

Draft Soldier Pile Wall Project (04-0J300) – Evaluation of Potential Section 4(f) Resources and *De Minimis* Impact Determination

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- DATE: May 28th, 2020

1. Introduction

This Section 4(f) evaluation document has been prepared in tandem with the Soldier Pile Wall Project (the Project) Initial Study (IS) – Mitigated Negative Declaration (MND) (Caltrans 2020). This technical memorandum provides the documentation to support determinations required to comply with the provisions of 23 United States Code (USC) 138 and 49 USC 303, hereafter referred to as Section 4(f).

This documentation has been prepared in accordance with the legislation established under the United States Department of Transportation Act of 1966 (23 USC 138; 49 USC 303). Additional guidance was obtained from *Federal Highway Administration Technical Advisory T6640.8A* (FHWA 1987) and the revised *FHWA Section 4(f) Policy Paper* (FHWA 2012).

1.1 Section 4(f) Overview

Section 4(f), codified in federal law in 49 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 refuges, and historic sites.” Section 4(f) protected resources include publicly-owned parks; recreational areas of national, state, or local significance; publicly-owned school playgrounds, wildlife, or waterfowl refuges; or lands from a historic site of national, state, or local significance.

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project requiring the use of publicly owned park land, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or a land of a 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.

If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

1.2 Section 4(f) Use Definitions

When a proposed project is adjacent to or on a property protected under Section 4(f), the impacts of the proposed project must be evaluated. Section 4(f) defines the impact level by types of “use.” These “uses” occur when any of the conditions discussed in the following subsections are met.

Permanent/Direct Use

A permanent use of a Section 4(f) resource occurs when property is permanently incorporated into a transportation facility. Permanent use may occur as a result of partial or full acquisition or a permanent easement that allows permanent access onto the property for maintenance or other transportation purposes.

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 project’s proximity results in impacts so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished.

Temporary Occupancy

A temporary use of a Section 4(f) resource results when Section 4(f) property is required for project construction-related activities, the property is not permanently incorporated into a transportation facility, and the activity is not considered adverse by the agency with jurisdiction in terms of the preservation purpose of Section 4(f).

Temporary impacts to a Section 4(f) property may trigger the application of Section 4(f). 23 Code of Federal Regulation (CFR) 774.13(d) defines the following five temporary occupation exception criteria that must be met to determine that a temporary occupancy does not rise to the level of permanent/direct or constructive use for the purposes of Section 4(f):

- Duration is temporary (i.e., the occupancy is shorter than the time needed for construction of the project and there is no change in ownership of the property).
- Scope of work is minor (i.e., the nature and magnitude of the changes to the Section 4(f) property are minimal).
- There are no anticipated permanent adverse physical impacts or permanent interference with the protected activities, features, or attributes of the property.
- The property is restored to the same or better condition that existed prior to the project.
- There is documented agreement from the appropriate federal, state, or local officials having jurisdiction over the property regarding the previously listed conditions.

***De minimis* Impact Determinations**

When impacts to a Section 4(f) property are minor, as agreed to by the agency with jurisdiction over that property, Section 4(f) regulations can be satisfied through a *de minimis* determination.

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 is one that would not adversely affect the activities, features, or attributes qualifying the property for protection under Section 4(f).
- For historical sites, *de minimis* impact means that Caltrans has determined that in accordance with 36 CFR 800, no historical property is affected by the project or the project would have “no adverse effect” on the property in question. The SHPO and Advisory Council on Historic Preservation, if

involved, must be notified that Caltrans intends to enter a *de minimis* finding for properties when the project results in “no adverse effect.”

- The officials with jurisdiction 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 SHPO is required.

2. Project Description

Caltrans is proposing the Project on state route (SR) 1 in Sonoma County, California. The Project proposes to construct a 2,217-foot-long tieback soldier pile retaining wall between post mile (PM) 26.67 and 27.09.

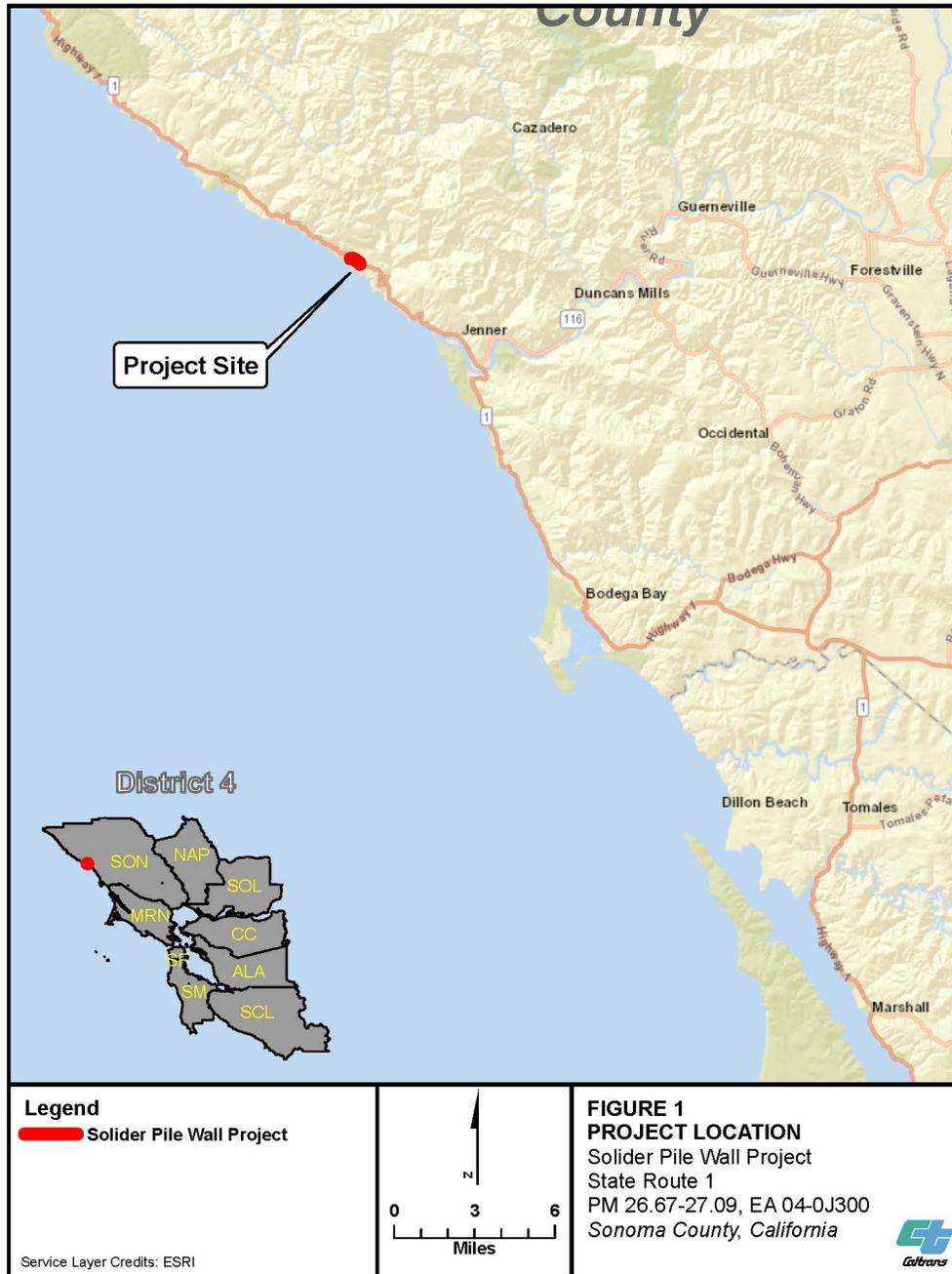
The Project limits are part of a larger landslide area, colloquially known as “Slidesville”, located between PM 26.0 and 28.5. The area is an extensive landslide complex in Franciscan *mélange* (a geologic term for rocks commonly found throughout the California Coast Ranges) with multiple slide planes. Studies to address the larger landslide mass were initiated in the early 1990s. Several exploratory borings and slope inclinometers were installed to monitor and better understand the landslides in these areas. Some of the localized slip-outs were repaired under several previous Caltrans projects, however the most successful long-term treatments have been at locations where soldier pile walls have been constructed.

In Sonoma County, SR 1 is generally a two-lane rural conventional highway that is a popular tourist attraction and provides the only link to several small coastal communities. Within the Project limits SR 1 is a two-lane undivided highway that runs north/south, with eleven-foot lanes and zero- to -four-foot shoulders.

The purpose of the Project is to restore the structural integrity of SR 1, prevent additional damage, and protect SR 1 from future structural damage caused by natural disasters.

The Project is needed because SR 1 between PM 26.72 and 26.79 has several discontinuous longitudinal cracks in the middle of the southbound lane. The highway pavement has settled between one and six inches, creating uneven pavement and undulated areas. In addition, the embankment has settled about three inches along the southbound shoulder next to the existing guardrails. Between PM 26.86 and 26.91 there is a 95-foot-long slide along the southbound shoulder. The entire highway in

both directions has dropped approximately four inches. If not addressed, further erosion would affect the structural integrity of the highway and ultimately the safety of the travelling public.



3. Description of Section 4(f) Resources

As part of this Section 4(f) evaluation, a 0.5-mile radius was developed around the Project limits to determine if any Section 4(f) resources are located within the Project vicinity and if the proposed Project would “use” these properties. One public park and one national monument are located within the 0.5-mile radius: Sonoma Coast State Park (SCSP) and California Coastal National Monument. No Historic properties or schools or playgrounds are within the 0.5-mile radius. Details of the Project’s impacts on the resources are detailed in Table3-1.

Table 3-1: Section 4(f) Resources Located within a 0.5-Mile Radius of the Proposed Project and Preliminary Section 4(f) Impact Determination

Section 4(f) Resource and Agency with Jurisdiction	Location	Type of Resource	Nature of Proposed Construction Activities	Dimension of “Use” (acre)	Anticipated Section 4(f) Impact
Sonoma Coast State Park- California - Department of Parks and Recreation	Between Caltrans right of way and the Pacific Ocean	State Park	Acquire property in order to construct a tieback soldier pile wall.	0.17	<i>De Minimis</i>
California Coastal National Monument – Bureau of Land Management	Islands off the coast	National Monument and National Conservation lands	No proposed construction on or adjacent to this resource.	Not Applicable	No Impact

3.1 Sonoma Coast State Park

To the west and south of the Project limits is SCSP. The park spans 17 miles from Bodega Head to Vista Trail, which is located approximately 4 miles north of Jenner. SCSP is owned and operated by the California Department of Parks and Recreation. The Vista Trail is the nearest trailhead to the project and is approximately 0.25 mile south of the Project. In three locations along the proposed wall, slivers of SCSP would need to be permanently acquired to construct the tieback soldier pile wall.

3.2 California Coastal National Monument

The California Coastal National Monument consists of 1,000 acres of offshore rocks, islands, and 7,924 onshore acres. The California Coastal National Monument is owned and protected by the Bureau of Land Management. Within the 0.5-mile radius,

there are several offshore rocks that are part of the California Coastal National Monument.

Figure 1: Soldier Pile Wall Project Impact to Section 4(f) Property

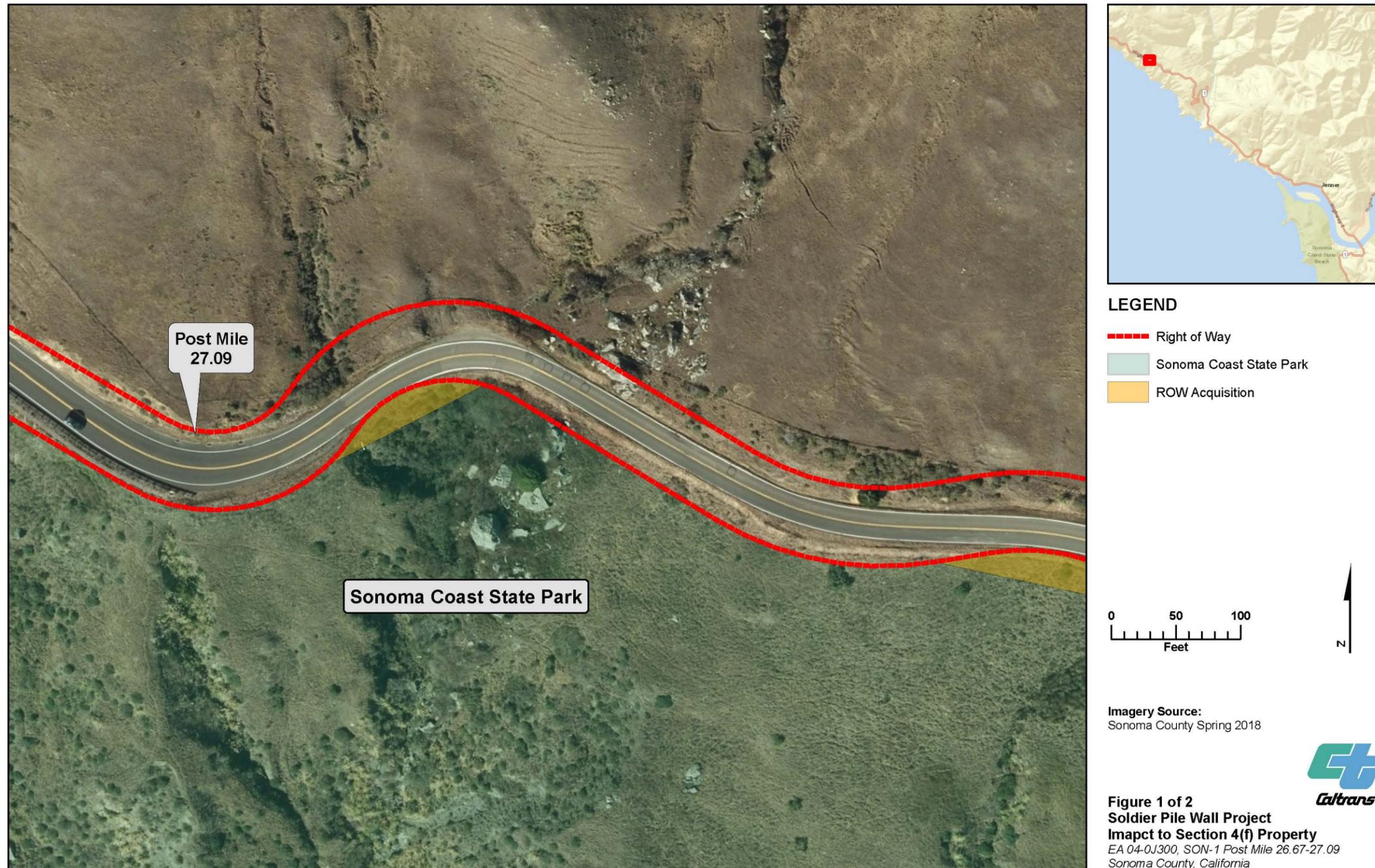
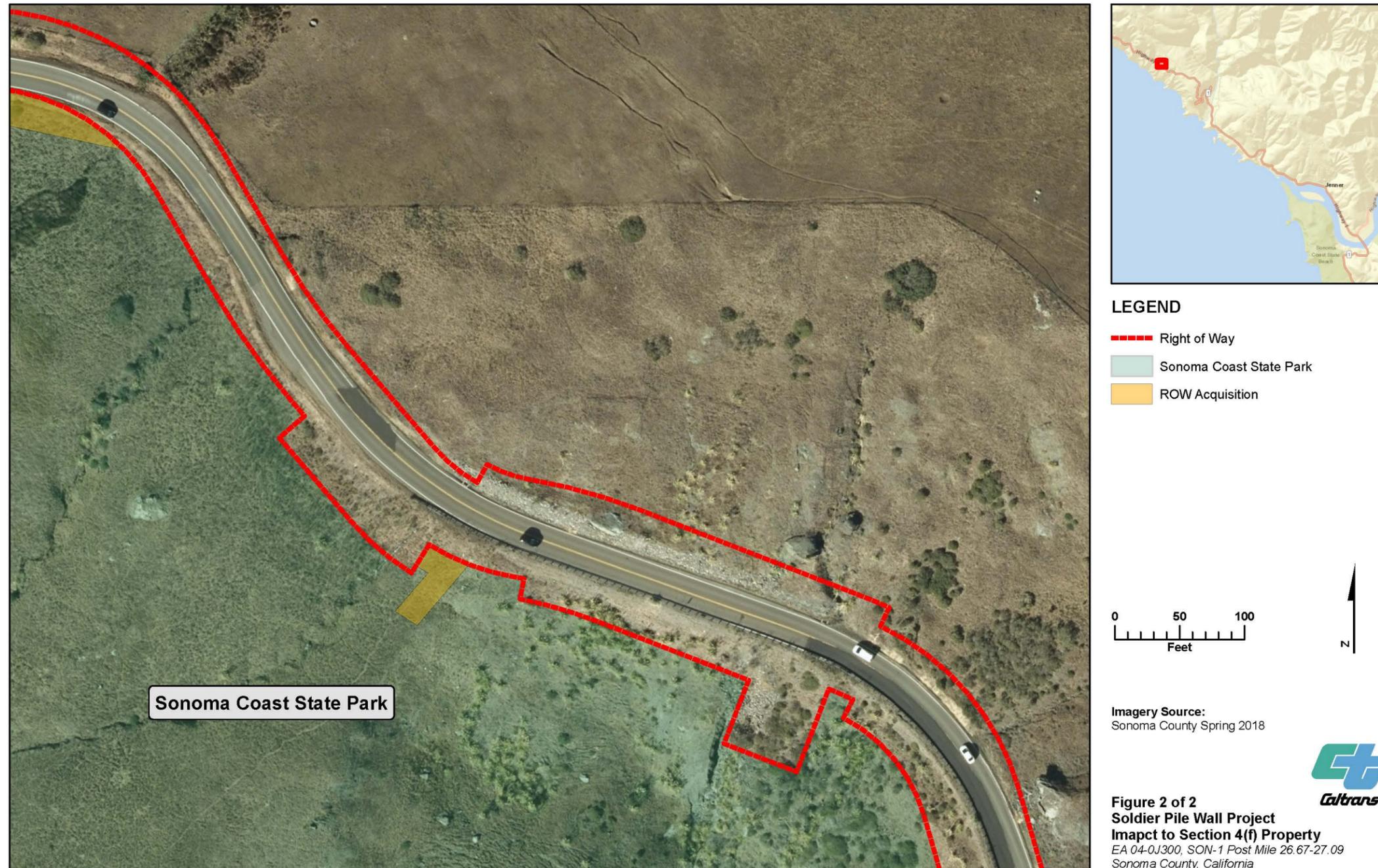


Figure 2: Soldier Pile Wall Project Impact to Section 4(f) Property



4. Impacts on Section 4(f) Resources

4.1 Sonoma Coast State Park

IMPACT: As shown in Figure 1, the proposed Project would require permanent acquisition of property from SCSP. This would be necessary to construct the retaining wall and maintain it in perpetuity. Project elements constructed on the 4(f) resource would include the tieback soldier pile wall, embankment confinement system, Midwest guardrail system, and the replacement of drainage elements. The acquisition would be a maximum of approximately 0.17 acre and would not impact any recreational amenities of the park such as trails, visitor centers, or beaches. The acquisition areas would not be visible from any recreational facilities of the park and no recreational amenities are in the impacted area; therefore, there would be no reduction in recreational uses.

PRELIMINARY USE DETERMINATION: Based on the impacts, although slivers of SCSP property would be permanently acquired, which is a permanent incorporation use under Section 4(f), the evaluation concludes with a preliminary determination of *de minimis* impact for the Project. The attributes and features of SCSP, such as hiking wildlife viewing, and picnicking, which qualify SCSP for protection under Section 4(f), would not be adversely impacted; the Project would not affect accessibility, significantly impact visual resources, cause substantial noise, or impact recreational functions or activities of the state park.

4.2 California Coastal National Monument

IMPACT: The Project is not anticipated to impact California Coastal National Monument, as all the Project's construction would occur adjacent to SR 1. The Project would not impact the offshore rocks and islands that make up the monument.

PRELIMINARY USE DETERMINATION: Based on impacts, the evaluation concludes with a preliminary determination of no impact for the proposed Project. The attributes and features of the California Coastal National Monument that qualify it for Section 4(f) protection would not be impacted by the proposed Project.

5. Measures to Minimize Harm to Section 4(f) Resources

Appropriate measures have been incorporated into the proposed Project to minimize impacts to the Section 4(f) resources discussed in Section 3. The rehabilitation of SR 1 within the Project limits was designed to avoid any adverse impacts to the recreational facilities, parks, and historic resources located in the Project vicinity.

The following Project Features (PFs) and Avoidance and Minimization Measures (AMMs) from the Initial Study have been incorporated into the proposed Project.

5.1 Project Features

Project features are standardized project components which are employed on most, if not all, of Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed Project.

Project Feature AQ-1 Control Measures for Construction Emissions of Fugitive Dust:

Dust control measures would be implemented to minimize airborne dust and soil particles generated from graded areas. For disturbed soil areas, the use of an organic tackifier to control dust emissions would be included in the construction contract. Watering guidelines would be established by the contractor and approved by the Caltrans resident engineer. Any material stockpiles would be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.

Project Feature AQ-2 Air Pollution Control: Caltrans Standard Specifications Section 14-9.02, Air Pollution Control, requires contractors to follow all air pollution control rules, regulations, ordinances, and statutes.

Project Feature BIO-1 Worker Awareness Training: The resident engineer would contact the agency approved biologist seven calendar days before the initial preconstruction meeting to request environmental training. All construction personnel would attend a mandatory environmental education program facilitated by an agency approved biologist before construction begins. Training sessions would be repeated for all new personnel before they are allowed access to the job site. All personnel would complete the training and sign a form stating that they completed the training and understand all applicable agency regulations and consequences of noncompliance. Training would be provided in foreign languages as needed. Caltrans

would keep the forms on file and make them available to regulatory agencies on request. The training would include a minimum of:

- A description of special-status species that could potentially occur on site.
- A discussion of applicable agency regulations and consequences of noncompliance.
- A review of the Project's conservation measures (PFs and AMMs) and how impacts would be avoided by implementing the measures.

Project Feature BIO-2: Environmentally Sensitive Areas. The contractor would be required to place temporary high visibility barrier fencing along the boundaries of environmentally sensitive areas (ESAs) to avoid impacts to sensitive habitat, plants, and animals. ESAs would be defined with high visibility fencing, lathing stakes and tape, or pin flags as appropriate. The materials used to identify the locations would be removed at the end of construction. ESAs would be delineated on construction plans.

Project Feature BIO-3: Bird Protection Measures. To avoid take of migratory birds during the bird nesting season (February 1 to September 30): To the extent practicable, vegetation removal would only occur between October 1 and January 31. Vegetation trimming, or removal would not occur outside of the Project footprint. Agency approved biologists would conduct preconstruction nesting bird surveys no more than three days prior to construction. If an active nest is discovered, agency approved biologists would establish an appropriate exclusion buffer around the nest. The area within the buffer would be avoided until the young are no longer dependent on the adults or the nest is no longer active. If a nesting special-status bird species is discovered, an agency approved biologist would notify the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) for further guidance. Partially constructed and inactive nests would be removed to prevent occupation.

Project Feature BIO-4: Revegetation and Weed Control. To comply with Executive Order 13112: The contractor would minimize the spread of invasive and nonnative plant species. If noxious weeds are disturbed or removed during construction-related activities, the contractor would contain the noxious weeds and associated plant material and dispose of them in a manner that would not promote spread of the species. The contractor would be responsible for obtaining all permits, licenses, and environmental clearances for properly disposing of materials. Areas subject to

noxious weed removal or disturbance would be replanted with fast-growing native grasses or a native erosion control seed mixture. Where seeding is not practical, disturbed areas within the Footprint would be covered with heavy black plastic solarization material until the end of the Project.

Project Feature BIO-5: Speed Limit. Vehicles would not exceed 15 miles per hour in the Project footprint to reduce dust and excessive soil disturbance.

Project Feature BIO-6: Trash Control. Food and food related trash items would be secured in sealed trash containers and removed from the site at the end of each day.

Project Feature BIO-7: Pets. Pets would be prohibited from entering the BSA.

Project Feature BIO-8: Firearms. Firearms would be prohibited within the BSA except for those carried by authorized security personnel or local, state, or federal law enforcement.

Project Feature CULT-1 Stop Work Upon Discovery of Cultural Materials: If cultural materials are discovered during construction, all earth-moving activity within a sixty-foot radius would be halted until a Caltrans qualified archaeologist can assess the nature and significance of the find.

Project Feature CULT-2 Additional Actions if Cultural Materials Contain Human Remains: If Caltrans Professionally Qualified Staff determines that cultural materials contain human remains, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains. Caltrans' Office of Cultural Resources and Studies (OCRS) would contact the Sonoma County Coroner. Pursuant to PRC Section 5097.98, if the remains are thought by the coroner to be Native American, the coroner would notify the Native American Heritage Commission, which would then notify the Most Likely Descendent. The Caltrans OCRS would work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Project Feature GHG-1 Emissions Reduction: Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, require contractors to comply with all laws applicable to the Project and to certify they are aware of and would comply with all Air Resource Board (ARB) emission reduction regulations.

Project Feature TRIBE-1 Protect Discovered Tribal Cultural Resources with Temporary Fencing: If any tribal cultural resources are found during construction, a qualified Caltrans archaeologist shall determine whether the resources can be avoided by the Project. If the resources can be avoided, the resources would be delineated on the ground with temporary fencing and avoided by construction. No construction-related activities or staging are permitted within these areas.

Project Feature WQ-1 Construction Site Best Management Practices: The Project would be compliant with the Construction General Permit issued by the State Water Resources Control Board and with the Provisions of the Caltrans Statewide National Pollution Discharge Elimination System permit. The contractor would be required to prepare and submit a Construction Site Dewatering and Diversion Plan and Stormwater Pollution Prevention Plan for approval. The contractor would adhere to the instructions, protocols, and specifications, outlined in the most current Caltrans Construction Site Best Management Practices Manual and Caltrans Standard Specifications. At a minimum, protective measures would include the following:

- Disallowing discharging of pollutants from vehicle and equipment cleaning into storm drains or watercourses
- Storing or servicing vehicles and construction equipment including fueling, cleaning and maintenance at least 50 feet from aquatic habitat unless separated by a topographic or drainage barrier.
- Maintaining equipment to prevent the leakage of vehicle fluids such as gasoline, oils, or solvents and developing a Spill Response Plan. Hazardous materials such as fuels, oils, solvents, etc. would be stored in sealable containers in a designated location that is at least 50 feet from aquatic habitats.
- Collecting and disposing of concrete wastes and water from curing operations in appropriate washouts located at least 50 feet from watercourses.
- Using water trucks and dust palliatives to control dust and covering temporary stockpiles.
- Installing coir rolls or straw wattles along or at the base of slopes during construction to capture sediment.
- Protecting graded areas from erosion using a combination of silt fences, fiber rolls, and erosion control netting (jute or coir) as appropriate.

Project Feature WQ-2 Place Rock Slope Protection (RSP) Where Needed: RSP dissipaters would be installed at the outlets of culvert replacements if necessary. RSP would prevent erosion below the culverts.

5.2 Avoidance and Minimization Measures

Avoidance and Minimization Measures are project specific measures that are deployed to avoid or minimize environmental impacts.

AMM AES-1 Buried Wall Face: The proposed retaining wall would be buried to the maximum extent practical, either entirely or in great majority. The resultant slope and all other disturbed areas will be revegetated with native seed.

AMM AES-2 Comply with the Guidelines: Changes to the highway geometric features such as curvature, lane width, and shoulder width will be minimized in accordance with the Guidelines when feasible.

AMM AES-3 Midwest Guardrail System (MGS) Considerations: MGS is proposed only where supported by highway conditions. Limiting the addition of MGS further minimizes view-cluttering components. MGS proposed shall be consistent with the Guidelines when feasible.

AMM BIO-1 Botanical Surveys: Botanical surveys would be conducted in accordance with CDFW protocols during the 2020 blooming season (February through November). Focused surveys would be conducted during the 2021 blooming season if needed. The Natural Environment Study (NES) would be updated with the results, and additional conservation measures would be included if necessary.

AMM BIO-2 Special-status Plant Avoidance: If found during surveys, ESA fencing would be identified on the Project plans, and installed to protect special-status plants before construction begins, and the agency approved biologist would coordinate with USFWS and/or CDFW for technical assistance

AMM BIO-3 California Red-legged Frog (CRLF) Monitoring: An USFWS approved biologist would be on site during all work that could reasonably result in take. The USFWS approved biologist, through coordination with the Resident Engineer, would have authority to stop work that may result in unauthorized take. USFWS would be notified by telephone and email within one working day if the agency approved biologist exercises this authority. If a CRLF is discovered on site, the agency approved biologist and resident engineer would be contacted immediately. If CRLF

gains access to a construction zone, work would be halted immediately within 50 feet until it leaves the construction zone or is removed and relocated by the agency approved biologist. The USFWS would be notified by telephone and email within one working day if a CRLF is discovered on site.

AMM BIO-4 Preconstruction Surveys: The USFWS approved biologist would conduct preconstruction surveys no more than twenty days prior to any initial ground disturbance and immediately prior to ground disturbing activities or vegetation removal. Surveys would consist of walking and visually inspecting the Project's footprint and adjacent areas within at least fifty feet of the footprint if possible. The USFWS approved biologist would investigate potential cover sites when feasible and safe to do so. Safety permitting, the agency approved biologist would investigate areas of disturbed soil within thirty minutes following initial disturbance for signs of CRLF. Native vertebrates found within the footprint would be documented and relocated to an appropriate habitat outside the footprint.

AMM BIO-5 Weather restriction: Work would not occur during or within twenty-four hours following a rain event exceeding 0.2 inches of precipitation as measured at the Santa Rosa, Sonoma County Airport

AMM BIO-6 Entrapment Prevention: All excavated, steep-walled holes or trenches more than one foot deep would be covered at the close of each working day with plywood or similar materials. Before holes or trenches are filled, they would be thoroughly inspected for trapped animals. Plastic monofilament netting (i.e. erosion control matting) or similar material would not be used. Prior to their arrival on site, all open-ended pipes, culverts, drainage inlet boxes, catch basins, or similar structures would be sealed or capped, and remain capped or sealed until they are installed and operational.

AMM BIO-7 Decontamination: The agency approved biologist would take precautions to prevent introduction of amphibian diseases in accordance with the Revised guidance on *Site Assessments and Field Surveys for the California Red-legged Frog* (USFWS 2005).

AMM BIO-8 Agency Access to Construction Site Safety permitting, at any time during construction activities Caltrans would allow USFWS and CDFW access to the Project footprint to inspect the Project and its activities.

AMM BIO-9 Bumblebee Nest Preconstruction Surveys: Preconstruction nesting chamber surveys would be conducted by a qualified agency approved biologist. Surveys would include visual inspections of burrows and other object capable of containing obscure bumblebee nests.

AMM BIO-10 Bumblebee Nest Avoidance: If obscure bumblebee nests are discovered in the BSA, they would be mapped and avoided to the maximum extent possible.

AMM BIO-11 Preconstruction Burrowing Owl Surveys: To the extent feasible, agency approved biologists would conduct burrowing owl surveys following the CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012). If a burrowing owl or occupied burrow or structure is detected in the BSA, or line-of-sight of the BSA, the agency approved biologist would establish an appropriate exclusion buffer and coordinate with CDFW.

AMM BIO-12 Preconstruction American Badger Den Surveys: CDFW approved biologists would conduct American badger den surveys. If an American badger den or individual is detected, agency approved biologists would establish an appropriate exclusion buffer and coordinate with CDFW for technical assistance.

AMM BIO-13 Hookedspur Violet Surveys: Focused hookedspur violet surveys would begin during the 2020 blooming season and continue until the blooming season before construction begins. Agency approved biologists would reference populations documented from Fort Ross or other nearby populations for blooming trends. If hookedspur violet is discovered in the BSA, Caltrans would coordinate with USFWS for technical assistance. If needed, additional conservation measures would be implemented.

AMM BIO-14 Hookedspur Violet Propagation: If hookedspur violet is located on site during field surveys, hookedspur violet seed would be added to revegetation plans and the native seed mix.

AMM BIO-15 Ground Disturbance: Ground disturbance would be limited to the extent feasible to minimize impacts to Environmentally Sensitive Habitat Areas (ESHAs).

AMM BIO-16 ESHA Avoidance: ESA Fencing would be installed to protect ESHAs located outside of the Project's footprint before construction begins.

AMM BIO-17 Seasonal Restriction: To the extent feasible, in-water work would be restricted to the period from June 1 to October 30 to avoid and minimize impacts to aquatic resources and avoid impacting sensitive aquatic species.

AMM BIO-18 Diversion and Dewatering: If in-water work cannot be avoided, the contractor would be required submit a Construction Site Dewatering and Diversion Plan to Caltrans for approval prior to any dewatering. The plan would include appropriate collection and disposal strategies. In addition, the contractor would be required to submit an Aquatic Species Relocation Plan.

AMM BIO-19 Wetland Avoidance: ESA fencing would be installed to protect wetlands near the Project footprint before construction begins.

AMM TRANS-1 Develop a Traffic Management Plan (TMP): To offset temporary disruption during construction, a TMP would be developed by Caltrans with input from local partners during the design phase. The TMP would include one-way traffic controls, flaggers, and construction phasing to reduce impacts to local residents and maintain access for emergency services. The TMP would include requirements for coordination with Sonoma County and public notification in the event of an emergency. The TMP would also ensure access to residential driveways that are near construction activities.

6. Coordination

Caltrans will continue to coordinate with the California Department of Parks and Recreation regarding the preliminary Section 4(f) *de minimis* determination made in this document and the Project’s design within Park property. Prior to finalizing the *de minimis* impact determination made in this document, Caltrans will prepare a public notice and provide the public an opportunity to review and comment on the preliminary *de minimis* impact determination during a 30-day public review period. Possible methods of public involvement include, but are not limited to, newspaper advertisements and project websites.

In addition, Caltrans has provided the public with a Notice of Availability for the Draft IS-MND, the Project’s California Environmental Quality Act (CEQA), environmental document. The document had a 30-day public comment period that lasted from April 30, 2020 to May 30, 2020. The draft environmental document is electronically accessible on the [Caltrans Website](https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs) (<https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>).

7. Technical Studies and References

California Department of Transportation (Caltrans). 2020. *Soldier Pile Wall Project Initial Study with Proposed Mitigated Negative Declaration*. April.

Federal Highway Administration (FHWA). 1987. *FHWA Technical Advisory T6640.8A*. October 30.

FHWA. 2012 *Revised Section 4(f) Policy Paper*. July 20.