

Notice of Determination

Appendix D

To:

Office of Planning and Research
U.S. Mail: _____
P.O. Box 3044 _____
Sacramento, CA 95812-3044 _____

Street Address: _____
1400 Tenth St., Rm 113 _____
Sacramento, CA 95814 _____

County Clerk
County of: _____
Address: _____

From:

Public Agency: _____

Address: _____

Contact: _____

Phone: _____

Lead Agency (if different from above): _____

Address: _____

Contact: _____

Phone: _____

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): _____

Project Title: _____

Project Applicant: _____

Project Location (include county): _____

Project Description:

This is to advise that the _____ has approved the above
(Lead Agency or Responsible Agency)
described project on _____ and has made the following determinations regarding the above
(date)
described project.

1. The project [will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [were were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [was was not] adopted for this project.
5. A statement of Overriding Considerations [was was not] adopted for this project.
6. Findings [were were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

Authority cited: Section 21083, Public Resources Code.
Reference: Sections 21000–21174, Public Resources Code.

Attachment A -

Chapter 1 Project Description

1.1 Introduction

The State Route SR 131 Capital Preventive Maintenance Project is in the Town of Tiburon, Marin County, California. Caltrans proposes to repair approximately 4.6 miles of East Blithedale Avenue/Tiburon Boulevard (SR 131) from approximately 1,000 feet west of the U.S. 101 interchange extending east to the Tiburon Boulevard/Main Street intersection, from PM 0.00 to 4.40 (Appendix A, Figures 1-1 and 1-2). Given the length of the Project corridor, Project components are divided in three segments: Western Project Segment, Central Project Segment, and Eastern Project Segment. The Western Project Segment extends from Tower Drive, approximately 1,000 feet west of the U.S. 101 interchange to Reed Ranch Road (PM 1.52). The Central Project Segment extends from Reed Ranch Road (PM 1.52) to San Rafael Avenue (PM 3.24). The Eastern Project Segment extends from San Rafael Avenue (PM 3.24) to the Tiburon Boulevard/Main Street intersection (PM 4.40). The total Project footprint is approximately 17.24 acres (Appendix A, Figure 2-1).

Within the Project footprint, SR 131 connects with U.S. 101 at its western terminus and serves as a primary access route for the Tiburon Peninsula and the Town of Tiburon. Approximately half of the highway is a four-lane divided road, which narrows to two lanes as it heads eastbound toward Main Street. SR 131 is not a Classified Landscaped Freeway, nor is it part of a Designated or Eligible State Scenic Highway. The corridor is lined with commercial, residential, and recreational uses; and many of the adjacent structures are either elevated above the highway on slopes or set back from the road behind trees and shrubs.

1.2 Project Components

The Project proposes to rehabilitate and add new pavement, construct Class I, Class II, and Class IV bikeways, modify intersections, upgrade curb ramps to ADA standards, upgrade guardrails to current standards, upgrade signage, improve pavement delineation, rehabilitate drainage systems, and modify electrical systems. Project components proposed by the Project would be upgraded and constructed to meet the current *Highway Design Manual* standards (Caltrans 2022b). Figure 2-1

(Appendix A) depicts the Project components and footprint along SR 131 from 1,000 feet west of PM 0.00 to 4.40.

1.2.1 Project Components Common to All Project Segments

This section discusses Project components that would apply to all segments of the Project.

REHABILITATE PAVEMENT AND ADD NEW PAVEMENT

The Project would repair the existing SR 131 roadway pavement throughout the Project footprint and add 880 feet of new pavement within the Western Project Segment along eastbound SR 131. Pavement rehabilitation would include the following:

- Removal and replacement of 0.25 foot of asphalt concrete (AC) pavement, which would be accomplished in two lifts. The existing 0.25 foot AC pavement surface layer would be removed.
- The removal and replacement limits of the AC pavement extend throughout the Project footprint along SR 131. AC pavement would extend across the entire traveled way and shoulders, from edge of pavement to edge of pavement.

An approximate 800-foot-long, 2- to 6-foot-wide area of the existing median along eastbound SR 131 (PM 0.74 to 0.78) would be converted to new pavement in support of a Class I bike lane proposed along the existing eastbound shoulder within the Western Project Segment. The total depth of pavement needed for the conversion of the median is 2.35 feet. Additionally, a concrete barrier would be established within the new median to separate the opposite lanes of traffic and provide a barrier between the eastbound travel way and the Class I bikeway at this location.

UPGRADE GUARDRAILS

All guardrails within the Project footprint would be upgraded to Midwest Guardrail System (MGS) to meet the current standard. Specific guardrail upgrades proposed by the Project are identified in Table 2-1.

Table 2-1. Specific Project Guardrail Upgrades

Project Segment	Post Mile	Travel Direction	Guardrail Upgrade Details
Western Segment	PM 0.0	Eastbound	A WB Type-31 guardrail connection would be installed to connect existing concrete barrier to

Project Segment	Post Mile	Travel Direction	Guardrail Upgrade Details
			MGS at the U.S. 101 overpass approximately 195 feet west of PM 0.00.
Western Segment	PM 0.25	Eastbound	A guardrail between North Knoll Road and Bay Vista Drive (PM 0.25) would be replaced by an MGS and lengthened by approximately 12.5 feet.
Western Segment	PM 0.74	Eastbound	A guardrail between East Strawberry Road and Greenwood Cove Drive (PM 0.74) would be replaced by an MGS.
Western Segment	PM 0.77	Westbound	A guardrail between East Strawberry Road and Greenwood Cove Drive (PM 0.77) would be replaced by an MGS.
Western Segment	PM 0.88	Westbound	A guardrail between Greenwood Cove Drive and Cecilia Way (PM 0.88) would be replaced by an MGS.
Western Segment	PM 1.26	Eastbound	A guardrail between Cecilia Way and Reed Ranch Road (PM 1.26) would be replaced by an MGS.
Western Segment	PM 1.45	Eastbound	A guardrail between Cecilia Way and Reed Ranch Road (PM 1.45) would be replaced by an MGS.
Central Segment	PM 1.79	Eastbound	To protect the cantilever flashing beacon at the Jefferson Drive intersection (PM 1.79), the existing metal beam guardrail (MBGR) would be extended by approximately 100 feet to the west to cover the flashing beacon. The existing dike at the location would also need to be replaced with a concrete curb. The curb would be 100 feet long and 25 feet in advance of a guardrail.
Central Segment	PM 1.79	Westbound	A guardrail between Jefferson Drive and Trestle Glen Boulevard (PM 1.79) would be replaced by an MGS.
Central Segment	PM 1.83	Eastbound	A guardrail between Jefferson Drive and Trestle Glen Boulevard (PM 1.83) would be replaced by an MGS.
Central Segment	PM 1.86	Westbound	A guardrail between Trestle Glen Boulevard and Stewart Drive (PM 1.86) would be replaced by an MGS.
Central Segment	PM 1.94	Eastbound	A guardrail between Trestle Glen Boulevard and Stewart Drive (PM 1.94) would be replaced by an MGS.
Central Segment	PM 2.07	Eastbound	A guardrail between Stewart Drive and Avenida Miraflores (PM 2.07) would be replaced by an MGS.
Central Segment	PM 2.13	Eastbound	A guardrail between Stewart Drive and Avenida Miraflores (PM 2.13) would be replaced by an MGS.
Central Segment	PM 2.23	Eastbound	A guardrail between Stewart Drive and Avenida Miraflores (PM 2.23) would be replaced by an MGS.
Central Segment	PM 2.27	Eastbound	A guardrail between Stewart Drive and Avenida Miraflores (PM 2.27) would be replaced by an

Project Segment	Post Mile	Travel Direction	Guardrail Upgrade Details
			MGS. A max-tension MBGR would be installed at the intersection of Avenida Miraflores and Pine Terrace (PM 2.36).
Central Segment	PM 2.37	Eastbound	A guardrail between Avenida Miraflores and Bayshore Terrace (PM 2.37) would be replaced by an MGS.
Central Segment	PM 2.38	Westbound	A guardrail between Avenida Miraflores and Bayshore Terrace (PM 2.38) would be replaced by an MGS.
Central Segment	PM 2.55	Westbound	A guardrail between Avenida Miraflores and Bayshore Terrace (PM 2.55) would be replaced by an MGS.
Eastern Segment	PM 3.27	Eastbound	A guardrail between San Rafael and Ned's Way (PM 3.27) would be replaced by a 125-foot-long MGS.
Eastern Segment	PM 3.28	Westbound	A guardrail between San Rafael and Ned's Way (PM 3.28) would be replaced by an MGS.
Eastern Segment	PM 3.64	Eastbound	A guardrail between Ned's Way and Lyford Drive (PM 3.64) would be replaced by an MGS.
Eastern Segment	PM 3.64	Westbound	A guardrail between Ned's Way and Lyford Drive (PM 3.64) would be replaced by an MGS.
Eastern Segment	PM 3.86	Westbound	A guardrail between Lyford Drive and Mar West Street (PM 3.86) would be replaced by an MGS.

CURB RAMPS, PEDESTRIAN REFUGE ISLAND, AND SIDEWALKS

Thirty curb ramps would be upgraded, eight new curb ramps would be installed, and nine mid-block crosswalks would be upgraded throughout the Project limits (Table 2-2).

Table 2-2. Specific Project Curb Ramp Upgrades

Project Segment	Post Mile	Travel Direction	Upgrade Detail
Western Segment	Not applicable	Westbound	Two curb ramp upgrades at the East Blithedale Avenue and U.S. 101 southbound off-ramp intersection.
Western Segment	PM 0.16	Eastbound	Four curb ramp upgrades at the Redwood Highway Frontage Road and SR 131 intersection.
Western Segment	PM 0.19	Eastbound	One new curb ramp at the South Knoll Road and SR 131 intersection.
Western Segment	PM 0.23	Eastbound and Westbound	Two curb ramp upgrades at the Bay Vista Drive and SR 131 intersection.
Western Segment	PM 0.66	Eastbound	Two new curb ramps at the East Strawberry Drive and SR 131 intersection. One new curb ramp at the median pedestrian refuge within the he East Strawberry Drive and SR 131 intersection.

Project Segment	Post Mile	Travel Direction	Upgrade Detail
Western Segment	PM 0.66	Westbound	Three new curb ramps at the East Strawberry Drive and SR 131 intersection.
Central Segment	PM 1.84	Eastbound	One new curb ramp at the Trestle Glen Boulevard and SR 131 intersection.
Central Segment	PM 2.06	Eastbound and Westbound	Two curb ramp upgrades at the Stewart Drive and SR 131 intersection.
Central Segment	PM 2.35	Eastbound	Three curb ramp upgrades at the Pine Terrace and SR 131 intersection.
Central Segment	PM 2.35	Westbound	One curb ramp upgrade at the Avenida Miraflores and SR 131 intersection.
Central Segment	PM 2.73	Eastbound and Westbound	Two curb ramp upgrades at the Rock Hill Road and SR 131 intersection.
Central Segment	PM 3.25	Eastbound	Two curb ramp upgrades at the San Rafael Avenue and SR 131 intersection.
Eastern Segment	PM 3.54	Eastbound and Westbound	One new curb ramp and one curb ramp upgrade at the Ned's Way and SR 131 intersection.
Eastern Segment	PM 3.72	Eastbound	Two curb ramp upgrades at the Lyford Drive and SR 131 intersection.
Eastern Segment	PM 3.72	Westbound	Four curb ramp upgrades at the Lyford Drive and SR 131 intersection.
Eastern Segment	PM 4.08	Eastbound	One mid-block curb ramp upgrade along SR 131.
Eastern Segment	PM 4.09	Westbound	Three mid-block curb ramp upgrades along SR 131.
Eastern Segment	PM 4.16	Westbound	Two curb ramp upgrades at the Beach Road and SR 131 intersection.
Eastern Segment	PM 4.25	Eastbound and Westbound	Three mid-block curb ramp upgrades along SR 131.
Eastern Segment	PM 4.31	Eastbound and Westbound	Two mid-block curb ramp upgrades along SR 131.
Eastern Segment	PM 4.34	Eastbound	Two curb ramp upgrades at the Juanita Lane and SR 131 intersection.
Eastern Segment	PM 4.36	Eastbound	One curb ramp upgrade at the Main Street and SR 131 intersection.

UPGRADE SIGNAGE

The existing lane drop signage that is approximately 150 feet west of the Reed Ranch Road/SR 131 intersection (PM 1.55) does not meet current standards and would need to be upgraded in-place as part of the Project.

Three crosswalk signs would need to be replaced within the Central Project Segment: (1) eastbound direction on SR 131 approximately 300 feet north of Stewart Drive

(PM 1.99), (2) eastbound direction on SR 131 approximately 150 feet west of Gilmartin Drive (PM 3.01), and (3) westbound direction on SR 131 approximately 200 feet east of Gilmartin Drive (PM 3.09). These signs are not within 50 feet of their respective pedestrian crossings. Replacement plans would be coordinated with the Town of Tiburon and City of Belvedere during the final design phase of the Project to determine if these three crosswalk signs need to be relocated.

Flashing speed limit signs are proposed at the existing intersection of Mar West Street (PM 3.95) to facilitate safe pedestrian and bicycle crossings.

IMPROVE PAVEMENT DELINEATION

All existing left turning arrow markings within the Project footprint would be updated to the current standard of “Type III” left turning lane arrow markings, following the pavement rehabilitation along SR 131. Additionally, every turning lane would need to be updated to include two turning arrow markings.

MODIFY ELECTRICAL SYSTEMS

The Project would modify and upgrade electrical systems along the entire SR 131 corridor, including new traffic signal poles/foundations, lighting standard poles/foundations, temporary wooden poles, overhead lines, pull boxes, loop detectors, Accessible Pedestrian Signal Systems (ADA Compliance), conduit installed by directional boring, service enclosures, controller cabinet, push button, and flashing beacons.

The proposed traffic signal poles/foundations, lighting standard poles/foundations, push buttons, flashing beacons, and conduits would require ground disturbance. Pits (4 feet deep by 4 feet wide by 4 feet long) would be excavated near traffic signals to place a machine for directional boring. Conduits between 2 to 3 inches in size would be installed by directional boring 30 inches below the ground surface.

Since the existing median along eastbound SR 131 (PM 0.74 to 0.78) would be converted to new pavement in support of the Class I bike lane outside of eastbound SR 131, several types of electrical facilities would be affected, including the following:

- Two existing state traffic signals [between intersection of SR 131/East Strawberry Drive (PM 0.67) and intersection of SR 131/Greenwood Cove Drive (PM 0.81)] would be relocated as depicted on Figure 2-1 (Appendix A).

- The existing state lighting system (in the median) would be relocated near the guardrail along eastbound SR 131 (PM 0.70).
- The existing state interconnect cable system (in the median) would be relocated to the Bay Vista Drive intersection on the northeast corner (PM 0.67).
- The city license plate reader system (PM 0.75) would be removed during construction and placed in the median once construction has been completed.

1.2.2 Western Project Segment

This section describes the proposed repairs or upgrades proposed only within the Western Project Segment footprint from Tower Drive, approximately 1,000 feet west of U.S. 101 PM 0.00, to Reed Ranch Road (PM 1.52) (Appendix A, Figure 2-1, Maps 1 through 13).

CLASS I AND IV BIKEWAYS

Class IV bikeways constructed as part of the Project within the Western Project Segment would improve bicycle access along SR 131, from approximately 1,000 feet west of U.S. 101, PM 0.00 to approximately Trestle Glen Boulevard (PM 1.85). A Class I bikeway is proposed from East Strawberry Road (PM 0.67) to Greenwood Cove Drive (PM 0.84), to address a major gap in the overall active transportation network on SR 131.

Class I Bikeway (Bike Path)

A two-way Class I bikeway would be constructed along the eastbound SR 131 shoulder between East Strawberry Drive and Greenwood Cove Drive (PM 0.67 to 0.84). The Class I bikeway would provide a two-way bikeway over a distance of 950 feet and would be 8 feet wide at minimum. The existing SR 131 shoulder from PM 0.67 to 0.84 is 7 to 9 feet in width; therefore, the proposed Class I bikeway would require shifting traffic lanes to allow for the Class I bikeway width along the eastbound roadway shoulder, as discussed in the previous *Rehabilitate Pavement and Add New Pavement* section. The median conversion would also require the construction of a center line concrete barrier to separate opposing traffic lanes along SR 131.

Class IV Bikeway (Separated Bikeway)

A Class IV bikeway is proposed at the U.S. 101/SR 131 interchange over a distance of 0.7 mile between Tower Drive and Strawberry Drive (PM 0.00 to 0.67), in either direction. A barrier would be installed between the eastbound travel way and the

Class I bikeway. The existing shoulders would be converted to the Class IV bikeways consisting of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet for both the Western and Central Project segments. Modifications to the design of the Class IV bike lanes would be determined during the final design phase to address existing constraints within this area, such as the interchange ramps and the existing overcrossing bridge.

Additionally, the striped shoulders of SR 131 would be converted to a Class IV bikeway over a distance of 0.71 mile from Greenwood Cove Drive to Reed Ranch Road (PM 0.84 to 1.55). The Class IV bikeway would be located on both outer shoulders of the roadway and would also consist of a minimum 5-foot bikeway with 2-foot buffers, for a 7-foot-wide, one-directional bikeway.

MODIFY INTERSECTIONS

Two intersections within the Western Project Segment would be modified, including the East Strawberry Drive/SR 131 intersection (PM 0.67) and Reed Ranch Road/SR 131 intersection (PM 1.55) (Appendix A, Figure 2-1). Intersection modifications at the East Strawberry Drive/SR 131 intersection would include the removal of the free right turn lane from East Strawberry Drive onto eastbound SR 131 and the relocation of the existing bus stop that is along eastbound SR 131 at PM 0.69. The bus stop at this intersection (PM 0.69) would need to be relocated to construct the proposed Class I bikeway between East Strawberry Drive and Greenwood Cove Drive. Relocation of the bus stop within the Project footprint would be further coordinated with transit authorities and local stakeholders during the final design phase.

CURB RAMPS, PEDESTRIAN REFUGE ISLAND, AND SIDEWALKS

Curb ramp upgrades would be constructed within the existing pedestrian refuge island at the Bay Vista Drive/East Strawberry Drive intersection (PM 0.67). The approximate dimensions of the existing pedestrian refuge island would be maintained at 30 feet long by 8 feet wide.

At the intersection of North Knoll Road (PM 0.25) there is currently a pedestrian crossing without curb ramps. However, an existing power line pole at this intersection creates a clear width issue for a proposed ADA curb ramp. Therefore, the Project proposes to construct a bulb out, or curb extension with a standard curb ramp to avoid relocation of the power pole. An existing driveway to a gas station, located at the corner of the intersection, would be affected by the bulb out. The driveway would

also be upgraded to meet ADA requirements. A water line cover near the pedestrian crossing would be disturbed during the construction of the bulb out or curb extension. The owner of this water line is Marin Municipal Water District and Caltrans would coordinate any necessary utility locations with applicable agencies prior to Project construction.

Additionally, under existing conditions, there are no crosswalk facilities between Greenwood Cove Drive (PM 0.84) and Trestle Glen Boulevard (PM 1.85).

REHABILITATE DRAINAGE SYSTEMS

Two corrugated metal pipe (CMP) culverts would be replaced as part of the Project. An existing 18-inch by approximate 55-foot-long cross culvert CMP, is along the westbound SR 131 roadway shoulder, approximately 370 feet east of Blackfield Drive (Appendix A, Figure 2-1, Maps 8 and 9) (PM 0.88). Additionally, an 18-inch by approximate 260-foot-long longitudinal CMP, between PM 0.87 to 0.92 (Appendix A, Figure 2-1, Maps 8 and 9), is along the eastbound shoulder. Both culverts are severely corroded and need to be removed and replaced by trench excavation. An estimated depth of 8 feet is needed to complete this work. Plans to replace or rehabilitate the culverts would be determined during the final design phase of the Project.

1.2.3 Central Project Segment

This section describes the proposed repairs or upgrades to SR 131 located only within the Central Project Segment footprint from Reed Ranch Road (PM 1.52) to San Rafael Avenue (PM 3.24) (Appendix A, Figure 2-1, Maps 14 through 26).

CLASS II BIKEWAYS

Class II bikeways would be constructed as part of the Project along the westbound shoulder of SR 131, between Jefferson Drive and Reed Ranch Road. The Class II bikeway would connect to the existing protected pathway that connects Jefferson Drive to Trestle Glen Boulevard in the east, and to the Class IV bikeway proposed along the westbound shoulder at Reed Ranch Road. Class IV bikeways were assessed between Jefferson Drive and Reed Ranch Road, but were determined to be infeasible due to the presence of limited shoulder width, existing slopes along the shoulder, and existing utilities in this location. The proposed Class II bike lanes are intended to

address a major gap in the overall active transportation network on SR 131 between Trestle Glen Boulevard and Reed Ranch Road.

CLASS IV BIKEWAY (SEPARATED BIKEWAY)

A Class IV bikeway would be constructed along SR 131 as part of the Project within the Central Project Segment. The striped shoulders of eastbound SR 131 would be converted to a Class IV bikeway over a distance of 0.3 mile from Reed Ranch Road to Blackie's Pasture Park (PM 1.55 to 1.85). No Class I bikeway is proposed for this segment.

MODIFY INTERSECTIONS

One intersection within the Central Project Segment would be modified under the Project. Intersection modifications required at the Avenida Miraflores/Pine Terrace/SR 131 intersection (PM 2.36) would include the removal of an existing free right turn lane and the construction of a bulb out or curb extension (Appendix A, Figure 2-1, Map 20). At the Avenida Miraflores/SR 131 intersection, the existing free right turn lane from westbound SR 131 onto northbound Avenida Miraflores would be removed. At the Pine Terrace/SR 131 intersection (Appendix A, Figure 2-1, Map 20) (PM 2.36), a bulb out or curb extension would be constructed at the southwest corner of the intersection to increase visibility of crossing pedestrians and allow for larger queuing of pedestrians at the existing crosswalks.

REHABILITATE DRAINAGE SYSTEMS

At Trestle Glen Boulevard (PM 1.86), a high side gutter (approximately 400 feet long and 3 feet wide) would be constructed along the westbound edge of the shoulder, in the north-south direction. Additionally, from PM 1.87 to 1.92, the Project would replace the wall of the existing headwall and five drainage inlets located south of Trestle Glen Boulevard and 400 feet of 18-inch storm drainpipe along the westbound shoulder to properly convey exiting flows into the high side gutter. To avoid creating an unsafe condition, the existing MBGR would be removed or modified at this location. An existing utility pole and overhead sign would also need to be relocated outside of the clear recovery zone if the MBGR is removed.

On the northbound shoulder, 510 feet to 680 feet north of Gilmartin Drive (PM 2.90), along Tiburon Boulevard, the area adjacent to the northbound edge of pavement drains poorly. Two drainage inlets, approximately 150 feet of 18-inch storm drainpipe, and minor grading of the area adjacent to the roadway would be installed and performed.

1.2.4 Eastern Project Segment

This section describes the proposed repairs or upgrades to SR 131 within the Eastern Project Segment footprint from San Rafael Avenue (PM 3.24) to the Tiburon Boulevard/Main Street intersection (PM 4.40) (Appendix A, Figure 2-1, Maps 26 through 36).

BIKEWAY

No bikeways are proposed within the Eastern Project Segment footprint.

MODIFY INTERSECTIONS

Two intersections within the Eastern Project Segment would be modified, including the Mar West Street/SR 131 intersection (PM 3.95) and Ned's Way/SR 131 intersection (PM 3.55) (Appendix A, Figure 2-1, Map 29). Intersection modifications required at the Mar West Street/SR 131 intersection (PM 3.95) include constructing a bulb out or curb extension at the southwest corner of the intersection to increase visibility of crossing pedestrians and allow for larger queuing of pedestrians at the existing crosswalks. At the Ned's Way/SR 131 intersection (PM 3.55), yields lines would be placed in the westbound direction on SR 131.

REHABILITATE DRAINAGE SYSTEMS

At the Ned's Way/SR 131 intersection (PM 3.55), the northern portions of the intersection periodically flood during storm and rain events. To address existing flooding conditions, the Project would install two 24-inch-wide sidewalk openings at and near the gutter low points of the Ned's Way/SR 131 intersection. These sidewalk openings would result in greater hydraulic capacity to convey gutter flow to the concrete-lined ditch and would be less susceptible to debris clogging as compared to the existing 4-inch pipes.

Approximately 37 feet of curb along eastbound SR 131 at the southwest corner of Beach Road intersection (PM 4.15) has settled and would be replaced.

1.3 Construction Methodologies

This section discusses how construction of the Project would occur.

1.3.1 Construction Staging

During construction, pavement rehabilitation would be performed in stages to keep travel lanes open to the public and minimize traffic disruptions. Partial lane and shoulder closures are expected as part of Project construction; however, no detours or

signalized traffic control are anticipated. To protect construction workers and the traveling public, traffic control would be in place while construction activities are underway. A detailed Traffic Management Plan (TMP) would be developed during the design phase to maintain access along SR 131. The Project is anticipated to involve nightwork, including paving, striping, and curb replacement work. Weekend work would potentially occur. Construction staging plans would be developed during the final design phase.

The anticipated order of construction activities is as follows and would be finalized during the final design phase:

- Install construction area signs
- Clear and grub
- Install associated temporary best management practices (BMPs)
- Rehabilitate drainage systems
- Modify intersections
- Upgrade curb ramps to ADA
- Construct Class I, Class II, and Class IV bikeways
- Rehabilitate pavement
- Upgrade guardrails
- Improve pavement delineation
- Modify signage
- Modify electrical systems
- Permanent erosion control
- Remove construction area signs

1.3.2 Construction Schedule

Construction is expected to begin June 2025 and would take approximately 220 working days to construct, or one construction season. The Project is anticipated to involve nightwork, including paving, striping, and settlement correction work. Weekend work would potentially occur. Ground-disturbing activities would be restricted to the dry season (between April 15 and October 31); however, proposed ground-disturbing activities within jurisdictional waters would be further restricted to between June 15 and October 31. Some components of the work, such as settlement correction, signage upgrades, and curb ramps, can be done simultaneously.

1.3.3 Construction Equipment

Construction equipment may include, but is not limited to, the following: AC cold-planing milling machine, dump trucks, paving machine, rollers, backhoes, jackhammer, concrete truck, excavator, and street sweeper trucks. Other vehicles would be pickup trucks for traffic control and miscellaneous equipment and tools.

1.3.4 Staging Areas

Four areas have been identified as materials and equipment staging areas. The Caltrans right-of-way (ROW) within the U.S. 101 southbound on-ramp, northbound on-ramp and northbound off-ramp serve as three of the potential staging area and can be accessed from East Blithedale Avenue, the U.S. 101/SR 131 interchange ramps, or from the U.S. 101 road shoulders. The fourth potential staging area is SR 131 westbound after Mar West Street (PM 3.80) and can be accessed from SR 131 directly. All staging locations are identified on Figure 2-1 (Appendix A). The precise staging area limits would be determined during the final design phase of the Project. The TMP developed during the design phase would provide an implementation plan for staging area ingress and egress activities, specifically to the U.S. 101/SR 131 interchange and SR 131 at Mar West Street (PM 3.80).

All pavement grindings and broken concrete material would be off-hauled to an appropriate disposal facility.

1.3.5 Vegetation Removal

Throughout the corridor, impacts to trees within the Project boundaries would be minimized where possible, and all disturbed areas would be reseeded with a regionally appropriate seed mix to maintain visual continuity with the surrounding environment. It is not determined yet if tree removal would be required for grading and construction of Project features (PFs); however, design modifications with the potential to avoid or minimize tree removal would be pursued. Tree removal if necessary, will be determined during the environmental and design phases of the Project.

1.3.6 Utility Relocation

Utility verification (that is, potholing) would occur during the final design phase to confirm the need for utility relocations. If needed, utility relocations would occur prior to the beginning of construction and in consultation with utility providers.

1.3.7 Right-of-Way

The Project would acquire Temporary Construction Easements (TCEs) for approximately 1.39 acres that are collectively located within 19 Marin County assessor parcel numbers (APNs) (Table 2-3). The Project would also acquire Permits to Enter and Construct (PTE&C) for approximately 0.93 acre that is located collectively from within 14 APNs (Table 2-3), and the Project would acquire approximately 0.25 acre of ROW from within one APN for the purposes of Permanent Drainage Easements (PDEs) (that is, to maintain the portion(s) of the culvert(s) that would extend beyond the Caltrans ROW) (Table 2-3).

Table 2-3. Right-of-Way Acquisition

Location	Post Mile	Easement Type	Marin County Assessor Parcel Number	Approximate Size (acre)	Land Use	Zoning	Construction-related Work Activity
1	0.00	PTE&C	City owned	0.2749	Road	Road	Rehabilitate pavement and construct Class IV bikeway
2	0.25	PTE&C	City owned	0.0339	Road	Road	Rehabilitate pavement and upgrade curb ramp
3	0.25	TCE	034-141-06	0.0004	Commercial – Improved	Admin and Professional	Upgrade curb ramp
4	0.67	PTE&C	City owned	0.0314	Road	Road	Rehabilitate pavement and upgrade curb ramp
5	0.92	PTE&C	055-051-19	0.0060	Commercial – Improved	Tiburon Boulevard Commercial	Replace culvert and remove dike
6	0.92	PTE&C	055-051-15	0.0080	Commercial – Improved	Tiburon Boulevard Commercial	Replace culvert and remove dike
7	0.92	TCE/PDE	034-212-19	0.0246	Commercial – Improved	Neighborhood Commercial/Affordable Housing Overlay	Line or remove/replace culvert
8	1.80	PTE&C	City owned	0.0940	Road	Road	Rehabilitate pavement and replace MBGR with MGS and electrical work
9	1.83	TCE	034-252-02	0.00010	Tax exempt	Road	Rehabilitate pavement and replace MBGR with MGS
10	1.88	TCE	055-072-18	0.1320	Single Residential – Improved	Single Family Residential	Drainage improvements
11	1.90	TCE	055-072-19	0.1200	Single Residential – Improved	Single Family Residential	Construct retaining wall
12	2.36	TCE	055-131-06	0.0042	Single Residential – Improved	Single Family Residential	Upgrade curb ramp and electrical work

Location	Post Mile	Easement Type	Marin County Assessor Parcel Number	Approximate Size (acre)	Land Use	Zoning	Construction-related Work Activity
13	2.36	PTE&C	City owned	0.0057	Road	Road	Upgrade curb ramp and electrical work
14	2.36	TCE	055-131-18	0.0024	Common area	Road	Upgrade curb ramp and electrical work
15	2.36	PTE&C	City owned	0.0039	Road	Road	Upgrade curb ramp and electrical work
16	2.36	PTE&C	City owned	0.0264	Road	Road	Upgrade curb ramp and electrical work
17	2.36	PTE&C	City owned	0.0186	Road	Road	Upgrade curb ramp and remove porkchop curb
18	3.05	PTE&C	City owned	0.0150	Road	Road	Upgrade curb ramp
19	3.09	PTE&C	City owned	0.0010	Road	Road	Upgrade curb ramp
20	3.25	PTE&C	055-262-01	0.0032	Tax exempt	Road	Upgrade curb ramp and electrical work
21	3.25	PTE&C	City owned	0.0016	Road	Road	Upgrade curb ramp
22	3.25	PTE&C	City owned	0.0030	Road	Road	Upgrade curb ramp
23	4.10	PTE&C	City owned	0.0550	Road	Road	Rehabilitate pavement and upgrade curb ramp
24	4.34	TCE	059-101-12	0.0027	Commercial – Unimproved	Neighborhood Commercial – Tiburon Zoning	Upgrade curb ramp
25	4.34	PTE&C	City owned	0.0002	Road	Road	Curb ramp construction
26	4.40	TCE	059-161-12	0.0710	Commercial – Improved	Neighborhood Commercial – Tiburon Zoning	Rehabilitate pavement
27	4.40	PTE&C	City owned	0.5760	Road	Road	Rehabilitate pavement
28	4.40	TCE	059-161-07	0.0205	Commercial – Improved	Road	Rehabilitate pavement

Source: Marin County 2022

1.4 Permits and Approvals Needed

Table 2-4 lists the permits, licenses, agreements, and certifications that are anticipated to be required for Project construction.

Table 2-4. Required Permits

Agency	Permit	Description
United States Army Corps of Engineers	Section 404 Permit	Application submittal anticipated during the final design phase
State Water Resources Control Board	Section 401 Water Quality Certification	Application submittal anticipated during the final design phase
United States Fish and Wildlife Service	Letter of Concurrence	January 23, 2024
San Francisco Bay Conservation and Development Commission	San Francisco Bay Conservation and Development Commission Permit	Application submittal anticipated during the final design phase
California Transportation Commission	Project Approval	Targeting to receive by November 2023