives its value in substantial part due to its setting.

- The project results in access restrictions that substantially diminishes the utility of a significant publicly-owned park, recreation area, or historic site.

### **De Minimis Findings**

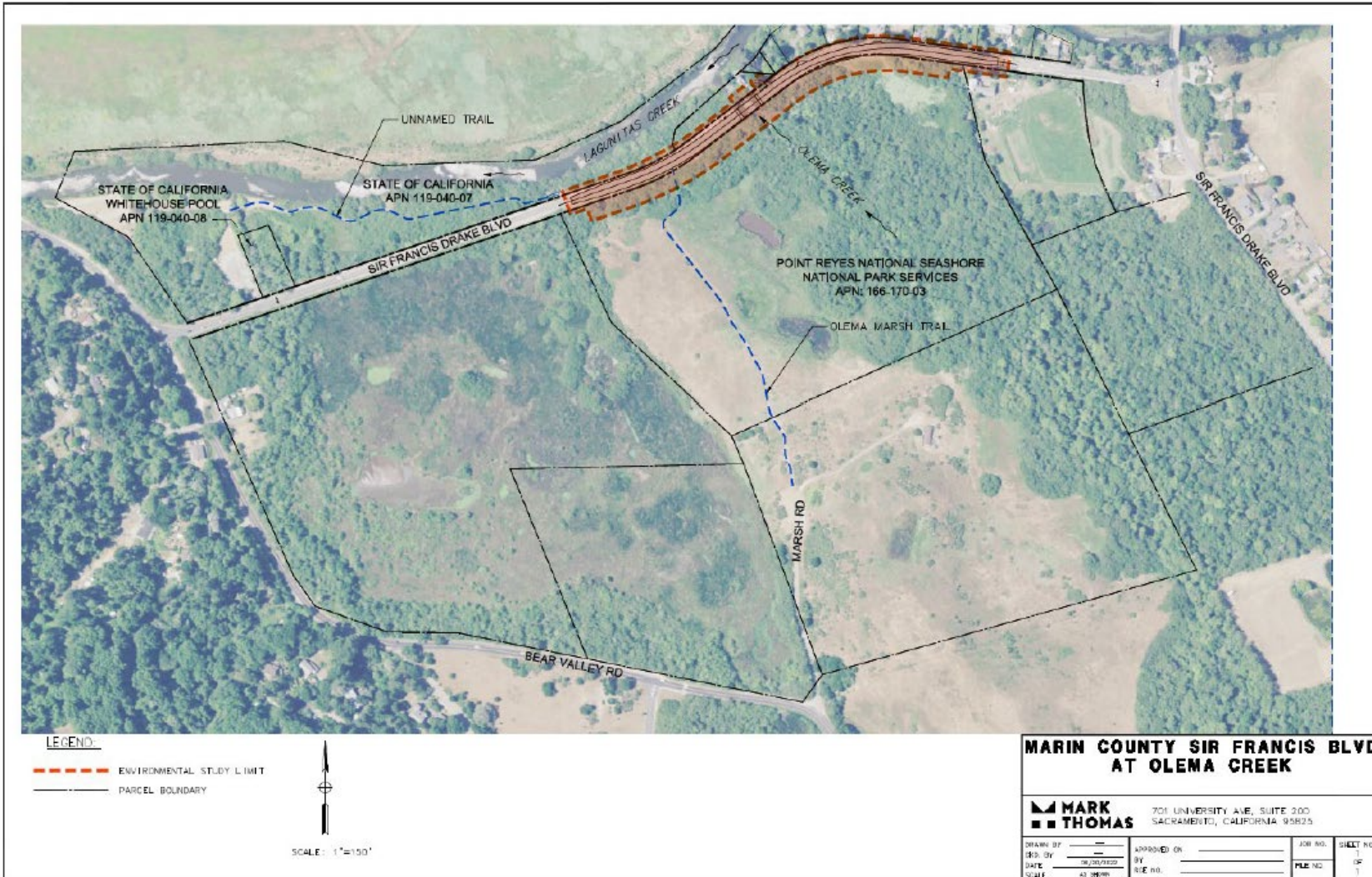
Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Pub. L. 109-59, amended existing Section 4(f) legislation at 23 USC 138 and 49 USC 303, to simplify the processing and approval of projects that would result in *de minimis* impacts (minor impacts) on lands protected by Section 4(f). The requirements of Section 4(f) would be considered satisfied if the project would have only a “*de minimis* impact” on the Section 4(f) resource. The provision allows avoidance, minimization, and mitigation measures to be considered in making a *de minimis* determination. A *de minimis* impact is defined in 23 CFR 774.17 as follows:

- For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).
- For historic sites, a *de minimis* impact means that, in accordance with 36 CFR 800, no historic property is affected by the project or the project would have “no adverse effect” on the property in question.
- Officials with jurisdiction over a 4(f) resource must concur in writing with a *de minimis* determination. For recreational or refuge properties, concurrence from the officials having jurisdiction over the properties is required. For historical sites, concurrence from the State Historic Preservation Officer is required.

### Section 4(f) Analysis

For the purposes of this evaluation, the term Project site will be used to discuss the area where the proposed Project features are located (**Figure 1**). The resources in this Section 4(f) analysis include the following public park and recreational resources – Point Reyes National Seashore, Olema Marsh Trail, Whitehouse Pool , and unnamed trail associated with the Whitehouse pool. **Figure 2** shows the locations of the Section 4(f) resources discussed below.





Section 4(f) Resources

Figure

Source: Mark Thomas, 2022.



## **Point Reyes National Seashore**

The Point Reyes National Seashore is owned by the National Park Service and encompasses 71,000 acres of land. The Point Reyes Seashore offers a diverse natural setting which includes open grasslands, brushy hillsides, and forested ridges. Point Reyes National Seashore includes 80 miles of undeveloped shoreline, historic ranches, and more than 150 miles of trails that offer access to beaches, wetlands, forests, meadows and historic landmarks. Assessor's parcel number 166-170-03, which is adjacent to Sir Francis Drake Boulevard and is partially included in Project site, is part of the Point Reyes National Seashore.

Assessor's parcel number 166-170-03 of the Point Reyes National Seashore offers views of natural elements to motorists using Sir Francis Drake Boulevard and natural habitat for local species of plants and wildlife. The only active recreational use within this parcel is the Olema Marsh Trail, discussed below. The parcel is densely covered with tree species such as arroyo willow, and box-elder trees.

### Direct Use

The permanent acquisition of right of way within the Point Reyes National Seashore would result in a permanent use of 0.05 acres, which would be converted to transportation use. This use would be considered *de minimis* for the following reasons. The permanent acquisition is located in an area of the Point Reyes National Seashore parcel east of Olema Creek in which there are no trails or other recreation use, and the 0.05 acres consists of a narrow strip of land adjacent to the Sir Francis Drake Boulevard. The narrow strip of land does not feature any uses for recreational users, and it is adjacent to the existing Sir Francis Drake Bridge and has limited habitat value due to the adjacent roadway. It is covered with mature foliage and shrubbery, as is the immediately adjacent area of Point Reyes National Shoreline that will remain intact. Although the permanent acquisition of a 0.05-acre strip of land on this Section 4(f) resource would result in the removal of existing vegetation and conversion to transportation use, it would not adversely affect the features, attributes, or activities of the Point Reyes National Seashore that provide value to the public which include its natural setting, recreational activities, habitat value, and views. There would be no impact to recreational activities, the existing views of forested landscape and the value of the park's natural habitat and natural beauty would not be adversely affected.

### Temporary Use

Currently, areas of the Point Reyes National Seashore within the Project site have limited public access. This, in part, is due to the thick foliage (i.e., existing mature trees, shrubs) in the area. Connections to areas further within the Point Reyes National Seashore are accessed via the Olema Marsh Trail (see discussion below). The construction of the Project will require 0.63 acres of temporary construction easements within the Point Reyes National Seashore parcel during the construction period. These temporary easements would be located to the south of Sir Francis Drake Boulevard, on both sides of Olema Creek and would include the Olema Marsh Trail's trailhead at Sir Francis Drake Boulevard, as described below.

Due to the Project encompassing less than one acre, the temporary construction easements would be unlikely to impact Point Reyes National Seashore users; the nature and magnitude of the changes to this parcel would be minimal. These temporary construction easements are necessary in order to provide construction access to the creek and to provide storage and staging areas. Areas subject to temporary easements are covered with mature foliage and shrubbery, as is the immediately adjacent area of Point Reyes National Shoreline that will remain intact. Permanent adverse physical impacts are not anticipated. Any trees removed within the temporary easement area will be replaced in appropriate mitigation ratios according to agency and permitting determinations. All temporarily disturbed areas would be fully restored to pre-project conditions once temporary impacts are complete, and there are no anticipated permanent adverse physical impacts. The construction period is expected to take one six-month-long construction season beginning in Spring 2024. However, construction within and around the temporary easement would only require a portion of the full construction period, as construction paving will be completed in phases to allow for pedestrian access on one side of the roadway during the full duration of the construction period. Continuous access to the Olema Marsh Trail would be maintained throughout the construction period, as described below. The duration of construction would be temporary in nature, and would not require change in ownership of land. Therefore, the Project would not result in a temporary use of the Point Reyes National Seashore.

#### Constructive Use

Construction noise has the potential to affect portions of the Point Reyes National Seashore within the Project site due to the relative distance between the Project site and the park (less than 100 feet). The highest maximum instantaneous noise levels would result from demolition, bridge work, paving, and utility equipment. Due to the size of the Point Reyes National Seashore, construction noise is not anticipated to substantially affect park users or wildlife. The only recreational use on this parcel is the Olema Marsh Trail, which is discussed separately below. The areas along Sir Francis Drake Boulevard are currently subject to noise from motor vehicles and generally have lesser habitat value than areas at greater distance from roadways and urbanization.

Noise levels during construction would be temporary and the majority of construction activities would be limited to daytime construction hours: 8:00 a.m. to 5:00 p.m., per Marin County Code, Section 6.70.030. Other construction noise is limited by Section 6.70.030 to Monday through Friday 7:00 AM to 6:00 PM, Saturday 9:00 AM to 5:00 PM, and prohibited on Sundays and holidays.

Standard Caltrans noise control measures would be implemented to minimize or reduce the potential for noise impacts from Project construction. As such, the Project would not have effects related to construction noise on the Point Reyes National Seashore.

The projected temporary (construction-period) increase in noise attributable to the project would not substantially interfere with the use and enjoyment of a noise-sensitive facility protected by Section 4(f), as the standard noise control measures would reduce noise from Project construction. Therefore, any short-term and intermittent increases in ambient noise levels would not substantially interfere with the use or enjoyment of the Point Reyes National Seashore, as existing traffic noise is present under current conditions. Therefore, no constructive use of the Point Reyes National Seashore would occur.

Once the Project is constructed, traffic and operations will resume similar to existing conditions. Point Reyes National Seashore would not be subject to additional operational noise impacts from the Project, because the volume of traffic would be similar to existing conditions. Therefore, no constructive or operation impacts are anticipated.

### **Olema Marsh Trail**

The Olema Marsh Trail is under the jurisdiction of the National Park Service. It is approximately 0.25 miles in length and offers recreational opportunities such as bird watching, native grass seed collection, as well as habitat for birds and insects. The Olema Marsh Trail extends from Marsh Road to Sir Francis Drake Boulevard. The trail is located west of the existing Sir Francis Drake Bridge, and overlaps with the Project site.

#### Direct Use

No part of the Olema Marsh Trail would be permanently incorporated into a transportation facility. Although a temporary construction easement would include Olema Marsh Trail's trailhead at Sir Francis Drake Boulevard, this would not constitute a temporary use, as described below. Access to the Olema Marsh Trail will be continuously maintained during the construction period by providing pedestrian access on Sir Francis Drake Boulevard from the Whitehouse Pool area at the intersection of Bear Valley Road to the Olema Marsh Trail. Therefore, access to the trailhead of Olema Marsh Trail would be maintained during construction activities, and no direct use would occur.

#### Temporary Use

The scope of work proposed within the temporary easement area would be minor, as this area would be used for construction access to the creek and to provide storage and staging areas that would involve minimal changes to the property. Although the temporary construction easement would overlap with the trailhead, the Project would not involve permanent acquisition of the trailhead, nor would it involve permanent adverse physical impacts to the trailhead. All temporarily disturbed areas would be fully restored to pre-project conditions once temporary impacts are complete. Continuous pedestrian access from Sir Francis Drake Boulevard to the Olema Marsh Trail and continuous connectivity with the unnamed trail north of Sir Francis Drake Boulevard would be maintained throughout the construction period. While construction is expected to take 6 months, construction within and around the temporary easement would only require a portion of the full construction period as construction paving will be completed in phases to allow for pedestrian access on one side of the roadway during the full duration of the construction period. Public access to the Olema Marsh Trail would not be reduced as a result of construction of the Project, and any minor effects on the resource would be minimized, mitigated, and avoided. Therefore, the Project would not result in a temporary use of Olema Marsh Trail.

#### Constructive Use

As with the Point Reyes National Seashore, the Olema Marsh Trail ends at the Sir Francis Drake Bridge, and is close enough to the construction area that it will be subject to noise impacts during construction. Due to the outdoor recreational use and close proximity to construction activities, the Olema Marsh Trail would be considered a sensitive receptor to generated construction noise. However, the highest

maximum instantaneous noise levels would result from demolition, bridge work, paving, and utility equipment. Therefore, construction noise experienced by trail users would be short-term and intermittent, and no constructive use would occur.

As described above, the existing bridge structure over Olema Creek would be demolished as part of the Project. During 6 month of the construction period, Sir Francis Drake Boulevard will be closed to vehicular traffic from its intersection with Bear Valley Road to the Olema Marsh Trail. A new bridge, approximately 77 feet in length and accommodating two 12-foot-wide travel lanes, would replace the previous bridge, maintaining the existing character and setting of the Project site. Once the Project is constructed, traffic and operations will resume similar to existing conditions. Olema Marsh Trail would not be subject to additional operation noise impacts from the Project, because the volume of traffic along the closest segment would be similar to existing conditions. Therefore, no constructive use or operation impacts are anticipated.

### **Whitehouse Pool**

Whitehouse Pool is owned by Marin County Parks and is comprised of a 22-acre wildlife haven adjacent to the Lagunitas Creek. Whitehouse Pool offers level walking paths along the creek's edge, allowing users to observe the willow marsh habitats. Additionally, Whitehouse Pool offers launch points for kayaks and/or canoes. The unnamed trail discussed above provides access to Whitehouse Pool parking lot from Sir Francis Drake Boulevard, near Olema Marsh Trail.

#### Direct Use

As noted above, Whitehouse Pool parking lot is outside of the Project site, approximately 0.21 miles west along Sir Francis Drake Boulevard. No direct use would occur, as the Project does not require acquisition of Whitehouse Pool or the associated unnamed trail.

#### Temporary Use

As discussed above, Whitehouse Pool and the associated unnamed trail would not be within temporary construction easements nor permanent acquisition areas. Therefore, construction of the Project would not result in temporary or permanent adverse physical impacts to Whitehouse Pool. During the temporary construction period, direct pedestrian access to Whitehouse Pool from the unnamed trail would not be affected. However, due to the temporary closing of Sir Francis Drake Boulevard during construction, direct vehicular access to Whitehouse Pool from east-bound Sir Francis Drake Boulevard would be restricted. Access would remain via Bear Valley Road, which would not be affected by construction activities. As such, users of Whitehouse Pool will be able to access the Whitehouse Pool parking lot from Bear Valley Road, and have continuous access to the associated pathways of Whitehouse Pool. Therefore, the Project would not result in a temporary use of Whitehouse Pool or associated walking paths.

#### Constructive Use

Similar to effects to the Point Reyes National Seashore parcel and Olema Marsh Trail, construction noise has the potential to affect portions of Whitehouse Pool due to the relative distance between the Project site and the unnamed pathway located west of the Project site (less than 100 feet). However, a majority

of the construction activities would be located further away from the unnamed pathway, thus reducing the noise associated with construction activities for users of Whitehouse Pool. The highest maximum instantaneous noise levels would result from demolition, bridge work, paving, and utility equipment. Construction noise would be short-term and intermittent.

Standard Caltrans noise control measures would be implemented to minimize or reduce the potential for noise impacts from Project construction. Therefore, any short-term and intermittent increases in ambient noise levels would not substantially interfere with the use or enjoyment of Whitehouse Pool. As such, the Project would not have effects related to construction noise on Whitehouse Pool. Therefore, no constructive use of Whitehouse Pool would occur.

After completion of construction, traffic and operations will resume similar to existing conditions. Therefore, users would have similar access to existing conditions. Whitehouse Pool would not be subject to additional operation noise impacts from the Project, because the volume of traffic along the closest segment would be similar to existing conditions. Public access to Whitehouse Pool would not be reduced as a result of the operation of the Project, and any minor effects on the resource would be minimized, mitigated, and avoided. Therefore, no constructive use or operation impacts are anticipated.

#### Public Consultation

A *de minimis* impact finding requires the public to be afforded an opportunity to review and comment on the effects of the project on the protected activities, features, or attributes of the Section 4(f) property.

The County posted a public notice regarding the proposed Section 4(f) *de minimis* finding, and how to submit comments, within the Point Reyes National Seashore property in the vicinity of the proposed project on April 18, 2023. The public notice was also added to the project website at <https://publicworks.marincounty.org/sir-francis-drake-boulevard-bridge/>. Comments are requested by May 17, 2023.

#### Documented Agreement with Officials Having Jurisdiction over the Resources

Following public consultation, National Parks Service was contacted and concurred on March 2, 2023, that the project as described above will not adversely affect the activities, features and attributes of the Point Reyes National Seashore. With this concurrence, attached to this document, the *de minimis* impact finding will be complete.

#### **Summary of Findings**

All areas subject to temporary easements will be fully restored. Potential increases in noise attributable to the Project would be temporary and would not substantially impair features or attributes of Point Reyes National Seashore, Olema Marsh Trail, and Whitehouse Pool. No permanent changes in noise or the setting of these resources would occur. The Project would not result in a temporary use or constructive use of the described Section 4(f) resources.

The proposed permanent acquisition and conversion to transportation use of a 0.05-acre strip of land within the Point Reyes National Seashore along Sir Francis Drake Boulevard will have no adverse effect



on the activities, features, or attributes of the Point Reyes National Seashore, or the other Section 4(f) resources described herein, and therefore qualifies for a *de minimis* Section 4(f) finding. This finding is considered valid unless new information is obtained, or the proposed effects change to the extent that a new analysis is needed. Please call me at (415) 419-6841 if you need more information.

\_\_\_\_\_  
DATE: \_\_\_\_\_  
Jason Wong  
Senior Civil Engineer, County of Marin

**APPROVED BY:** \_\_\_\_\_ **DATE:** \_\_\_\_\_  
Wahida Rashid  
Caltrans Branch Chief, Environmental Planning

ATTACHMENT 1

CORRESPONDENCE FROM NATIONAL PARK SERVICE



# United States Department of the Interior



NATIONAL PARK SERVICE  
Point Reyes National Seashore  
1 Bear Valley Road  
Point Reyes Station, CA 94956  
Department of the Interior Region 10

IN REPLY REFER TO:

1.B.

March 2, 2023

Jason Wong  
Senior Civil Engineer,  
County of Marin-Department of Public Works  
3501 Civic Center Drive, Suite 304  
San Rafael, CA 94903  
[JWong@marincounty.org](mailto:JWong@marincounty.org)

Dear Jason:

We are in receipt of the email from Philip Buckley dated November 1, 2022 requesting our concurrence in Marin County Department of Public Work's determination that a Section 4(f) *de minimis* impact regarding Sir Francis Drake Boulevard Bridge Replacement Project BRLS-5927 which involves the replacement of Bridge Number 27C0104 on and adjacent to National Park Service (NPS) land in the community of Point Reyes Station, just west of State Route 1, in Marin County. We also received the Marin County department of Public Works DRAFT Section 4(f) Memorandum dated August 23, 2022.

It is our understanding the Project would replace the existing bridge over Olema Creek with a new single-span, cast-in-place, post-tensioned concrete slab bridge approximately 77 feet in length and accommodating two 12-foot-wide travel lanes. Additionally it would consist of an 8-foot-wide shoulders in each direction, and new bridge barriers, resulting in an approximate bridge width of 44 feet. Most of the work will occur within Marin County's existing Right of Way (ROW) but the project will require one Right of Way acquisition for roadway repaving on the south side of Sir Francis Drake Boulevard from NPS (parcel APN 166-170-03.) Additionally, Temporary Constructing Easements (TCE) will be needed for APN to access the creek, provide storage and staging areas, and to reconstruct a private driveway. Marin county will obtain (1) Right of Way Permits and (2) Special Use Permits (SUP) for the construction easements before beginning work in the NPS areas.

As the Superintendent of Point Reyes National Seashore also administering the northern district of Golden Gate National Recreational Area, I concur with Marin County's Section 4(f) impact determination that the **Sir Francis Drake Boulevard Bridge Replacement Project BRLS-5927 (099)** will result in a *de minimis* impact on Point Reyes National Seashore parcel numbers APN 166-170-03 as detailed in your DRAFT Section 4f Memorandum dated August 23, 2022 which demonstrates compliance with 23 Code of Federal Regulations 774.17.

Sincerely,

**CRAIG KENKEL** Digitally signed by CRAIG  
KENKEL  
Date: 2023.03.02 09:22:24 -08'00'

Craig Kenkel  
Superintendent