Vehicle and Pedestrian Safety Project

MARIN COUNTY, CALIFORNIA
04-MRN-1 (PM 0.0/50.5)
04-1X310 / 0424000307

Initial Study with Proposed Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation

September 2026

Caltrans

General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Marin, California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans District 4 Office at 111 Grand Avenue, Oakland, CA 94612. This document may be downloaded at the following website: https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs.

- Tell us what you think. If you have any comments regarding the proposed project, please attend the public meeting, and/or send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: John Seal, District 4, California Department of Transportation Division of Environmental Science and Engineering, P.O. Box 23660, MS-8B Oakland, California 94623. Submit comments via email to: john.seal@dot.ca.gov.

- A Notice of Opportunity for a Public Meeting will be filed with the California Governor's Office of Land Use and Climate Innovation State Clearinghouse. If you would like Caltrans to hold a public meeting, please contact John Seal by November 14, 2026. If a public meeting is requested, Caltrans has two options. The first option would be to meet with the party requesting the public meeting to directly discuss the proposed Project and/or request. If the party is satisfied and withdraws the request, Caltrans will not hold a public meeting. The second option would be for Caltrans to schedule and hold a public meeting per the initial request.

- Submit comments by the deadline: **November 29, 2026**.

What happens next:

After comments are received from the public and the reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

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Vehicle and Pedestrian Safety Project on State Route 1 from Post Miles 0.0 to 50.5 in Marin County

INITIAL STUDY
with Proposed Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

Maxwell Lammert

09/28/2026

Maxwell Lammert
Office Chief, Office of Environmental Analysis
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Date

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DRAFT
Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: Pending
District-County-Route-Post Mile: 04-MRN-1-0.0/50.5
EA/Project Number: 04-1X310 / 0424000307

Project Description

The California Department of Transportation (Caltrans) proposes to install and replace curve warning signs, advisory speed plaques, horizontal alignment signs, pedestrian crossing signs, vehicle feedback signs, and Rectangular Rapid Flashing Beacons (RRFBs) at 32 locations along SR 1 in Marin County between post miles 0.0 and 50.5.

Draft Determination

This proposed Mitigated Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Mitigated Negative Declaration for this Project. This does not mean that Caltrans' decision regarding the Project is final. This Mitigated Negative Declaration is subject to change based on comments received by interested agencies and the public.

An Initial Study has been prepared by Caltrans District 4. On the basis of this study, it is determined that the proposed action will not have a significant effect on the environment for the following reasons:

The project would have no effect on Agriculture and Forestry Resources, Geology and Soils, Mineral Resources, Noise, Population and Housing, Recreation, Transpiration, Utilities and Service Systems, and Wildfire.

The project would have less than significant effects to Air Quality, Biological Resources, Cultural Resources, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Public Services, and Tribal Cultural Resources.

With the following mitigation measures incorporated, the project would have less than significant effects to Aesthetics and Land Use and Planning:

> **MM-AES-08: Enhance Visual Compatibility of Signage.** In visually sensitive locations, paint the back of the signs and sign hardware using federally approved standard colors to compliment surrounding environment and minimize visual impacts on scenic character.

Christopher Caputo
Deputy District Director
Environmental Science and Engineering
California Department of Transportation

Date

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Chapter 1 Proposed Project

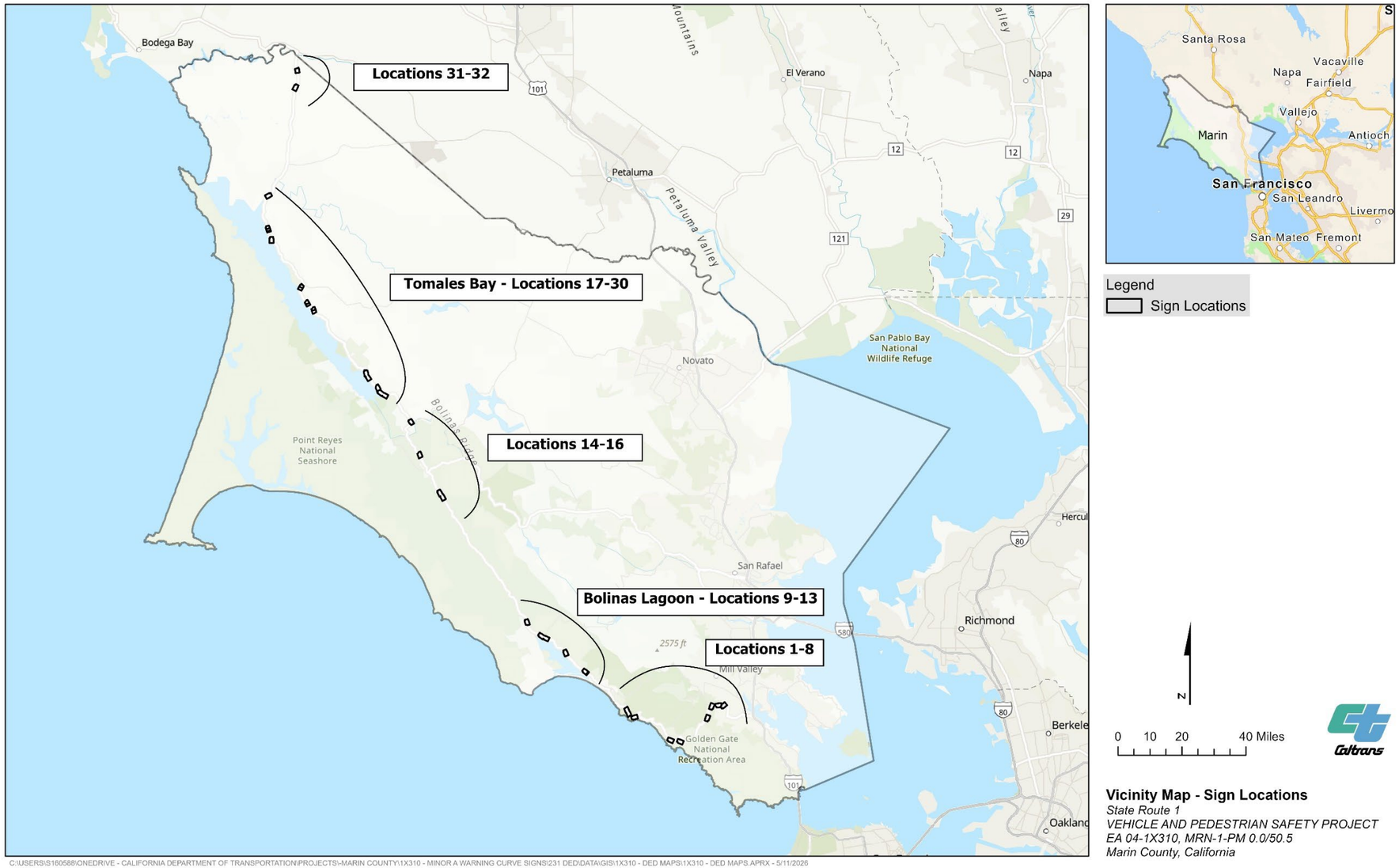
1.1 Introduction

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA) for the proposed State Route (SR) 1 Vehicle and Pedestrian Safety Project (Project) and has prepared this Draft Initial Study with Proposed Mitigated Negative Declaration (IS/MND).

The Project is located at 32 locations along SR 1 in Marin County between PMs 0.0 and 50.5 (Figures 1-6). The southernmost location is situated near Tamalpais-Homestead Valley, and the northernmost location is located near the Marin-Sonoma County line in the vicinity of Fallon.

Caltrans proposes to install and replace curve warning signs, advisory speed plaques, horizontal alignment signs, pedestrian crossing signs, vehicle speed feedback signs, and Rectangular Rapid Flashing Beacons (RRFBs) at select locations along the corridor. Project locations were identified based on historical collision data, community requests, and recommendations from the California Highway Patrol (CHP), particularly in the vicinity of Stinson Beach, Marshall, and other areas with elevated safety concerns (see Chapter 4).

The Project is proposed under Caltrans' Minor A program (2027) with an estimated total Project cost of approximately $1.5 million. All proposed improvements would occur within existing State Right of Way (ROW), and no temporary or permanent acquisitions would be required.



Vicinity Map - Sign Locations
State Route 1
VEHICLE AND PEDESTRIAN SAFETY PROJECT
EA 04-1X310, MRN-1-PM 0.0/50.5
Marin County, California

Figure 1. Vicinity map.

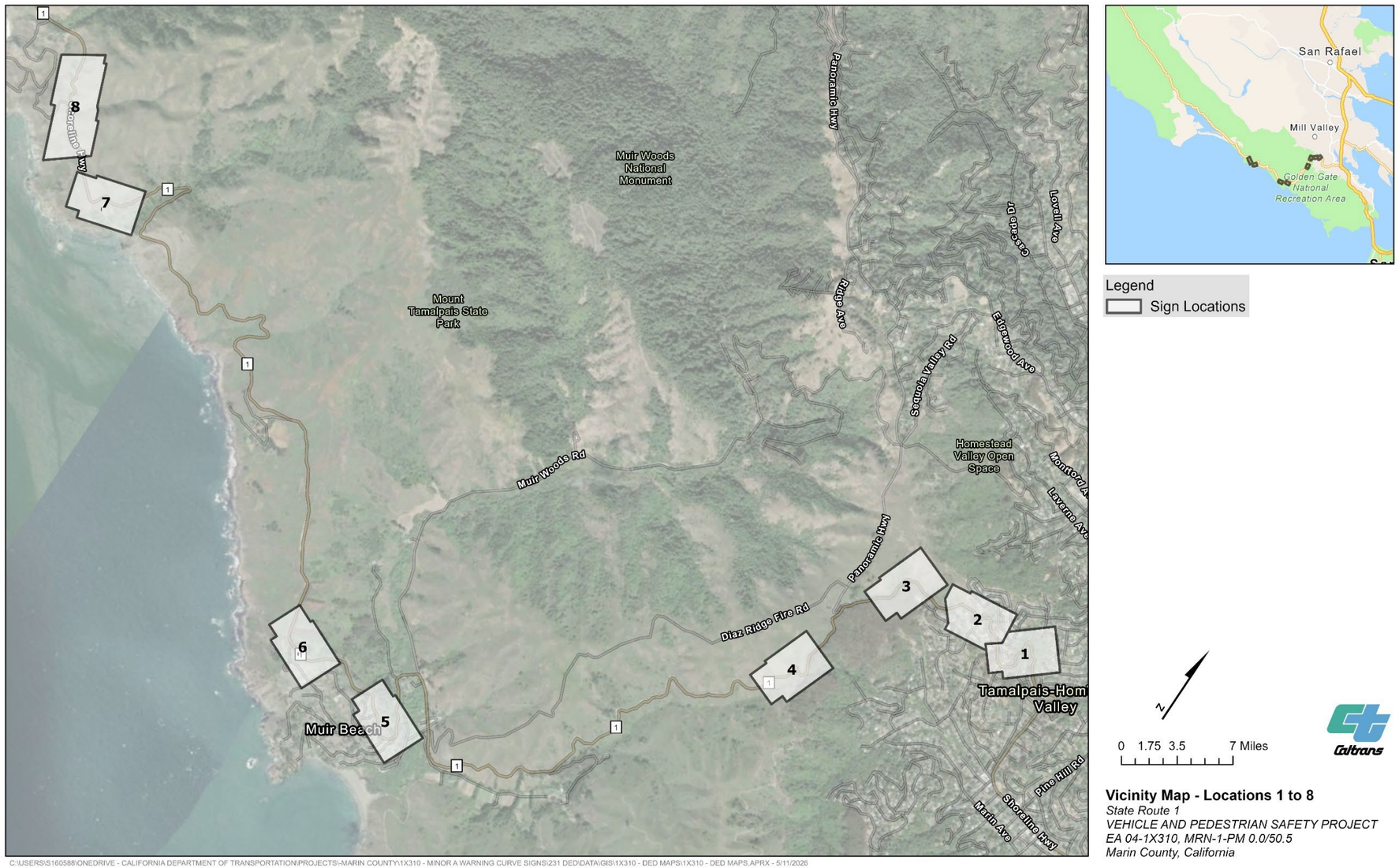
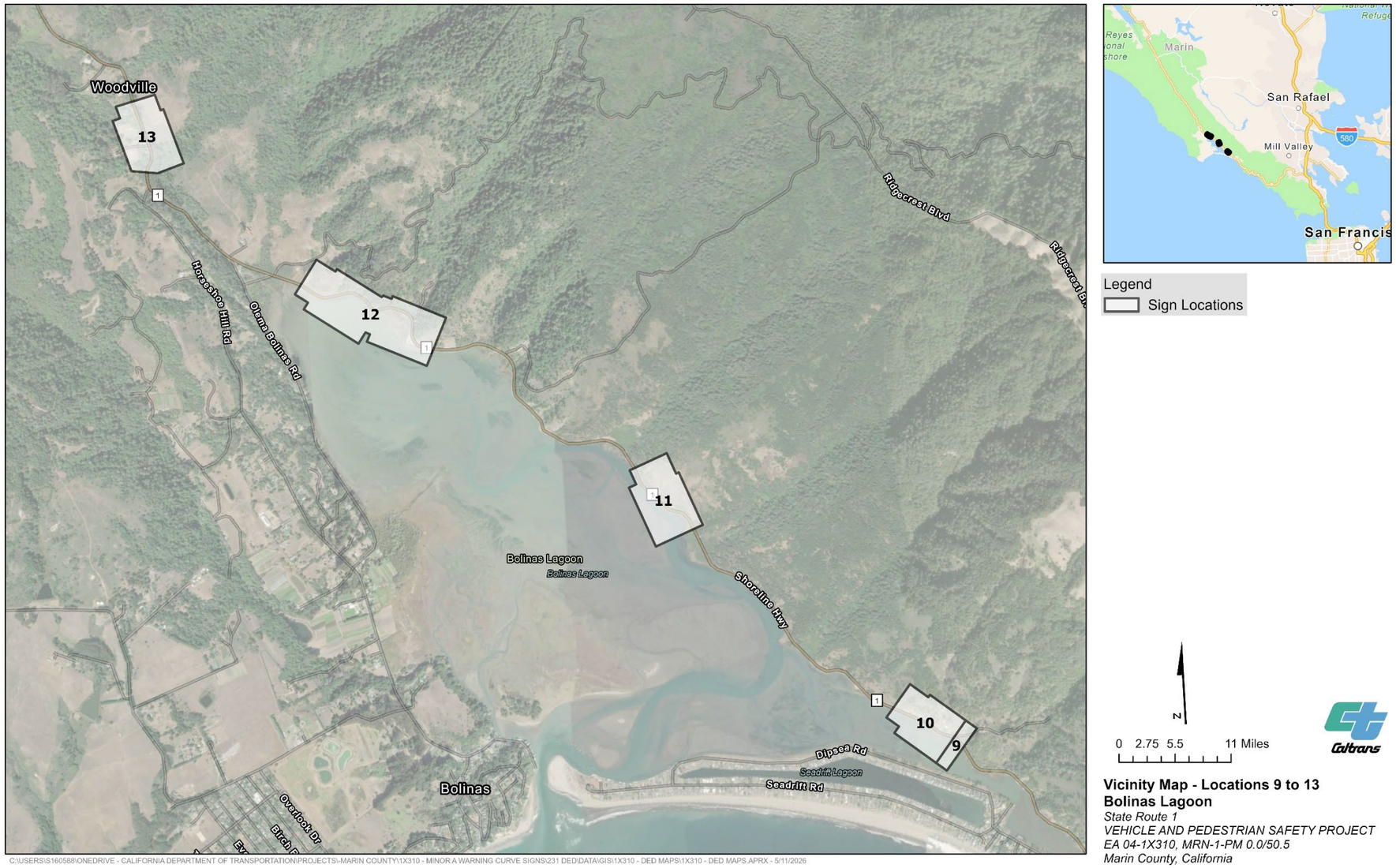


Figure 2. Vicinity map for sign Locations 1 to 8.



Legend
Sign Locations

N

0 2.75 5.5 11 Miles

Caltrans

Vicinity Map - Locations 9 to 13
Bolinas Lagoon
State Route 1
VEHICLE AND PEDESTRIAN SAFETY PROJECT
EA 04-1X310, MRN-1-PM 0.0/50.5
Marin County, California

Figure 3. Vicinity map for sign locations along Bolinas Bay (9 to 13).

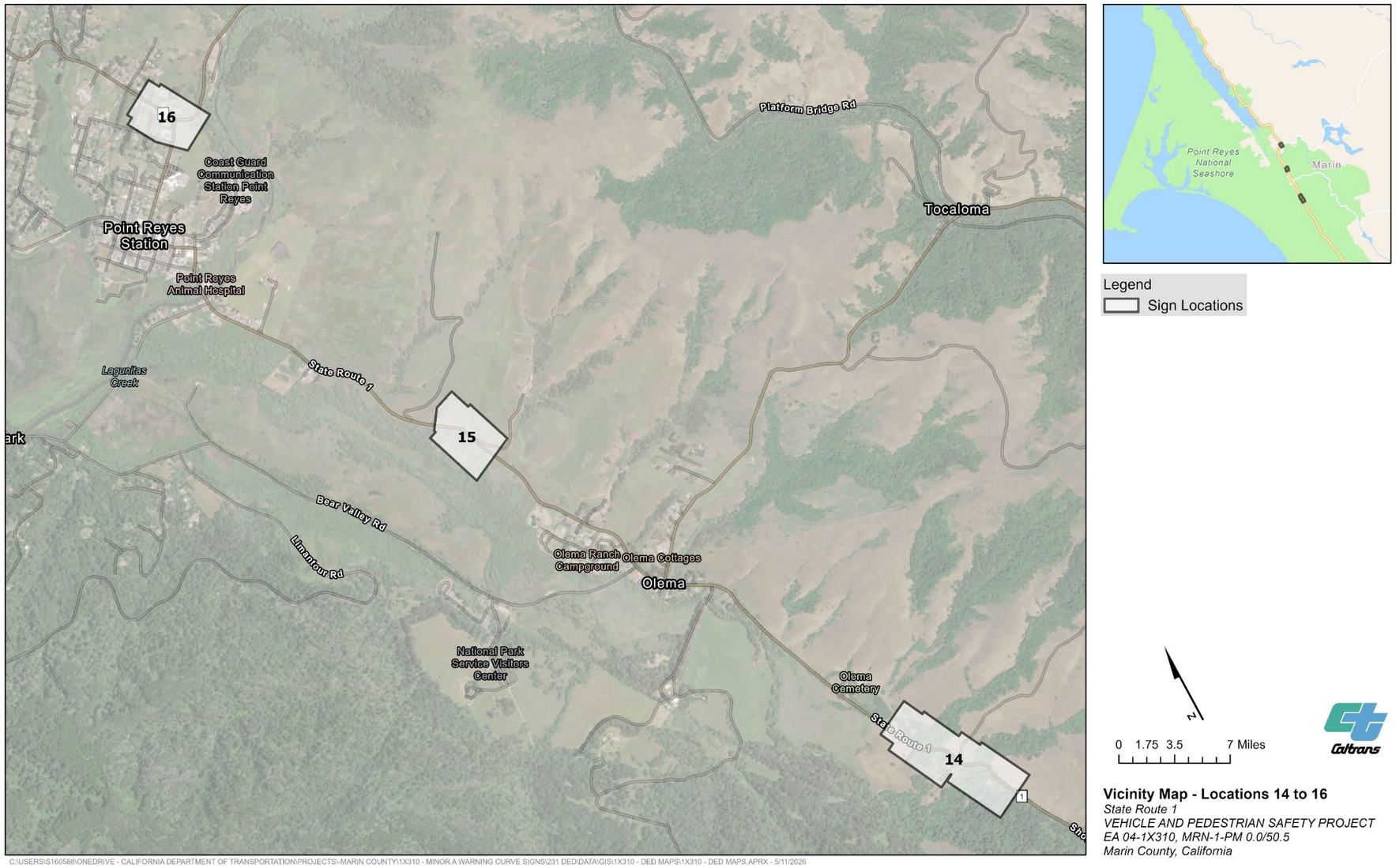
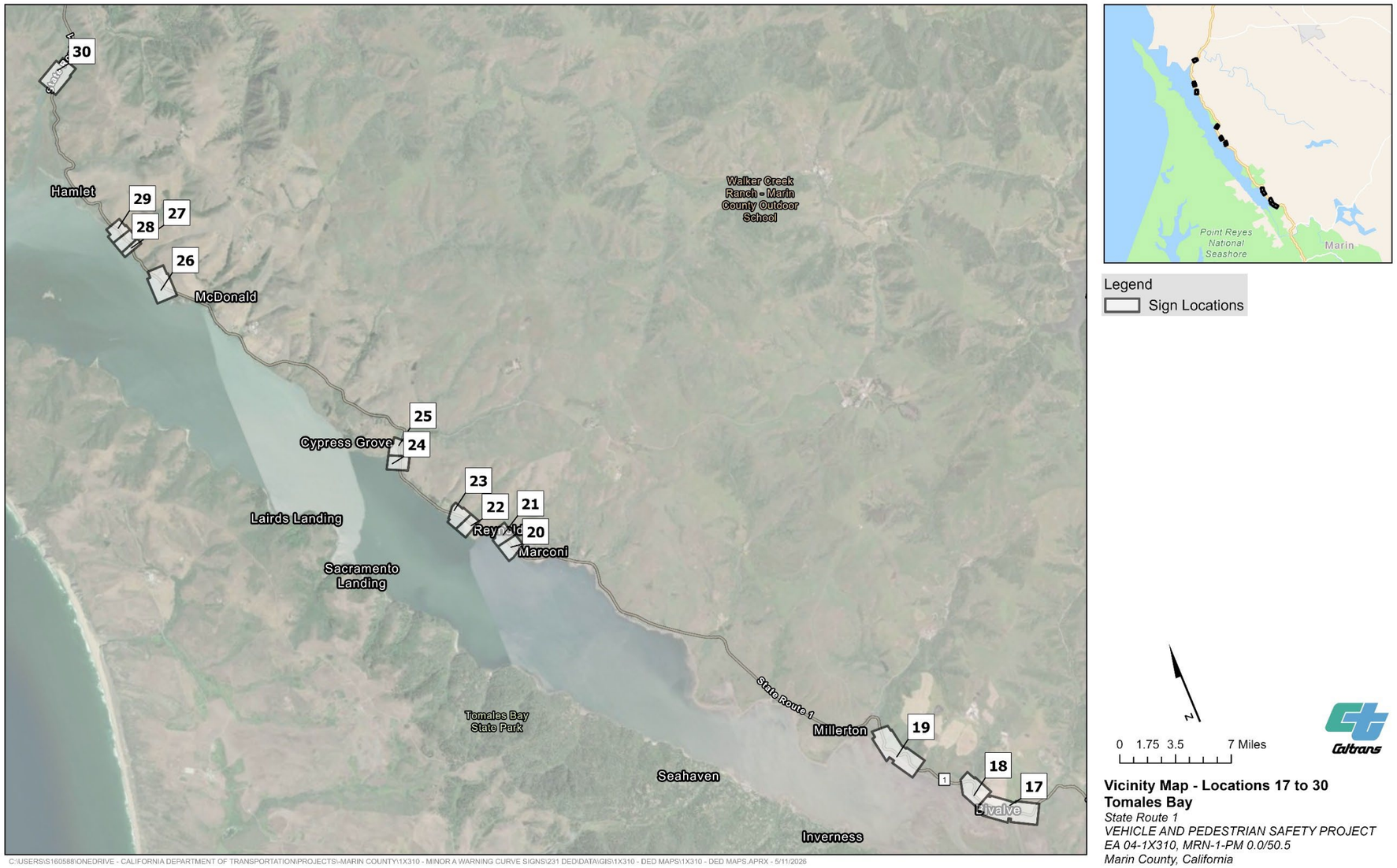


Figure 4. Vicinity map for sign Locations 14 to 16.



Legend
Sign Locations

N

0 1.75 3.5 7 Miles

Caltrans

Vicinity Map - Locations 17 to 30
Tomales Bay
State Route 1
VEHICLE AND PEDESTRIAN SAFETY PROJECT
EA 04-1X310, MRN-1-PM 0.0/50.5
Marin County, California

Figure 5. Vicinity map for sign locations along Tomales Bay (17 to 30).



Figure 6. Vicinity map for sign Locations 31 to 32.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this Project is to enhance roadway and pedestrian safety along SR 1 in Marin County by reducing the frequency and severity of vehicular collisions, particularly run-off-the-road and cross-over incidents.

The Project would provide improved curve delineation, upgraded warning signage, and enhanced pedestrian crossing features to increase driver awareness and visibility. These improvements aim to address known safety concerns and align with Caltrans' commitment to safety, particularly in rural and coastal corridors with constrained geometrics and high recreational use.

1.2.2 Need

Several segments of SR 1 in Marin County have been identified with safety deficiencies due to insufficient advance warning signs, faded or outdated advisory speed plaques, and poor pedestrian visibility at crossings. These conditions have contributed to a pattern of preventable collisions and elevated risks for non-motorized users. In areas with sharp curves, narrow shoulders, and limited sight distance, the lack of clear and consistent signage reduces driver reaction time and increases the likelihood of run-off-the-road incidents.

New advance horizontal alignment curve warning signs are needed to comply with the 2026 California Manual on Uniform Traffic Control Devices (MUTCD).

1.3 Project Description

The Project is located at 32 locations along SR 1 in Marin County between PMs 0.0 and 50.5 (Figures 1-6). Within Marin County, SR 1 is a rural, two-lane undivided highway extending approximately 56 miles from the US Highway 101 interchange in Manzanita to the Marin-Sonoma County line near Valley Ford Road. SR 1 serves as a critical transportation corridor for the small, relatively isolated communities located along the Northern Bay Area coastline and is also designated as part of the Pacific Coast Bicycle Route.

Ensuring safe and reliable travel along California's rural and coastal highways is essential for residents, recreational users, commuters, and visitors. In Marin County, SR 1 functions as a vital connection between coastal communities, recreational destinations, and parks. Over the past several years, Caltrans has received multiple safety-related concerns from local communities, including Stinson Beach, Marshall, and surrounding areas, as well as from the California Highway Patrol (CHP). Reported concerns include

run-off-the-road collisions, limited curve visibility, and inadequate pedestrian crossings.

To address these safety concerns, the Project was initiated under the Caltrans Minor A Program with the goal of implementing low-cost, high-impact safety improvements intended to enhance driver awareness and reduce collision severity. The Build Alternative, described in Section 1.4.1, is proposed to address the identified operational and safety deficiencies along the corridor.

1.3.1 Existing Conditions

SR 1 is a two-lane, rural coastal highway that runs through mountainous and scenic areas of Marin County. The highway includes sharp curves, steep drop-offs, and narrow shoulder widths, with limited recovery area for errant vehicles. Signing along the corridor is inconsistent, and many locations contain outdated or missing advisory speed plaques. Further, several locations near schools and recreational areas lack pedestrian warning signs or crossings with enhanced visibility, contributing to safety concerns for non-motorized users.

Travel lanes on SR 1 are approximately 12 feet-wide, with paved shoulders 0 to 5 feet-wide (Table 1). There are no designated pedestrian or bicycle facilities present. The table below summarizes existing geometric information for SR 1 in Marin County.

Table 1. Existing geometric conditions.

Through Traffic Lanes		**Paved shoulder width**		**Median width**
Number of lanes	*Total lane width (feet)*	*Southbound (feet)*	*Northbound (feet)*	*(feet)*
2	12	0 – 5	0 – 5	0

1.3.2 Collision History

From July of 2019 to June of 2024, a total of 311 collisions were recorded along SR 1 in Marin County. Of these incidents, four resulted in fatalities and 51 led to serious injuries.

Analysis of collision data reveals the most common primary factors contributing to these incidents were inappropriate speed (34.4%) and improper turning (24.1%). This pattern is even more pronounced when focusing on collisions involving fatalities or serious injuries, where inappropriate speed accounted for 43.6% and improper turning for 29.1% of such cases.

These speed-related and turning issues are largely attributable to driver error, but they can be mitigated through the installation of appropriate traffic control devices. Curve warning signs, specifically engineered to provide advance notice of upcoming curves and recommended speeds, play a critical role in helping drivers maintain control and avoid sudden maneuvers. The timely information displayed on these signs is expected to reduce the likelihood of collisions caused by last-minute reactions.

Based on this collision history, specific locations along SR 1 have been selected for the installation of curve warning traffic control devices under project EA 04-1X310. It is important to note that at locations where existing curve warning signs are simply being replaced or updated, collision history was not used as a selection criterion. Additionally, for crosswalk enhancements, site selection was based on pedestrian activity and community input rather than collision data.

For collision information by location, please see Table 5.

1.4 Project Alternatives

This section describes the proposed Project's Build Alternative, which was developed to meet the purpose and need of the Project while avoiding or minimizing environmental impacts. The Project consists of one proposed Build Alternative and one No-Build Alternative.

1.4.1 Build Alternative

The Project proposes to install and replace curve warning signs, advisory speed plaques, horizontal alignment signs, pedestrian crossing signs, vehicle speed feedback signs, and Rectangular Rapid Flashing Beacon (RRFB) systems at 32 locations along SR 1 in Marin County between PM 0.0 and 50.5 (Table 2). Existing signs would be replaced in kind where signs are outdated, damaged, or do not meet current standards. New signs and signposts would be installed at locations identified for operational and safety improvements. In addition, a high-visibility ladder crosswalk would be installed at one location to enhance pedestrian safety. Proposed improvements would conform to the California Manual on Uniform Traffic Control Devices (MUTCD) and applicable Caltrans Standard Plans (2025). The Project would result in a net increase of 246 sign panels and 121 signposts (Table 2).

Table 2. Total proposed signs and signposts and resulting net increase along the SR 1 corridor (northbound [NB] and southbound [SB]).

	Proposed				Net Increase			
	Signs		Signposts		Signs		Signposts	
	NB	*SB*	*NB*	*SB*	*NB*	*SB*	*NB*	*SB*
	166	152	66	59	133	113	65	58
Total:	318		125		246		123	

Table 3 summarizes the primary safety and operational considerations supporting the proposed improvements at each Project location. For collision information by location, please see Table 5.

Table 3. Number of locations by safety improvement.

Justification	# of Locations
Existing sign is outdated	14
Prevent crashes near school	1
Improve Pedestrian Safety	9
Prevent road departure crashes near curve	13

Conventional Roadside Signs

Sign panels would be mounted on wood signposts and placed within existing State ROW adjacent to the roadway shoulder (Caltrans Standard Plans 2025 [RS1 – Conventional Highway and Interchange Areas for Rural Locations]; Figure 7). New wood signposts would generally consist of either 4-inch by 4-inch posts with approximately 3.5-foot embedment depths or 4-inch by 6-inch posts with approximately 4.5-foot embedment depths (Table 4).

Table 4. Wooden signpost embedment.

Post Size	Embedment
4’’ x 4’’	3’-6’’
4’’ x 6’’	4’-6’’

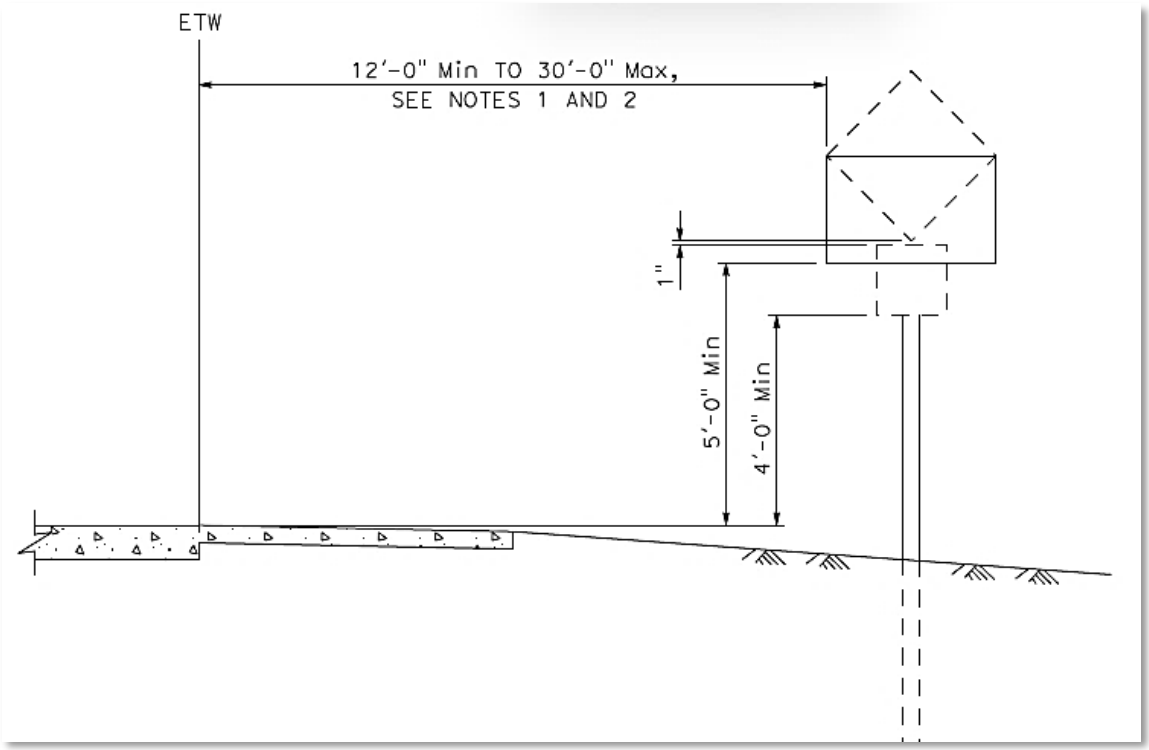


Figure 7. Typical roadside sign installation for rural locations.

New signpost placements would typically occur between 12 and 30 feet from the edge of traveled way (ETW: outer most boundary of travel lane), where feasible, to maintain roadside recovery areas and meet current safety standards. At locations where minimum horizontal clearance distances are not feasible due to terrain constraints, steep slopes, or existing roadway features, reduced offsets may be used. Where multiple sign panels are mounted on a single signpost, panels would generally be spaced approximately 1 inch apart in accordance with applicable Caltrans Standard Plans (2025; Standard Plan RS1).

Signs would be framed (structural elements mounted to back of sign panels), as needed, to provide structural stability and meet current safety requirements (Caltrans Standard Plan 2025). Framing requirements and post spacing for double-post support systems would vary depending on sign dimensions, panel configurations, and support type. For new signs that require framing, framing would occur offsite.

Unless otherwise noted, replacement of an existing sign would involve replacing the sign panel on the existing signpost (see location-by-location information below). Where new signposts are required, installation would involve localized excavation with a post hole digger (i.e., hand tool) or a vehicle mounted auger to install the post and backfill the signpost foundation.

Vehicle Speed feedback Signs and Rectangular Rapid Flashing Beacon Systems

Rectangular Rapid Flashing Beacon (RRFB) systems and vehicle speed feedback signs would be installed on steel poles supported by cast-in-drilled-hole (CIDH) concrete foundations and powered by photovoltaic solar panels (Figure 8 and Figure 9). RRFB installations would include flashing beacon assemblies, pedestrian crossing signs, and associated pedestrian activation equipment mounted on the poles. Vehicle speed feedback sign installations would include a radar speed feedback display panel and control cabinet mounted on the pole. As standalone systems, RRFBs and vehicle speed feedback signs would not require open trenching or directional boring. CIDH foundations supporting RRFB systems and vehicle speed feedback signs would typically extend approximately 8 to 10 feet below grade (Figure 8 and Figure 9).

RRFB systems would communicate wirelessly to provide coordinated activation at pedestrian crossing locations.

For RRFB systems and vehicle speed feedback signs, installation activities would involve excavation using a vehicle mounted auger for pole foundations. A temporary concrete form (i.e., Sono Tube) may be placed within the drilled hole to serve as a mold for the concrete foundation, allowing for proper shaping and placement of reinforcing steel cages and pole mounting bolts. Concrete would be delivered to the site by a concrete truck or portable concrete mixer and poured into the temporary concrete form to construct the pole foundation. Following placement, the concrete foundation would be allowed to cure prior to installation of the pole. Once cured, the pole would be lifted and set onto the mounting bolts using a boom truck and secured in place prior to installation of the associate equipment and signage. A ladder or bucket truck would be used to place the signage and associated equipment. No substantial grading, roadway widening, or changes to existing roadway geometry would occur.

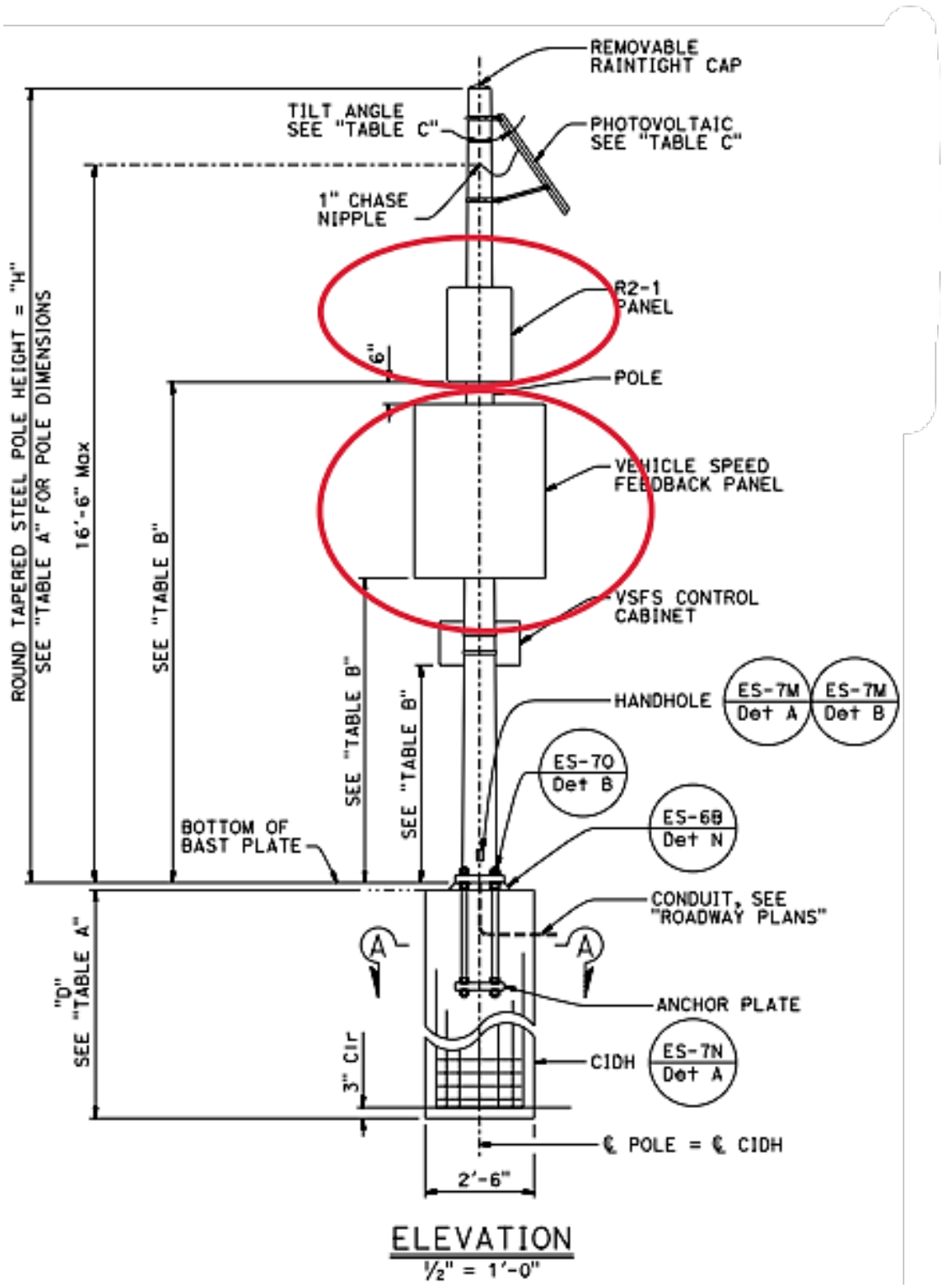


Figure 8. Typical plan for radar speed feedback sign (solar powered).

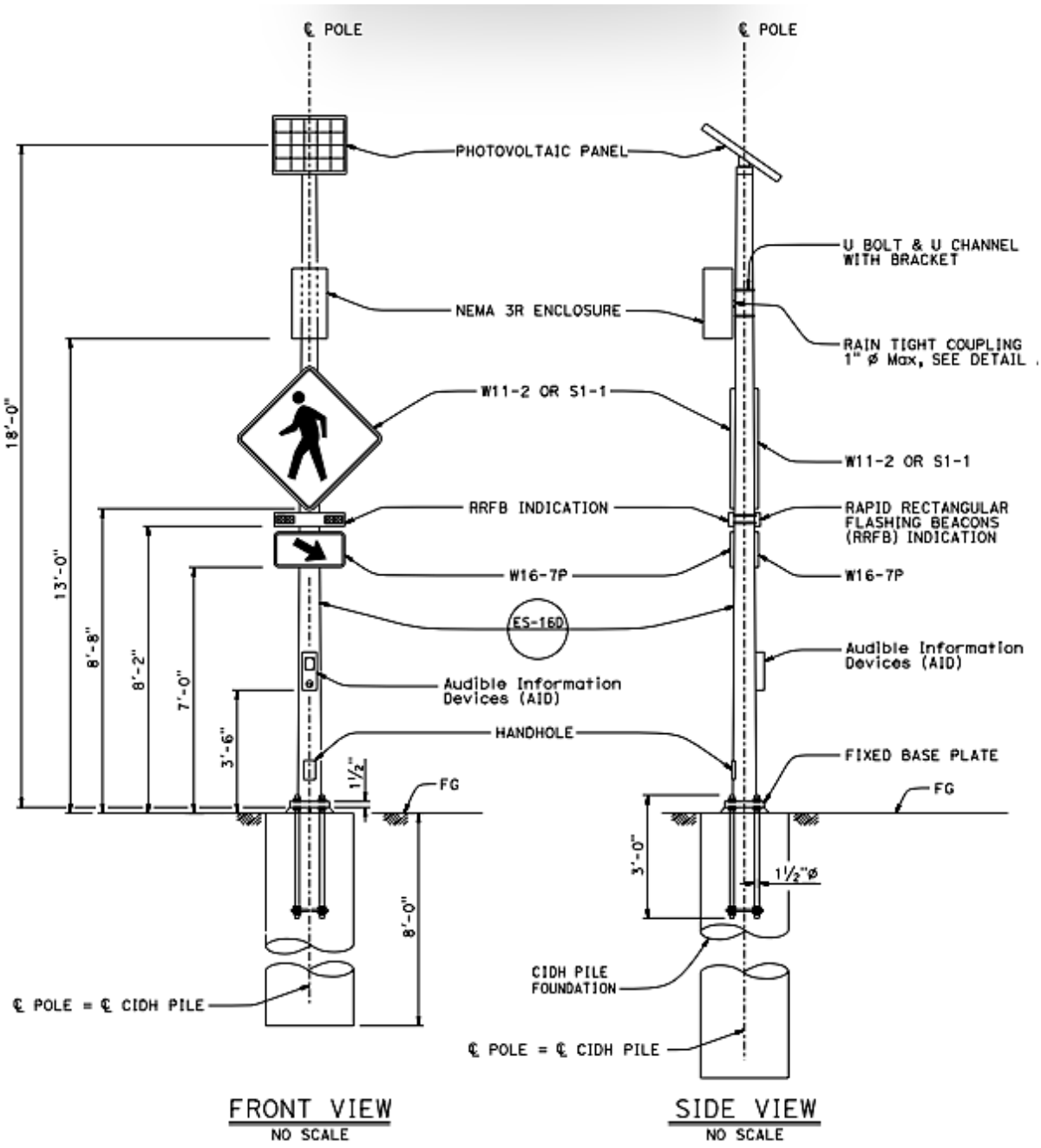


Figure 9. Typical plan for vehicle speed feedback sign (solar power).

Pedestrian Crosswalk

A ladder-style high-visibility pedestrian crosswalk would be installed at Location 28 and would consist of transverse white pavement markings (perpendicular to the flow of traffic) applied in a ladder pattern within the marked crossing area (Figure 10). Individual longitudinal pavement markings would be approximately 6 feet in length, with spacing between markings not exceeding 2.5 times the width of the longitudinal lines (Caltrans Standard

Plan 2025). Installation activities would involve cleaning and preparing the pavement surface prior to application of thermoplastic striping material using a push-cart thermoplastic melter and applicator.

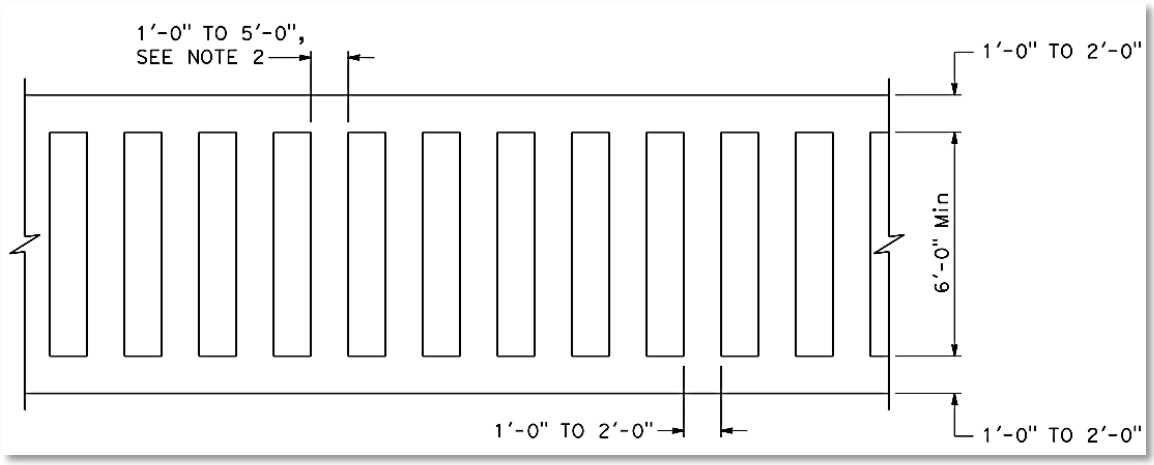


Figure 10. Typical layout for ladder pavement markings crosswalk.

The following section outlines improvements proposed at each sign location (Table 5). For location by location plans, please refer to Appendix E. For a narrative of collision information, please refer to Section 1.3.2.

Table 5. Summary of proposed improvements.

Location	Postmiles	Scope of Work	Justification	Collisions	Proposed		Net Change	
					Signs	*Signposts*	*Signs*	*Signposts*
1	2.21	Sign Replacement	Existing advisory speed sign is outdated	-	4	0	1	0
2	2.57 – 2.76	Sign Replacement; Install curve warning signs	Existing advisory speed sign is outdated; Prevent road departure crashes near curve	2	25	11	22	11
3	2.99 – 3.12	Install curve warning signs	Prevent road departure crashes near curve	7	16	8	16	8
4	3.65 – 3.89	Sign Replacement; Install curve warning signs	Existing advisory speed sign is outdated; Prevent road departure crashes near curve	6	16	3	6	3
5	6.35	Sign Replacement	Existing advisory speed sign is outdated	-	1	0	0	0
6	6.86 – 7.04	Install curve warning signs	Prevent road departure crashes near curve	2	16	8	16	8
7	10.18	Sign Replacement	Existing advisory speed sign is outdated	-	1	0	0	0
8	10.55 – 10.87	Sign Replacement; Install curve warning signs	Prevent road departure crashes near curve	2	24	11	22	11
9	13.65	Sign Replacement	Existing advisory speed sign is outdated	-	2	0	1	0
10	13.67 – 13.86	Sign Replacement; Install school zone crossing signs; Install vehicle speed feedback signs	Prevent crashes near school	0	10	6	8	6
11	15.00 – 15.32	Install curve warning signs	Prevent road departure crashes near curve	5	20	10	20	10
12	16.32 – 17.00	Sign Replacement; Install curve warning signs	Prevent road departure crashes near curve	8	28	10	20	10
13	17.78	Sign Replacement	Existing advisory speed sign is outdated	-	1	0	0	0
14	25.02 – 25.40	Sign Replacement; Install curve warning signs	Existing advisory speed sign is outdated; Prevent road departure crashes near curve	3	22	8	17	8
15	27.40	Sign Replacement	Existing advisory speed sign is outdated	-	2	0	0	0
16	29.34	Sign Replacement	Existing advisory speed sign is outdated	-	4	0	0	0
17	31.45 – 31.70	Sign Replacement; Install curve warning signs	Existing advisory speed sign is outdated; Prevent road departure crashes near curve	3	20	9	16	8
18	31.83 – 32.10	Sign Replacement; Install curve warning signs	Prevent road departure crashes near curve	1	16	7	14	7
19	32.62 – 32.99	Sign Replacement; Install curve warning signs	Existing advisory speed sign is outdated; Prevent road departure crashes near curve	4	32	12	20	11
20	36.89	Install pedestrian warning signs	Prevent pedestrian crashes	1	2	1	2	1
21	37.06	Install pedestrian warning signs	Prevent pedestrian crashes	1	2	1	2	1
22	37.35	Sign Replacement	Prevent pedestrian crashes	1	2	0	1	0
23	37.48	Install pedestrian warning signs	Prevent pedestrian crashes	1	2	1	2	1
24	38.25	Install pedestrian warning signs	Prevent pedestrian crashes	0	2	1	2	1
25	38.36 – 38.40	Install pedestrian warning signs	Prevent pedestrian crashes	0	4	2	4	2
26	41.20	Sign Replacement	Existing advisory speed sign is outdated	-	1	0	0	0
27	41.63	Sign Replacement	Prevent pedestrian crashes	1	2	0	0	0
28	41.68 – 41.75	Install crosswalk pavement marking; Install Rectangular Rapid Flashing Beacons	Prevent pedestrian crashes	1	14	6	14	6
29	41.79	Sign Replacement	Prevent pedestrian crashes	1	2	0	0	0
30	43.57	Sign Replacement; Install curve warning signs	Prevent road departure crashes near curve	2	8	2	4	2
31	48.87 – 49.10	Install curve warning signs	Prevent road departure crashes near curve	2	16	8	16	8
32	49.79	Sign Replacement	Existing advisory speed sign is outdated	-	1	0	0	0
				TOTAL:	318	125	246	123

Location Details

Location 1

At Location 1 (PM 2.21), improvements would consist of replacing three sign panels with four panels on two existing, northbound signposts. The proposed work is needed because the existing speed signs are outdated and do not meet current standards. In addition, the proposed improvement would reduce the advisory speed from 15 miles per hour (mph) to 10 mph to better reflect existing roadway conditions. The proposed improvements would result in a net increase of one sign panel and no net increase in signposts. Because the proposed improvements would result in no net increase in signposts, collision data was not considered as a selection criterion.

Location 2

At Location 2 (PMs 2.57 - 2.76), improvements would consist of replacing three sign panels (two northbound [NB] and one southbound [SB]) on two, existing signposts and installing 22 sign panels (12 NB and 10 SB) on 11 signposts (six NB and five SB). Of the two existing signposts, the southernmost would be replaced in kind because it is structurally deficient.

The proposed replacement work is needed as the existing speed signs are outdated and do not meet current standards. In addition, the proposed improvements would reduce the advisory speed from 20 mph to 15 mph to better reflect roadway conditions. Installation of curve warning signs is needed to prevent road departure crashes near curves. Collision data identified two documented collisions at this location between July 2019 and June 2024. The proposed improvements would result in a net increase of 22 sign panels and 11 signposts.

Location 3

At Location 3 (PMs 2.99 - 3.12), improvements would consist of installing 16 sign panels (14 NB, two SB) on eight signposts (seven NB, one SB). Installation of curve warning signs is needed to prevent road departure crashes near curves. Collision data identified seven documented collisions at this location between July 2019 and June 2024. The proposed improvements would result in a net increase of 16 sign panels and eight signposts.

Location 4

At Location 4 (PMs 3.65 – 3.89), improvements would consist of replacing eight sign panels on five existing, southbound signposts and installing six sign panels (four NB; two SB) on three signposts (two NB; one SB). Of the five existing signposts, the southernmost would be replaced in kind as it is structurally deficient.

The proposed replacement work is needed as the existing speed signs are outdated and do not meet current standards. Installation of curve warning signs is needed to prevent road departure crashes near curves. Collision data identified six documented collisions at this location between July 2019 and June 2024. The proposed improvements would result in a net increase of six sign panels and three signposts.

Location 5

At Location 5 (PM 6.35), improvements would consist of replacing one sign on an existing, southbound signpost. The proposed work is needed as the existing speed sign is outdated and does not meet current standards. In addition, the proposed improvements would reduce the advisory speed from 20 mph to 15 mph to better reflect roadway conditions. The proposed improvements would not result in a net increase of sign panels or signposts. Because the proposed improvements would result in no net increase in signposts, collision data was not considered as a selection criterion.

Location 6

At Location 6 (PMs 6.86 – 7.04), improvements would consist of installing 16 sign panels (six NB and 10 SB) on eight signposts (three NB and five SB). Installation of curve warning signs is needed to prevent road departure crashes near curves. Collision data identified two documented collisions at this location between July 2019 and June 2024. The proposed improvements would result in a net increase of 16 sign panels and eight signposts.

Location 7

At Location 7 (PM 10.18), improvements would consist of replacing one sign panel on one existing, northbound signpost. The proposed work is needed as the existing speed sign is outdated and does not meet current standards. In addition, the proposed improvements would reduce the advisory speed from 20 mph to 15 mph to better reflect roadway conditions. The proposed improvement would not result in a net increase of sign panels or signposts. Because the proposed improvements would result in no net increase in signposts, collision data was not considered as a selection criterion.

Location 8

At Location 8 (PMs 10.55 – 10.87), improvements would consist of replacing two sign panels on one existing, southbound signpost and installing 22 sign panels (12 NB and 10 SB) on 11 signposts (six NB and five SB).

The proposed replacement work is needed as the existing horizontal alignment warning and object marker signage are outdated and do not meet current standards. Installation of curve warning signs is needed to prevent road departure crashes near curves. Collision data identified two documented

collisions at this location between July 2019 and June 2024. The proposed improvements would result in a net increase of 22 sign panels and 11 signposts.

Location 9

At Location 9 (PM 13.65), improvements would consist of replacing one existing sign panel with two sign panels on one northbound signpost. The existing northbound signpost would be replaced as part of proposed improvements in kind. The proposed work is needed as the existing speed sign is outdated and does not meet current standards. The proposed improvement would result in a net increase of one sign panel and no net increase in signposts. Because the proposed improvements would result in no net increase in signposts, collision data was not considered as a selection criterion.

Location 10

At location 10 (PMs 13.67 – 13.86), improvements would consist of replacing two sign panels (one NB and one SB) on two, existing signposts (one NB and one SB) and installing eight sign panels (four NB and four SB) on six signposts (three NB and three SB).

The proposed replacement work is needed as the pedestrian crossing regulatory signage is outdated and does not meet current standards. Installation of school zone crossing signs and vehicle speed feedback signs are needed to prevent crashes near the school. Collision data identified zero documented collisions at this location between July 2019 and June 2024. For pedestrian enhancements, site selection was based on pedestrian activity and community input rather than collision data. The proposed improvements would result in a net increase of eight sign panels and four signposts.

Location 11

At Location 11 (PMs 15.00 – 15.32), improvements would consist of installing 20 sign panels (10 NB, 10 SB) on 10 signposts (five NB, five SB). Installation of curve warning signs is needed to prevent road departure crashes near curves. Collision data identified five documented collisions at this location between July 2019 and June 2024. The proposed improvements would result in a net increase of 20 sign panels and 10 signposts.

Location 12

At Location 12 (PMs 16.32 – 17.00), improvements would consist of replacing eight sign panels on four existing, southbound signposts and installing 20 sign panels (14 NB and six SB) on 10 signposts (seven NB and three SB).

The proposed replacement work is needed as the existing speed, horizontal alignment warning, and object marker signs are outdated and do not meet current standards. Installation of curve warning signs is needed to prevent road departure crashes near curves. Collision data identified eight documented collisions at this location between July 2019 and June 2024. The proposed improvements would result in a net increase of 20 sign panels and 10 signposts.

Location 13

At Location 13 (PM 17.78), improvements would consist of replacing one sign panel on one existing, southbound signpost. In addition, the proposed improvements would reduce the advisory speed from 30 mph to 25 mph to better reflect roadway conditions. The proposed improvement would not result in a net increase of sign panels or signposts. Because the proposed improvements would result in no net increase in signposts, collision data was not considered as a selection criterion.

Location 14

At Location 14 (PMs 25.02 – 25.40), improvements would consist of replacing five sign panels with six panels (four NB and two SB) on three, existing signposts (two NB and one SB), one of which would be replaced in kind due to structural deficiency. Proposed improvements also include installing 16 sign panels (eight NB and eight SB) on eight signposts (four NB and four SB).

The proposed replacement work is needed as the existing speed, horizontal alignment warning, and object marker signs are outdated and do not meet current standards. Installation of curve warning signs is needed to prevent road departure crashes near curves. Collision data identified three documented collisions at this location between July 2019 and June 2024. The proposed improvements would result in a net increase of 17 sign panels and eight signposts.

Location 15

At Location 15 (PMs 27.40), improvements would consist of replacing two sign panels on one existing, northbound signpost. The proposed work is needed as the existing speed sign is outdated and does not meet current standards. In addition, the proposed improvements would reduce the advisory speed from 35 mph to 30 mph to better reflect roadway conditions. The proposed improvement would not result in a net increase of sign panels or signposts. Because the proposed improvements would result in no net increase in signposts, collision data was not considered as a selection criterion.

Location 16

At Location 16 (PMs 29.34), improvements would consist of replacing four sign panels on three existing, northbound signposts. The proposed replacement work is needed as the existing speed, horizontal alignment warning, and object marker signs are outdated and do not meet current standards. In addition, the proposed improvements would reduce the advisory speed from 20 mph to 15 mph to better reflect roadway conditions. The proposed improvement would not result in a net increase of sign panels or signposts. Because the proposed improvements would result in no net increase in signposts, collision data was not considered as a selection criterion.

Location 17

At Location 17 (PMs 31.45 – 31.70), improvements would consist of replacing two sign panels on one existing, southbound signpost and installing 18 sign panels (six NB and 12 SB) on nine signposts (three NB and six SB). Additionally, one signpost with two signs would be removed.

The proposed replacement work is needed as the existing speed signs are outdated and do not meet current standards. Installation of curve warning signs is needed to prevent road departure crashes near curves. Collision data identified three documented collisions at this location between July 2019 and June 2024. The proposed improvements would result in a net increase of 16 sign panels and eight signposts.

Location 18

At Location 18 (PMs 31.83 – 32.10), improvements would consist of replacing two sign panels on one existing, southbound signpost and installing 14 sign panels (10 NB and four SB) on seven signposts (five NB and two SB).

The proposed replacement work is needed as the existing horizontal alignment warning and object marker signs are outdated and do not meet current standards. Installation of curve warning signs is needed to prevent road departure crashes near curves. Collision data identified one documented collision at this location between July 2019 and June 2024. The proposed improvements would result in a net increase of 14 sign panels and seven signposts.

Location 19

At Location 19 (PMs 32.62 – 32.99), improvements would consist of replacing eight sign panels (four NB and four SB) on four existing signposts (two NB and two SB) and installing 24 sign panels (16 NB and eight SB) on 12 signposts (eight NB and four SB). Additionally, one signpost with four signs would be removed.

The proposed replacement work is needed as the existing speed, horizontal alignment warning, and object marker signs are outdated and do not meet current standards. Installation of curve warning signs is needed to prevent road departure crashes near curves. Collision data identified four documented collisions at this location between July 2019 and June 2024. The proposed improvements would result in a net increase of 20 sign panels and 11 signposts.

Location 20

At Location 20 (PMs 36.89), improvements would consist of installing two sign panels on a northbound signpost. Installation of pedestrian warning signs is needed to prevent crashes that involve pedestrians. Collision data identified one documented collision at this location between July 2019 and June 2024. For pedestrian enhancements, site selection was based on pedestrian activity and community input rather than collision data. The proposed improvements would result in a net increase of 2 sign panels and one signpost.

Location 21

At Location 21 (PMs 37.06), improvements would consist of installing two sign panels on a southbound signpost. Installation of pedestrian warning signs is needed to prevent crashes that involve pedestrians. Collision data identified one documented collision at this location between July 2019 and June 2024. For pedestrian enhancements, site selection was based on pedestrian activity and community input rather than collision data. The proposed improvement would result in a net increase of two sign panels and one signpost.

Location 22

At Location 22 (PMs 37.35), improvements would consist of replacing one sign panel with two on one existing, northbound signpost. Installation of pedestrian warning signs is needed to prevent crashes that involve pedestrians. Collision data identified one documented collision at this location between July 2019 and June 2024. For pedestrian enhancements, site selection was based on pedestrian activity and community input rather than collision data. The proposed improvement would result in a net increase of one sign panel and zero signposts.

Location 23

At Location 23 (PMs 37.48), improvements would consist of installing two sign panels on a southbound signpost. Installation of pedestrian warning signs is needed to prevent crashes that involve pedestrians. Collision data identified one documented collision at this location between July 2019 and June 2024. For pedestrian enhancements, site selection was based on pedestrian activity and community input rather than collision data. The proposed improvement would result in a net increase of two sign panels and one signpost.

Location 24

At Location 24 (PMs 38.25), improvements would consist of installing two sign panels on a northbound signpost. Installation of pedestrian warning signs is needed to prevent crashes that involve pedestrians. Collision data identified zero documented collisions at this location between July 2019 and June 2024. For pedestrian enhancements, site selection was based on pedestrian activity and community input rather than collision data. The proposed improvement would result in a net increase of two sign panels and one signpost.

Location 25

At Location 25 (PMs 38.36 – 38.40), improvements would consist of installing four sign panels (four SB) on two signposts (two SB). Installation of pedestrian warning signs is needed to prevent crashes that involve pedestrians. Collision data identified zero documented collisions at this location between July 2019 and June 2024. For pedestrian enhancements, site selection was based on pedestrian activity and community input rather than collision data. The proposed improvement would result in a net increase of four sign panels and two signposts.

Location 26

At Location 26 (PMs 41.20), improvements would consist of replacing one sign panel on one existing, southbound signpost. The proposed work is needed as the existing speed signs are outdated and do not meet current standards. Further, the improvement calls for a reduction in speed (25 to 20 miles per hour [mph]). The proposed improvement would not result in a net increase of sign panels or signposts. Because the proposed improvements would result in no net increase in signposts, collision data was not considered as a selection criterion.

Location 27

At Location 27 (PMs 41.63), improvements would consist of replacing two sign panels on one existing, northbound signpost. The proposed work is needed to prevent crashes that involve pedestrians. Collision data identified one documented collision at this location between July 2019 and June 2024. For pedestrian enhancements, site selection was based on pedestrian activity and community input rather than collision data. The proposed improvement would not result in a net increase of sign panels or signposts.

Location 28

At Location 28 (PMs 41.68 – 41.75), improvements would consist of installing 14 sign panels (seven NB and seven SB) on six signposts (three NB and three SB). Installation of crosswalk pavement markings, rectangular rapid

flashing beacons (RRFB), pedestrian crossing signs, and pedestrian yield signs are needed to prevent crashes involving pedestrians. Collision data identified one documented collision at this location between July 2019 and June 2024. For pedestrian enhancements, site selection was based on pedestrian activity and community input rather than collision data. The proposed improvement would result in a net increase of 14 sign panels and six signposts.

Location 29

At Location 29 (PMs 41.79), improvements would consist of replacing two sign panels on one existing, northbound signpost. The proposed work is needed to prevent crashes that involve pedestrians. Collision data identified one documented collision at this location between July 2019 and June 2024. For pedestrian enhancements, site selection was based on pedestrian activity and community input rather than collision data. The proposed improvement would not result in a net increase of sign panels or signposts.

Location 30

At Location 30 (PMs 43.57), improvements would consist of replacing four sign panels (two NB and two SB) on two existing signposts (one NB and one SB) and installing four sign panels (four SB) on two signposts (two SB).

The proposed replacement work is needed as the existing speed, horizontal alignment warning, and object marker signs are outdated and do not meet current standards. Installation of curve warning signs is needed to prevent road departure crashes near curves. Collision data identified two documented collisions at this location between July 2019 and June 2024. The proposed improvements would result in a net increase of four sign panels and two signposts.

Location 31

At Location 31 (PMs 48.87 – 49.10), improvements would consist of installing 16 sign panels (four NB, 12 SB) on eight signposts (two NB, six SB). Installation of curve warning signs is needed to prevent road departure crashes near curves. Collision data identified two documented collisions at this location between July 2019 and June 2024. The proposed improvements would result in a net increase of 16 sign panels and eight signposts.

Location 32

At Location 32 (PMs 49.79), improvements would consist of replacing one sign panel on one existing, northbound signpost. The proposed work is needed as the existing speed sign is outdated and does not meet current standards. In addition, the proposed improvements would reduce the advisory speed from 40 mph to 35 mph to better reflect roadway conditions. The

proposed improvement would not result in a net increase of sign panels or signposts. Because the proposed improvements would result in no net increase in signposts, collision data was not considered as a selection criterion.

1.4.2 No-Build (No-Action) Alternative

Under the No Build Alternative, the proposed sign installations and replacements would not occur, and existing roadway signage within the corridor would remain in its current condition. Existing signs that are damaged or inconsistent with current standards would continue to remain in service.

The No Build Alternative would not address existing operational and safety deficiencies identified and would fail to meet the purpose and need of the Project. Without implementation of the proposed improvements, motorists would continue to experience reduced sign and pedestrian visibility, inconsistent signing conditions, and diminished driver guidance and information along the route. Over time, continued deterioration of existing signage and associated infrastructure could increase maintenance needs and reduce overall operational effectiveness. Existing safety concerns associated with inadequate or inconsistent signing conditions would remain unmitigated.

1.5 Design Features of the Build Alternative

1.5.1 Right of Way

All proposed sign locations are within existing State Right of Way (ROW). The Project would not require temporary or permanent acquisition. All construction activities would occur within State ROW.

1.5.2 Utilities

Utilities in the project area include AT&T underground phone/communication lines at Locations 10 and 28 and Pacific Gas and Electric Company (PG&E) underground gas lines at Location 28. Sign locations found to be in conflict would be moved 2 feet away from the utilities.

Utility verification (i.e., potholing) may be conducted during final design or construction to confirm utility locations. If utility conflicts are identified, sign locations may be adjusted or utility coordination would occur in consultation with the affected utility providers (i.e., PG&E and AT&T).

1.5.3 Vegetation Removal

Sign locations are within existing pavement, gravel shoulders, or areas containing ruderal vegetation that is routinely maintained. Prior to sign installation or replacement activities, limited vegetation clearing and trimming may occur within the immediate work area. Vegetation disturbance would be restricted to the minimum extent necessary to provide safe access and accommodate sign installation or replacement activities. Where feasible, vegetation trimming would be prioritized over removal to minimize disturbance.

Vegetation clearing within temporary work areas would be conducted above ground level (i.e., greater than 4 inches above the soil surface) to promote revegetation of established plants following construction activities. Any noxious weeds removed during construction would be properly disposed of to prevent spread.

Minor tree trimming may occur as needed to maintain sign visibility and ensure compliance with safety standards; however, no tree removal is proposed as part of this Project.

1.5.4 Revegetation

Following completion of construction activities, disturbed areas would be restored to pre-Project conditions through revegetation with approved seeding or similar permanent erosion control measures.

1.5.5 Staging

Due to the nature of the Project, construction staging would be limited and primarily consist of short-duration, mobile operations occurring at multiple discrete sign locations along the corridor. Construction activities may occur simultaneously at several locations, depending on contractor scheduling and traffic control requirements.

Staging and storage is anticipated to occur within State ROW, using existing maintenance vehicle pullouts, shoulders, or temporarily closed lanes.

1.5.6 Traffic Management

A Traffic Management Plan Data Sheet has been prepared to identify any major impacts or concerns. A final Traffic Management Plan (TMP) would be prepared during the Plans Specifications and Estimates (PS&E) phase (i.e., when final design documents are prepared) to minimize construction-related delays to the traveling public and disruptions to emergency services.

Due to the nature of the project, the PS&E phase is occurring concurrently with the Project Approval and Environmental Document (PA&ED) phase (i.e., when project alternatives and environmental impacts are evaluated).

Traffic management for the Project would require temporary lane and shoulder closures along SR 1 in Marin County. Given that the shoulder is limited to non-existent on the majority of the corridor, One-way traffic control will be assumed as the default closure method at all project locations. Work would be conducted from the shoulder whenever possible; however, if field conditions do not provide a sufficient shoulder and buffer (greater than or equal to 6 feet from the edge of travel way [ETW]) to support safe shoulder-only work, one-way traffic control with flaggers would be implemented to allow equipment access and maintain safe traffic flow.

The TMP in the PS&E phase would further address potential traffic impacts as they relate to staged construction, detours, and other traffic handling concerns associated with construction of the proposed Project. It would include:

- Distribution of press releases and other documents as necessary to notify the public of upcoming road closures and detours;
- Coordination with California Highway Patrol (CHP), local law enforcement and emergency services on contingency plans;
- Utilization of portable Changeable Message Signs, Ground Mounted Signs, and Construction Zone Enhanced Enforcement Program (COZEEP) to minimize delay to the traveling public

1.5.7 Construction Schedule

Construction would require approximately 41 working days and is anticipated to occur between late spring and early autumn 2028.

The construction window for vegetation trimming and removal would occur between February and September. The nesting season for migratory birds is February 1 to September 30. While signs are not suitable migratory bird habitat, project locations in more forested habitat have the potential to support birds protected by California Fish and Game Code (Sections 3503 and 3503.5) and the Migratory Bird Treaty Act (MBTA). A nesting bird survey would be conducted prior to construction (Section 2.1.4).

1.5.8 Construction Equipment

Construction-related equipment may include, but is not limited to, pickup trucks, bucket trucks, post hole diggers, vehicle-mounted agers, concrete

mixers, ladders, push-cart thermoplastic melters and applicators, changeable message signs, arrow boards, light towers, and a traffic signal system.

1.6 Standard Measures and Best Management Practices Included in All Build Alternatives

This Project contains a number of standardized Project Features (PFs) that are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact. Project Features (PFs) are separate from Avoidance and Minimization Measures (AMMs), which directly relate to impacts resulting from the proposed Project. AMMs are discussed separately in each environmental section of Chapter 2 and listed in Appendix C. Refer below for a list of PFs for this Project.

PF-BIO-01: Trash. All construction food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed from the work area each day.

PF-CUL-1: Unanticipated Discovery. In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities, all construction work occurring within 60 feet of the find shall immediately stop until a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology evaluates the significance of the find in consultation with the Tribe to determine whether or not additional study is warranted. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits. Contact the Lead Caltrans Archaeologist in the Office of Cultural Resource Studies.

If any Tribal Cultural Resources (TCR) as defined by the Federated Indians of Graton Rancheria (FIGR) and CEQA are found during construction, a Professionally Qualified Staff (PQS) archaeologist shall assess the find. The Office of Cultural Resource Studies will notify local consulting Tribes if the resource is determined to be a TCR and consult with the contractor and the Tribe to determine whether the resources can be avoided by the Project. If the TCR cannot be avoided, then further consultation efforts with the Tribes would be necessary to determine its treatment.

PF-CUL-2: 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' Cultural Resources Studies Office will contact the County Coroner. Pursuant to CA PRC Section 5097.98, if the remains are thought by the coroner to be Native American, the coroner will notify the

NAHC, which will then notify the Most Likely Descendent. Caltrans, District 4, Cultural Resources Studies Office will 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.

PF-ENERGY-01: Vehicle and equipment maintenance. Perform regular vehicle and equipment maintenance.

PF-ENERGY-02: Reduce Offsite Disposal. To the extent feasible, recycle hazardous waste and excess materials to reduce disposal offsite. If recycling is not practicable, dispose of material.

PF-GHG-01: Idling Restrictions. Contractors shall limit idling of vehicles and construction equipment on-site to reduce fuel use and associated emissions.

PF-GHG-02: Solar-Powered Traffic Control Devices. If feasible, solar powered signal boards would be used to reduce the use of non-renewable energy during construction.

PF-HAZ-01: Aerially Deposited Lead (ADL). Handle, manage, and dispose of aerially deposited (ADL)-impacted soil encountered during construction in accordance with applicable regulations and Caltrans Standard Specifications. Maintain no visible dust migration during soil disturbance activities.

PF-HAZ-02: Yellow Traffic Stripe Removal. Characterize, manage, and dispose of hazardous waste residue generated from the removal of yellow traffic stripes and thermoplastic pavement markings in accordance with applicable regulations and Caltrans standard specifications.

PF-HAZ-03: Treated Wood Waste (TWW) Removal. Handle, store, transport, and dispose of treated wood waste generated from the removal of existing roadside signposts in accordance with applicable regulations and Caltrans standard specifications.

PF-WQ-02: Staging and Storage. Contractor is responsible for securing locations for staging and storage, as approved by the Resident Engineer.

PF-TRANS-01: Traffic Management Plan. To minimize potential effects from construction activities to motorists, bicyclists, or pedestrians using local streets, a TMP would be developed by Caltrans and implemented throughout construction. The TMP would include press releases to notify and inform motorists, bicyclists, businesses, community groups, local entities, and emergency services of upcoming closures and detours affecting travel way lanes. The TMP would also include elements such as portable Changeable Message Signs, Ground Mounted Signs, and the CHP Construction Zone Enhanced Enforcement Program (COZEEP)

would be utilized to minimize traffic delays and to address the safety needs for commuters, bicyclists, and highway workers.

1.7 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion (CE) determination, has been prepared in accordance with the National Environmental Policy Act (NEPA). When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service [NMFS] and the U.S. Fish and Wildlife Service [USFWS]—that is, species protected by the Federal Endangered Species Act [FESA]).

1.8 Permits and Approvals Needed

Permits, licenses, agreements, and certifications required for Project construction are listed in Table 6. For a summary of early coordination, please see Chapter 4.

Table 6. Permits and approvals needed for the Project.

Agency	Permit/Approval	Status
California Coastal Commission (CCC)	*Consolidated Coastal Development Permit (CDP)*	Permit application to be submitted at 65% PS&E **Target submittal:** 10/01/2026
Marin Local Coastal Program (LCP)	*Approval of CDP consolidation*	**Approval received:** 10/23/2025

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed Project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact with Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project would indicate that there are no impacts to a particular resource. A "No Impact" answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

- **No Impact:** Indicates no physical environmental change from existing conditions.
- **Less than Significant Impact:** Indicates the potential for an environmental impact that is not significant with or without the implementation of AMMs.
- **Less than Significant Impact with Mitigation Incorporated:** Indicates the potential for a significant impact that would be mitigated with the implementation of a mitigation measure (MM) to a level of less than significance.
- **Potentially Significant Impact:** Indicates the potential for significant and unavoidable environmental impact.

2.1.1 Aesthetics

Considering the information in the Visual Impact Assessment (VIA) Memorandum dated June 4, 2026, the following significance determinations, except as provided in Public Resources Code Section 21099, have been made:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	**Less Than Significant Impact with Mitigation Incorporated**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	**Less Than Significant Impact with Mitigation Incorporated**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**Less Than Significant Impact**

Affected Environment

The Project corridor extends along SR 1 in Marin County and is located within the California Coastal Ranges, a region characterized by coastal terraces, rolling hills, steep ridgelines, and marine-influenced landforms. The corridor includes a mix of coastal prairie grasslands, oak woodlands, coastal scrub, and riparian habitats interspersed with rocky outcroppings, coastal bluffs, and sandy beaches. Land uses along the corridor consist primarily of rural and semi-natural landscapes, including agricultural areas, open space, and protected natural areas, interspersed with low-density residential development, small rural communities, and limited commercial uses concentrated within coastal settlements. Water bodies near the Project corridor include the Bolinas Lagoon, Tomales Bay, and Walker Creek. Portions of the corridor traverse federally and state-managed lands, contributing to a predominantly undeveloped landscape character.

SR 1 provides access to recreational destinations, scenic resources, and rural communities, and is widely recognized for its high scenic quality and visual sensitivity. The alignment of SR 1 follows the natural contours of the landscape providing travelers with changing views of the coastline, inland valleys, and bay landscapes. SR 1 within Marin County is located within the Coastal Zone, where visual resources and public views are recognized as important coastal resources. The entirety of the Project corridor is eligible for designation as a California Scenic Highway. Applicable federal, state, and local planning frameworks emphasize the protection of scenic quality, coastal views, and community character throughout the corridor.

Environmental Consequences

To analyze potential visual effects associated with proposed improvements, an Area of Visual Effect (AVE) was established (Figure 11) based on field observations (April 7, 2026) and aerial photographic review. The AVE encompasses the viewshed of

motorists, pedestrians, cyclists, adjacent residents, and other viewers with visual access to Project locations and construction activities along the SR 1 corridor. Due to the corridor's highly variable topography and seasonal foggy conditions, the AVE differs by location depending on the degree to which project elements remain visually apparent.



Figure 11. Area of Visual Effect (AVE).

Landscape Units

The Project AVE corridor was further divided into a series of landscape units (LUs), each with its own distinctive visual character (Figure 12 and Table 7). Each LU is differentiated by its scale and the visual resources present.

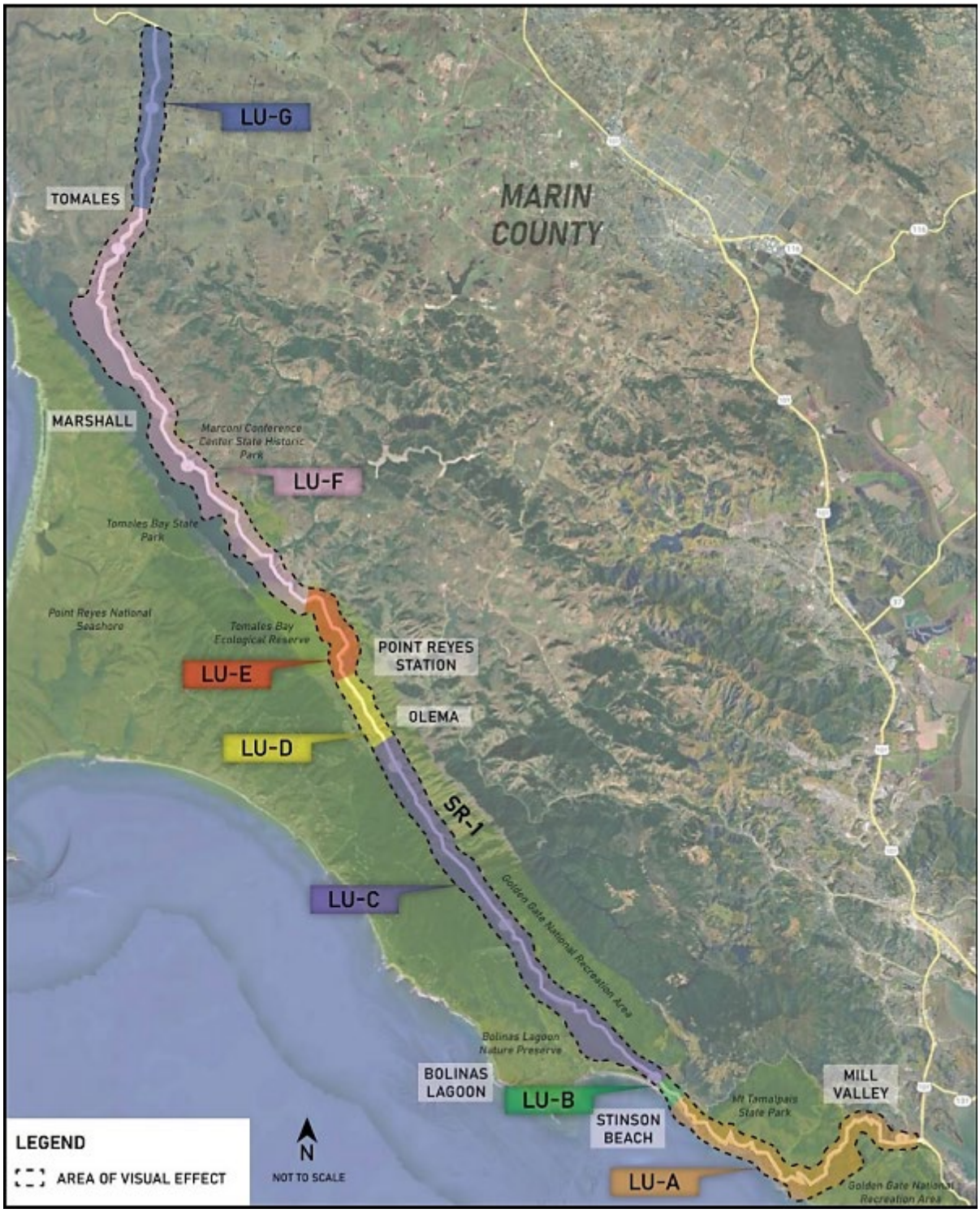


Figure 12. Landscape Units.

Table 7. Landscape units and associated key views within the Area of Visual Effect.

Landscape Unit	PM	Visual Resource Present
LU-A	0.0 – 12.10	Mill Valley / Muir Beach
LU-B	12.10 – 12.85	Town of Stinson Beach
LU-C	12.85 – 26.40	Bolinas Lagoon Bay Community
LU-D	26.40 – 28.20	Olema Community
LU-E	28.20 – 31.45	Point Reyes Station Community
LU-F	31.45 – 45.95	Town of Marshall and Tomales Bay
LU-G	45.36 – 50.5	Tomales Bay Community

Key Views

Within LUs, key views (KVs) were selected to document baseline visual conditions and assess project-related visual impacts (Table 8 and Figure 13 – 15). No KVs were selected within units B, D, or F because it was determined existing visual quality would remain unchanged.

Table 8. Potential key views with associated sign location.

Landscape Unit	Key View	Sign Location	Description of Key View
LU-A	***KV-1***	6	Roadside woodland vegetation, coastal slopes, and views of the Pacific coastline near the Muir Beach Overlook.
LU-C	***KV-2***	10	The Stinson Beach School frontage depicting the transition between the developed community and the Bolinas Lagoon shoreline.
	KV-3	12	SR 1 adjacent to Bolinas Lagoon where the roadway follows the lagoon shoreline.
LU-F	***KV-4***	19	Tomales Bay shoreline with open water views and adjacent bayfront landscapes.
	KV-5	25	Developed shoreline segment where southbound bayfront businesses and structures occur adjacent to Tomales Bay.
	KV-6	28	Nick's Cove shoreline area including lodging cottages, a restaurant, and Miller Park Boat Launch.
	KV-7	30	Keys Creek Valley segment where the roadway follows the valley floor adjacent to the creek corridor and steep hillsides.
LU-G	***KV-8***	31	Northern uplands characterized by agricultural lands, open pastures, and gently rolling terrain adjacent to SR 1.

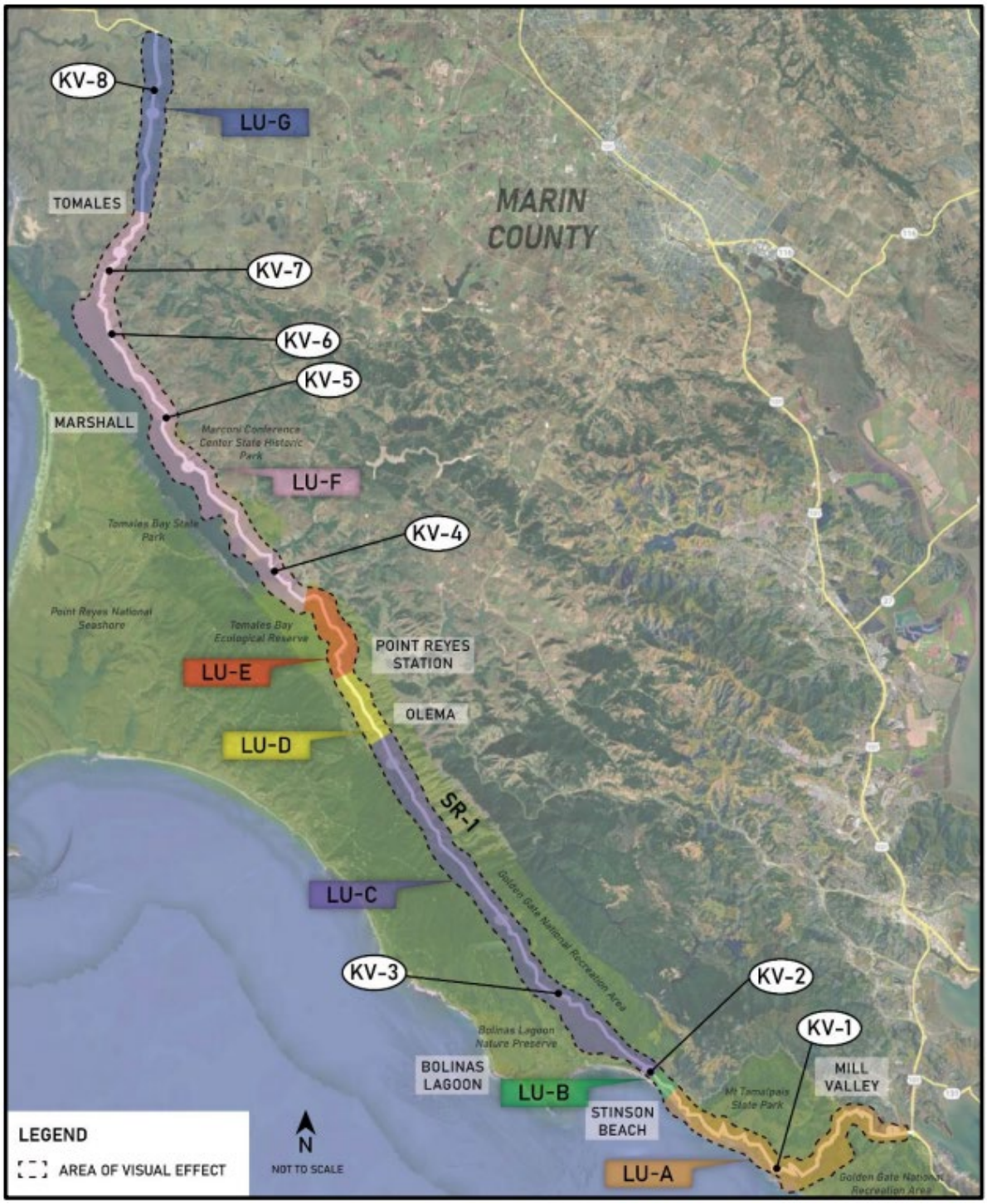


Figure 13. Key views within landscape units.



Figure 14. Baseline Key Views 1 through 4 (left to right, top to bottom).









Figure 15. Baseline Key Views 5 through 8 (left to right, top to bottom).

Landscape Visual Character and Visual Quality

Landscape Unit A (KV-1)

LU-A is characterized by the transition from the suburban environment of Mill Valley to the rugged coastal landscapes approaching Stinson Beach. Key features include forested areas, eucalyptus groves, steep grassy hillsides, rolling terrain, and intermittent views of the Pacific Ocean and surrounding coastline. The roadway follows the natural topography, creating a varied visual experience defined by changing landforms, vegetation, and scenic views.

KV1 exhibits high visual quality due to its intact natural landforms, mature vegetation, and clear ocean views. The combination of steep coastal slopes, curving roadway, and well-established trees creates a unified and vivid landscape.

Landscape Unit B

LU-B encompasses the village of Stinson Beach, a compact beachside community characterized by residential properties, small local businesses, and direct driveway access along SR 1. The roadway functions as a slower-speed main street through town, with parking occurring along both sides of the corridor. Vegetation includes palms, cypress, and ornamental species. Pedestrian activity is common near beach access points.

Within LU-B, visual quality is moderate, reflecting the area's beach-town setting, cohesive scale, and strong unified relationship between roadway, buildings, vegetation, and pedestrian activity. Although less visually prominent than the adjacent coastal bluff areas, the shoreline setting, bay views, and compact coastal development contribute to the area's visual quality.

Landscape Unit C (KV-2; KV-3)

LU-C extends from Stinson Beach to the southern end of Bolinas Lagoon and is characterized by steep coastal terrain, open grassy hillsides, and long views of the Pacific Ocean. The roadway follows the coastal slope, passing through stands of cypress, pine, and eucalyptus before descending toward the shoreline. Along Bolinas Lagoon, the road follows the edge of the water with steep, grassy and tree covered hillsides to the east. Near the end of LU-C, dense groves of cypress, pines, and eucalyptus occur, interspersed with open pastures, sporadic farmland, and rural homesteads.

Within LU-C, visual quality of KV-2 and KV-3 are high. In KV-2, this is due to the contrast between the Stinson Beach School frontage, roadway activity, and adjacent Bolinas Lagoon. Existing buildings and roadway elements are moderately compatible with the surrounding community, while views of the lagoon reinforce a cohesive and highly scenic estuarine corridor.

Visual quality of KV-3 is high due to the interplay of Bolinas Lagoon, the curving roadway, surrounding vegetation, and steep coastal slopes. The roadway closely

follows the lagoon shoreline, creating a strong visual integration with the surrounding landscape.

Landscape Unit D

LU-D encompasses the community of Olema which features a small commercial district with restaurants, lodging, and residences. North of Olema, the corridor transitions through a varied landscape of forested areas, open farmland, and scattered rural development. Further north, the corridor traverses a shallow canyon characterized by grassy slopes and intermittent stands of cypress and eucalyptus. The landscape also includes pastoral agriculture, natural grasslands, and patches of mixed woodland typical of the coastal Marin environment.

Visual quality is moderate to high, reflecting the area's strong rural setting, community character, and surrounding natural slopes. Although utility infrastructure and localized development are present, the landscape remains visually cohesive.

Landscape Unit E

LU-E encompasses the community of Point Reyes Station, a rural town center with small shops, restaurants, local services, and residences, with sidewalks and parking along the main street. Further north, the corridor transitions to a rural landscape of cypress, oak, and eucalyptus stands interspersed with open grassy fields, ranches, and scattered agricultural buildings. Views broaden across the valley with rolling pastures and historic dairy farms contributing to the region's cultural landscape.

Visual quality is moderate to high, influenced by the town's historic character and its relationship to the surrounding pastoral landscape. Buildings, signage, parked vehicles, and rural valley edges contribute to moderate visual richness, while the main street and adjacent open lands maintain strong visual unity.

Landscape Unit F (KV-4; KV-5; KV-6; KV-7)

LU-F extends along the eastern shore of Tomales Bay and is characterized by clusters of cypress and oaks combined with wide-open views across the Bay. Rolling terrain and open farmlands border the roadway with small stores, residences, and rural commercial features interspersed. North of Tomales Bay, the landscape transitions into a coastal canyon environment that follows Keys Creek and contains trees, riparian vegetation, steep canyon walls, and rolling pastures.

Within LU-F, visual quality of all KVs present are high. In KV-4, this is due to the open views of Tomales Bay and the relationship between the roadway and bay shoreline. Visual quality of KV-5 is high due to the combination of shoreline development, open bay views, and surrounding rolling hills. Visual quality of KV-6 is high due to the contrast between the developed shoreline setting and the surrounding views of Tomales Bay. Visual quality of KV-7 is high, supported by the combination of Keys Creek Valley, surrounding vegetation, and the roadway's alignment, which together create a coherent and visually distinct transition within the larger Tomales Bay corridor.

Landscape Unit G (KV-8)

LU-G traverses several small rural communities in the northern Tomales region and is characterized by agricultural fields, ranch operations, and scattered residences. Clumps of oak, eucalyptus, and cypress trees occur within predominantly grassy farmlands. As the corridor approaches the northern valleys, the landscape becomes more open with large fields and pockets of trees. As the corridor nears its terminus at Valley Ford Road, the landscape remains pastoral and agricultural.

Visual quality of KV-8 is high due to the open views, agricultural fields, and distant uplands. Fencing, trees, and rolling ridgelines contribute to a cohesive agricultural landscape.

Viewers

There are two major types of viewer groups for highway projects: neighbors and travelers. Neighbors are people who have views of the Project, while travelers are people who have views from the road. Neighbor categories considered for this Project include residential, recreational, commercial, institutional, and agricultural (Table 9). Travelers considered for this Project include commuters, tourists, and commercial drivers (Table 10).

Table 9. Neighbor viewer categories by Landscape Unit.

Landscape Unit	Neighbor Viewer Category				
	Residential	**Recreational**	**Commercial**	**Institutional**	**Agricultural**
LU-A	Residents of Mill Valley and Muir Beach, as well as vacationers staying in hotels or rental properties with views toward the corridor.	Visitors to Mt. Tamalpais State Park, Muir Beach, and smaller local trailheads near Mill Valley.	Customers and employees of retail, civic, and commercial establishments in Mill Valley.	n/a	n/a
LU-B	Residents of Stinson Beach as well as vacationers staying in nearby hotels and rental properties with views toward the corridor	Visitors using Stinson Beach and the Dipsea Trail Head.	Customers of shops, truck drivers, civic buildings, and commercial establishments within the Stinson Beach community	n/a	n/a
LU-C	Residents of Bolinas and the small communities that line the corridor as it approaches Olema.	Visitors using nearby trailheads.	n/a	This group includes viewers at Stinson Beach School. The school district serves approximately 120 students plus staff.	n/a
LU-D	Residents of the community of Olema as well as vacationers staying in cottages and hotels with views toward the corridor.	Visitors to the Olema Campground and the nearby Bear Valley and Point Reyes National Seashore visitor centers.	Patrons of the small number of restaurants, shops, and businesses in Olema	Visitors of the Sacred Heart Catholic Church.	n/a
LU-E	Residents of Point Reyes Station as well as vacationers staying in hotels or rental properties with views toward the corridor	n/a	Customers of shops, civic buildings, and commercial establishments within Point Reyes Station	Visitors to the Point Reyes Presbyterian Church and West Marin Elementary School.	n/a
LU-F	Residents of Marshall along Tomales Bay, as well as guests staying at lodging near Nick's Cove.	Visitors to Marconi Conference Center State Historic Park, the Miller Boat Launch, and beaches along Tomales Bay	Customers of restaurants and commercial establishments within the Marshall and Tomales Bay community	n/a	n/a
LU-G	Tomales residents and visitors staying in hotels or rental properties with views of the corridor.	n/a	Patrons of local shops, civic buildings, and commercial establishments in Tomales.	Users of the Catholic Church and Tomales Elementary School.	Workers and visitors in nearby orchards and ranches.

Table 10. Traveler viewer categories within all Landscape Units.

Traveler Viewer Category	Description
Commuter	This viewer group includes pedestrians, cyclists, and motorists traveling to and from shops, work, school, and other daily destinations. It is a large group consistently present near the project area.
Tourist	This viewer group includes motorists, pedestrians, and cycling tourists, as well as other visitors to the area. Their numbers vary by season but are generally moderate.
Commercial Drivers	This group consists of delivery drivers, transit operators, and others who use the corridor while conducting business. Their numbers range from low to moderate with higher concentrations near suburban communities such as Olema, Point Reyes Station, Muir Beach, and Stinson Beach.

Viewer sensitivity varies among landscape units and viewer categories based on factors such as viewer exposure (i.e., duration) and viewer awareness (i.e., attention). Table 11 and Table ***12*** summarize the relative sensitivity of neighbor and traveler viewer groups within each LU, respectively.

Table 11. Matrix of neighbor sensitivity to visual change by Landscape Unit.

Landscape Unit	Key View	Neighbor Viewer Category	Duration	Attention	Overall Viewer Sensitivity
A	1	Residential	High	Moderate	High
	-	Recreational	Moderate	Moderate	Moderate
	-	Commercial	Low	Low	High
B	-	Residential	High	High	High
	-	Recreational	Moderate	High	High
	-	Commercial	Moderate	Moderate	High
C	-	Residential	High	Moderate	High
	-	Recreational	High	High	High
	2	Institutional	High	Low	High
D	-	Residential	High	Low	High
	-	Commercial	Moderate	Moderate	High
	-	Institutional	Moderate	Moderate	High
	-	Recreational	Moderate	Moderate	High
E	-	Residential	High	Moderate	High
	-	Commercial	Moderate	Moderate	High
	-	Institutional	Moderate	Moderate	High
F	5, 6	Residential	High	High	High
	5, 6	Commercial	Moderate	Moderate	High
	6	Recreational	High	High	High
G	-	Residential	High	Moderate	High
	-	Commercial	Moderate	Moderate	High
	-	Institutional	Moderate	Low	High
	-	Agricultural	High	Low	Moderate

Table 12. Matrix of traveler sensitivity to visual change by Landscape Unit.

Landscape Unit	Key View	Traveler Viewer Category	Duration	Attention	Overall Viewer Sensitivity
A	1	Commuters	Low	Moderate	High
	1	Tourists	Low	High	High
	1	Commercial Drivers	Low	Low	High
B	-	Commuters	Low	High	High
	-	Tourists	Low	Moderate	High
	-	Commercial Drivers	Low	Low	High
C	2	Commuters	High	High	High
	2	Tourists	High	High	High
	2	Commercial Drivers	High	High	High

Landscape Unit	Key View	Traveler Viewer Category	Duration	Attention	Overall Viewer Sensitivity
	3	Commuters	High	High	High
	3	Tourists	High	High	High
	3	Commercial Drivers	High	Moderate	High
D	-	Commuters	Low	Low	High
	-	Tourists	Low	Low	High
	-	Commercial Drivers	Low	Low	High
E	-	Commuters	Low	Low	High
	-	Tourists	Low	Low	High
	-	Commercial Drivers	Low	Low	High
F	4	Commuters	High	High	High
	4	Tourists	High	High	High
	4	Commercial Drivers	High	High	High
	5	Commuters	Low	Low	High
	5	Tourists	Low	Low	High
	5	Commercial Drivers	Low	Low	High
	6	Commuters	Moderate	High	High
	6	Tourists	High	High	High
	6	Commercial Drivers	High	High	High
	7	Commuters	Low	Moderate	High
	7	Tourists	Low	Moderate	High
	7	Commercial Drivers	Low	Moderate	High
G	8	Commuters	High	Moderate	High
	8	Tourists	Moderate	Low	High
	8	Commercial Drivers	High	Moderate	High

Overall, viewer sensitivity within the Project area is generally high across both neighbor and traveler viewer groups. Viewing duration and attention levels vary among LUs and viewer categories.

Based on the visual assessment summarized above, the following discussion evaluates the proposed Project under the CEQA Aesthetics checklist questions:

a) **Less Than Significant Impact With Mitigation Incorporated**

To determine the Project's overall visual impact, visual change (i.e., visual compatibility and visual contrast) and visual sensitivity (i.e., viewer and viewpoint sensitivity) were evaluated for each KV (Figure 16; Table 13).

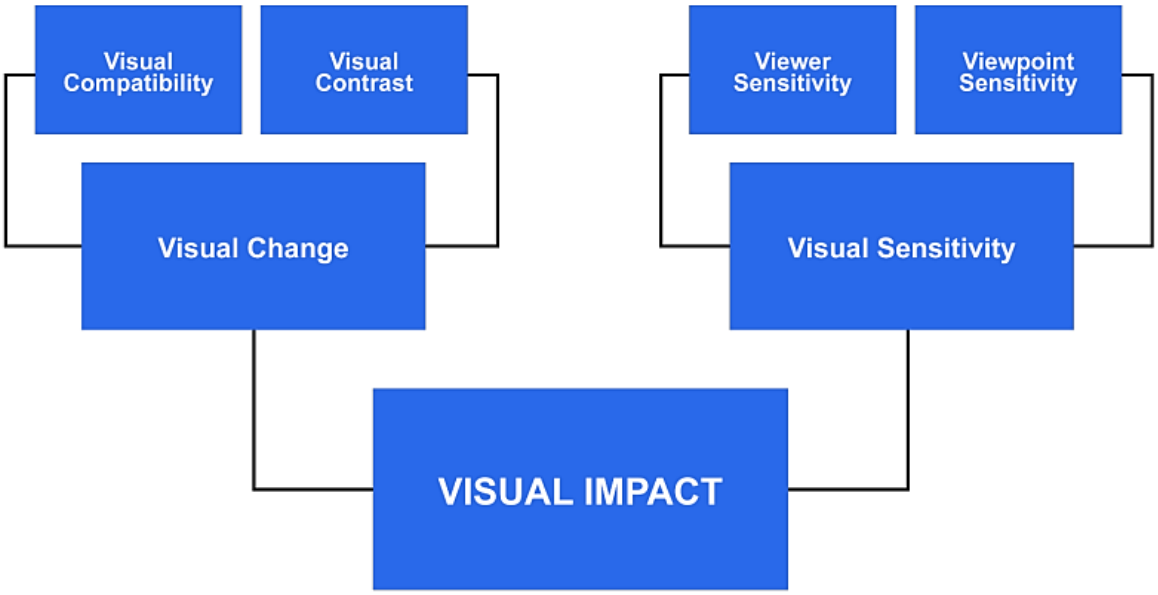


Figure 16. Relationship of visual attributes evaluated to determine visual impact.

Table 13. Calculation of visual impact determination based on visual change and visual sensitivity.

Visual Change	Visual Sensitivity			
	None	***Low***	***Moderate***	***High***
Highly Beneficial	None	Low Beneficial	Moderately High Beneficial	Extremely High Beneficial
Moderately Beneficial	None	Very Low Beneficial	Moderately Low Beneficial	Moderately High Beneficial
Slightly Beneficial	None	Extremely Low Beneficial	Very Low Beneficial	Low Beneficial
No Effect	None	None	None	None
Slightly Adverse	None	Extremely Low Adverse	Very Low Adverse	Low Adverse
Moderately Adverse	None	Very Low Adverse	Moderately Low Adverse	Moderately High Adverse
Highly Adverse	None	Low Adverse	Moderately High Adverse	Extremely High Adverse

To reduce visual impacts associated with new traffic control devices, an aesthetic mitigation strategy was developed for locations within the Coastal Zone. The strategy is intended to reduce visual contrast associated with new sign installations, particularly where multiple signs may be visible within a single viewshed.

The mitigation strategy aims to reduce the visibility of exposed sign backs when viewed from traveler and nontraveler viewpoints and would help maintain the visual integrity and unity of the scenic corridor. For appliable sign installations, exposed aluminum sign backs would be coated with a matte acrylic paint selected for compatibility with surrounding landscape colors. Approved colors may include AMS 595A Brown (#30059) or AMS 595A Light Sky Blue (#35526), depending on site

specific conditions (Figure 17; colors are approximate). Mitigation would not be applied to replacement signs as existing sign backs are already part of the established visual environment, nor would it be applied to pedestrian-related traffic devices (e.g., RRFBs) due to functional and safety requirements.



Figure 17. Federally approved standard colors for aesthetic mitigation of sign back panels.

In visually sensitive areas, painting the exposed surfaces on the back of the signs would be considered where it is determined to improve visual compatibility with the surrounding environment. Proposed mitigation would be evaluated to ensure consistency with corridor character and to avoid creating unintended visual contrast. Where such mitigation is not warranted, exposed surfaces consistent with existing SR-1 roadside infrastructure may be retained to maintain visual continuity with the corridor.

Viewer, viewpoint, and visual sensitivity depict the scenic importance of each location. Visual compatibility, contrast, and change show how the Project and proposed mitigation impacts the existing landscape. Visual impact for each key view was calculated by combining visual change and visual sensitivity.

Visual simulations were developed to illustrate the effectiveness of the proposed mitigation strategy. The following evaluation incorporates the proposed mitigation strategy and assesses visual impacts at KVs throughout the project corridor.

Key View 1 (Location 6)

Proposed improvements would be visually compatible with the existing natural environment. The use of wooden posts and proposed sign back mitigation would be consistent with the surrounding coastal landscape. The sign back mitigation would aim to reduce the visibility and contrast of sign panels against the hillside (Figure 18). **Visual compatibility** from this KV would be slightly adverse.

Visual contrast would be low to slightly moderate as additional signposts would introduce new roadside elements. While the increase in sign frequency would slightly affect the intactness of the corridor, the sign-back mitigation and wood posts would reduce the contrast. **Visual contrast** and **visual change** created by the proposed project as seen from the KV would be slightly adverse.

Primary viewers of KV-1 include SR 1 travelers and recreational users accessing the Owl Trail pullout. Viewer exposure is moderate to high due to repeated southbound and northbound travel. KV-1 is visually important because it represents the transition from enclosed roadside vegetation to expansive coastal hillside and ocean-oriented views near Muir Beach. **Viewer sensitivity**, **viewpoint sensitivity,** and overall **visual sensitivity** to the proposed project as seen from this KV would be high.

Overall **visual impact** of the proposed project from this KV would be low adverse (Table 14).

Table 14. Visual attribute scoring for Key View 1.

Visual Attribute	Impact
Visual Compatibility	Slightly Adverse
Visual Contrast	Slightly Adverse
Visual Change	Slightly Adverse
Viewer Sensitivity	High
Viewpoint Sensitivity	High
Visual Sensitivity	High
Visual Impact	Low Adverse



Figure 18. Existing condition and photo simulations of proposed conditions at Key View 1 (top to bottom, left to right): baseline, standard surface, brown treated panels (sunny conditions), brown treated panels (cloudy conditions).

Key View 2 (Location 10)

The proposed speed feedback signs would generally be compatible with the existing project environment, which already includes pedestrian traffic control features (Figure 19). Although the proposed improvements would remain untreated, potentially increasing their visual prominence, their placement within an established school frontage and safety-focused roadway setting maintains consistency with the existing visual character. **Visual compatibility** from this KV would be slightly adverse.

The project would not substantially alter the vividness of the lagoon-edge setting, shoreline openness, or the strong unity between the roadway and adjacent estuarine landforms. Proposed improvements would remain visually consistent with the existing school safety infrastructure. **Visual contrast** and overall **visual change** created by the proposed project as seen from this KV would be slightly adverse.

Primary viewers include travelers, school pedestrians, parents, school staff, and nearby community members who experience repeated exposure to this crossing segment. KV-2 is visually important because it combines the community edge of Stinson Beach School with direct views of Bolinas Lagoon. **Viewer sensitivity**, **viewpoint sensitivity** and **visual sensitivity** would be high.

Overall **visual impact** of the proposed project from this KV would be low adverse (Table 15).

Table 15. Visual attribute scoring for Key View 2.

Visual Attribute	Impact
Visual Compatibility	Slightly Adverse
Visual Contrast	Slightly Adverse
Visual Change	Slightly Adverse
Viewer Sensitivity	High
Viewpoint Sensitivity	High
Visual Sensitivity	High
Visual Impact	Low Adverse



Figure 19. Existing condition and photo simulations of proposed conditions at Key View 2 (top to bottom): baseline, speed feedback sign (sunny conditions), speed feedback sign (cloudy conditions).

Key View 3 (Location 12)

The proposed sign installations would generally be compatible with the lagoon-edge roadway setting, particularly due to the use of wooden posts and context-sensitive sign back mitigation (Figures 20 – 21). Sign back treatment mitigation colors would be selected based on site-specific visual conditions. In general, brown mitigation treatments may be used where signs are viewed against vegetated slopes and tree masses, while light blue mitigation treatments may be used where signs are viewed against open sky conditions and distant lagoon views. **Visual compatibility** from this KV would be slightly adverse.

Visual contrast would be moderate within the immediate roadway corridor as the addition of signposts would create a noticeable increase in roadside elements along Bolinas Lagoon. Proposed brown and light sky-blue matte finishes would reduce color contrast and maintain unity between the roadway alignment, lagoon shoreline, and adjacent slopes. **Visual contrast** and overall **visual change** of the proposed project from this KV would be moderately adverse.

KV-3 is visually important because it overlooks the Bolinas Lagoon Nature Preserve. Primary viewers include SR 1 travelers, recreational users of the Bolinas Lagoon Nature Preserve, and nearby community travelers approaching Fairfax-Bolinas Road. Viewer exposure and awareness is high due to prolonged attention on the lagoon edge and scenic quality. Overall **viewer sensitivity, viewpoint sensitivity** and **visual sensitivity** to the proposed project from this KV would be high.

Overall **visual impact** of the proposed project from this KV would be moderately high adverse (Table 16).

Table 16. Visual attribute scoring for Key View 3.

Visual Attribute	Impact
Visual Compatibility	Slightly Adverse
Visual Contrast	Moderately Adverse
Visual Change	Moderately Adverse
Viewer Sensitivity	High
Viewpoint Sensitivity	High
Visual Sensitivity	High
Visual Impact	Moderately High Adverse



Figure 20. Existing condition and photo simulations of proposed conditions at Key View 3 (top to bottom, left to right): baseline, standard surface, brown treated panels (sunny conditions), brown treated panels (cloudy conditions).



Figure 21. Photo simulations of proposed conditions at Key View 3 (top to bottom): light blue treated panels (sunny conditions), light blue treated panels (cloudy conditions).

Key View 4 (Location 19)

The proposed sign installations would generally be compatible with the existing shoreline corridor environment. The use of wooden posts and context-sensitive sign back mitigation would be consistent with the muted earth-tone palette of the surrounding Tomales Bay landscape and would reduce visual contrast associated with new sign installations (Figures 22 – 23). Sign back mitigation treatment colors would be selected based on site-specific visual conditions. **Visual compatibility** of the proposed project from this KV would be slightly adverse.

Visual contrast would be slight, as additional signposts incrementally increase the number of roadside elements within the bay-edge corridor. Proposed improvements would be perceived as an extension of the existing roadway safety environment rather than a distinct new visual intrusion. **Visual contrast** and overall **visual change** of the proposed project from this KV would be slightly adverse.

KV4 is visually important because it lies along a highly sensitive scenic bay viewpoint, representing one of the most memorable open water travel sequences along the northern Marin SR 1 corridor. Primary viewers include SR 1 travelers, recreational users, and visitors traveling along Tomales Bay. Viewer exposure is high due to prolonged roadway views along the bay edge, and awareness is elevated by the highly scenic open water setting. As a result, **viewer sensitivity, viewpoint sensitivity** and overall **visual sensitivity** to the proposed project from this KV would be high.

Overall **visual impact** of the proposed project from this KV would be low adverse (Table 17).

Table 17. Visual attribute scoring for Key View 4.

Visual Attribute	Impact
Visual Compatibility	Slightly Adverse
Visual Contrast	Slightly Adverse
Visual Change	Slightly Adverse
Viewer Sensitivity	High
Viewpoint Sensitivity	High
Visual Sensitivity	High
Visual Impact	Low Adverse



Figure 22. Existing condition and photo simulations of proposed conditions at Key View 4 (top to bottom, left to right): baseline, standard surface, brown treated panels (sunny conditions), brown treated panels (cloudy conditions).





Figure 23. Photo simulations of proposed conditions at Key View 4 (top to bottom): light blue treated panels (sunny conditions), light blue treated panels (cloudy conditions).

Key View 5 (Location 25)

The proposed sign installations would generally be compatible with the developed shoreline character of Marshall, particularly due to the use of wooden posts and brown sign back mitigation (Figure 24). The addition of new signposts would be visually consistent with the established transportation and business frontage environment. **Visual compatibility** of the proposed project from this KV would be slightly adverse.

Visual contrast would be slight as the new signposts introduce only a small increase in roadside elements within an already visually active corridor. **Visual contrast** and overall **visual change** created by the proposed project as seen from the KV would be slightly adverse.

KV5 is a highly sensitive shoreline community viewpoint where Tomales Bay serves as the dominant visual backdrop, while foreground views are substantially influenced by existing development and visitor serving uses. Primary viewers include SR 1 travelers, Marshall business patrons, lodging guests, pedestrians, and shoreline visitors. Viewer exposure and awareness is high due to slow travel speeds and frequent stopping activity near local businesses. **Viewer sensitivity, viewpoint sensitivity** and overall **visual sensitivity** to the proposed project from this KV would be high.

Overall **visual impact** of the proposed project from this KV would be low adverse (Table 18).

Table 18. Visual attribute scoring for Key View 5.

Visual Attribute	Impact
Visual Compatibility	Slightly Adverse
Visual Contrast	Slightly Adverse
Visual Change	Slightly Adverse
Viewer Sensitivity	High
Viewpoint Sensitivity	High
Visual Sensitivity	High
Visual Impact	Low Adverse



Figure 24. Existing condition and photo simulations of proposed conditions at Key View 5 (top to bottom, left to right): baseline, standard surface, brown treated panels (sunny conditions), brown treated panels (cloudy conditions).

Key View 6 (Location 28)

The proposed project would be slightly compatible with the developed character of Nick's Cove shoreline. Existing restaurant, lodging, boat-launch, and other visitor serving uses already establish a developed waterfront setting in which traffic control and pedestrian safety features are visually appropriate. Proposed improvements would remain untreated due to functional and safety requirements (Figure 25). **Visual compatibility** of the proposed project from this KV would be slightly adverse.

Visual contrast would be slight with the RRFB representing the most visually noticeable new element. Because the immediate foreground is already defined by buildings, parking, shoreline activity, and crossing movements associated with Nick's Cove, the new pedestrian safety improvements would appear as a logical extension of the established visitor serving setting. **Visual contrast** and overall **visual change** of the proposed project from this KV would be slightly adverse.

KV-6 is a visually important, highly sensitive developed shoreline viewpoint. The area is dominated by Nick's Cove's distinctive waterfront architecture, cottages, and public access activity, where both viewer exposure and awareness are high. Primary viewers include SR 1 travelers, Nick's Cove patrons, lodging guests, pedestrians, and boat-launch users. **Viewer sensitivity**, **viewpoint sensitivity**, and overall **visual sensitivity** to the proposed Project from this KV would be high.

Overall **visual impact** of the proposed Project from this KV would be low adverse (Table 19).

Table 19. Visual attribute scoring for Key View 6.

Visual Attribute	Impact
Visual Compatibility	Slightly Adverse
Visual Contrast	Slightly Adverse
Visual Change	Slightly Adverse
Viewer Sensitivity	High
Viewpoint Sensitivity	High
Visual Sensitivity	High
Visual Impact	Low Adverse



Figure 25. Existing condition and photo simulations of proposed conditions at Key View 6 (top to bottom; left to right): baseline, sunny conditions, and cloudy conditions.

Key View 7 (Location 30)

The proposed sign installations would be highly compatible with the enclosed creek-valley roadway setting. The corridor is visually defined by steep vegetated hillsides, trees, Keys Creek, and the curving roadway alignment. The use of wooden posts and a brown sign back mitigation would allow the new signs to visually recede into the surrounding landscape (Figure 26). **Visual compatibility** of the proposed Project from this KV would be slightly adverse.

Visual contrast would be slight, as the addition of new signposts would be minimal within a corridor already defined by roadway infrastructure. Keys Creek and the surrounding hillside environment would remain visually dominant. The brown matte mitigation treatment would align with the rhythm of the curving roadway rather than disrupt it. **Visual contrast** and overall **visual change** created by the proposed Project from this KV would be slightly adverse.

KV-7 is a highly sensitive viewpoint, with primary viewers consisting of SR 1 travelers. Viewer exposure would be high due to the proximity of the roadway to Keys Creek and the surrounding hillsides, while awareness would be elevated due to the scenic transition from open Bay to sheltered valley views. **Viewer sensitivity**, **viewpoint sensitivity**, and overall **visual sensitivity** to the proposed Project from this KV would be high.

Overall **visual impact** of the proposed Project from this KV would be low adverse (Table 20).

Table 20. Visual attribute scoring for Key View 7.

Visual Attribute	Impact
Visual Compatibility	Slightly Adverse
Visual Contrast	Slightly Adverse
Visual Change	Slightly Adverse
Viewer Sensitivity	High
Viewpoint Sensitivity	High
Visual Sensitivity	High
Visual Impact	Low Adverse



Figure 26. Existing condition and photo simulations of proposed conditions at Key View 7 (top to bottom, left to right): baseline, standard surface, brown treated panels (sunny conditions), brown treated panels (cloudy conditions).

Key View 8 (Location 31)

The proposed warning signs would generally be compatible with the rural agricultural setting. Existing overhead utilities, fence lines, and occasional ranch access points already introduce roadside elements into the landscape (Figure 27). Additional signposts would be consistent with the established roadway infrastructure. **Visual compatibility** of the proposed Project from this KV would be slightly adverse.

Visual contrast would be slight, as the new signposts would not alter the existing open agricultural character. Existing overhead utility poles already establish a pattern of linear infrastructure along the corridor, reducing the extent to which the new warning signs would appear visually intrusive. **Visual contrast** and overall **visual change** of the proposed Project from this KV would be slightly adverse.

Primary viewers include SR 1 travelers, agricultural property owners, ranch operators, and recreational motorists. Viewer exposure is high due to open, uninterrupted views and long sight distances, while awareness is elevated because the landscape provides broad visual legibility and a strong sense of rural openness. **Viewer sensitivity** to the proposed Project from this KV would be high.

KV-8 represents the northern agricultural uplands portion of the SR 1 corridor. Open pastures, rolling hills, and broad sky conditions contribute to the area's rural character and scenic continuity. Due to the lack of designated scenic resources, **viewpoint sensitivity** to the proposed project from this KV would be low. Overall, **visual sensitivity** to the proposed Project from this KV would be moderate.

Overall **visual impact** of the proposed Project from this KV would be very low adverse (Table 21).

Table 21. Visual attribute scoring for Key View 8.

Visual Attribute	Impact
Visual Compatibility	Slightly Adverse
Visual Contrast	Slightly Adverse
Visual Change	Slightly Adverse
Viewer Sensitivity	High
Viewpoint Sensitivity	Low
Visual Sensitivity	Moderate
Visual Impact	Very Low Adverse



Figure 27. Existing condition and photo simulations of proposed conditions at Key View 8 (top to bottom, left to right): baseline, sunny conditions, and cloudy conditions.

The analysis indicates the overall visual impact of the Build Alternative with mitigation incorporated would be low adverse (Table 22).

Table 22. Summary of visual impacts by key view and landscape unit for the Build Alternative.

Key View	Visual Impact
1	Low Adverse
LU-A Subtotal:	Low Adverse
LU-B Subtotal	None
2	Low Adverse
3	Moderately High Adverse
LU-C Subtotal:	Low Adverse
LU-D Subtotal	None
LU-E Subtotal	None
4	Low Adverse
5	Low Adverse
6	Low Adverse
7	Low Adverse
LU-F Subtotal	Low Adverse
8	Very Low Adverse
LU-G Subtotal	Very Low Adverse
Build Alternative Total:	Low Adverse

All proposed activities would occur within existing State ROW. Although the Project would install additional signage along the SR 1 corridor, the proposed features would be located within an established transportation corridor that already contains similar roadway elements. The Project's overall visual impact was determined to be low adverse. Implementation of mitigation would assist in reducing the visual contrast of new sign installations and improve compatibility with the surrounding landscape. Therefore, with mitigation incorporated, the Project would have a less than significant impact on a scenic vista.

b) No Impact

While the SR 1 corridor is eligible for State Scenic Highway designation, proposed improvements would not result in damage to scenic resources. Proposed Project activities do not include the removal or alteration of mature trees, rock outcroppings, or historic buildings. Further, the Project does not require significant grading, excavation, or structural additions that would impact scenic features.

c) Less Than Significant Impact With Mitigation Incorporated

The Project is located on SR 1, a nonurbanized, rural, coastal corridor. Proposed improvements are entirely within State ROW and consistent with existing roadway infrastructure. While the Project would introduce new traffic control features and associated roadside infrastructure, elements would be limited in scale compared to

the surrounding landscape, dispersed throughout the corridor, and subordinate to the dominant natural landforms, vegetation, and coastal features that define the area's visual character.

With implementation of mitigation, visual effects associated with proposed improvements in visually sensitive areas would be reduced. The mitigation treatment would improve visual compatibility with the surrounding landscape and reduce visual contrast. In addition, vegetation disturbance associated with sign installation would be minimal and limited to localized clearing around improvement locations. Disturbed areas would be restored with locally compatible vegetation, where feasible, following construction.

With mitigation incorporated, the Project would not substantially degrade the existing visual character or visual quality of public views within the corridor. Therefore, impacts would be less than significant.

d) Less Than Significant Impact

The project includes new light-emitting features at Locations 10 (Vehicle speed feedback signs) and 28 (RRFB system). Illumination from vehicle speed feedback signs is directed toward motorists and incorporates dimming technology for nighttime conditions. RRFBs use low intensity, directional flashing lights that are activated only when pedestrians are present. Because illumination would be limited in duration, intensity, and extent, and no overhead lighting or other glare producing features are proposed, impacts would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

With mitigation incorporated, the Project has been determined to have a less than significant impact on aesthetics. Caltrans anticipates incorporating the following AMMs and Mitigation Measure (MM). All proposed AMMs and MMs are listed here and in Appendix C.

AMM-AES-01: Avoid highly sensitive resources. Wetlands, environmentally sensitive habitat areas (ESHAs), or other resources through establishment of environmentally sensitive areas should be delineated and protected during construction to prevent encroachment.

AMM-AES-02: Place staging areas to minimize impacts. If staging areas cannot be placed on pavement, they should be located where they do not require the removal of weedy vegetation or cause the compaction of tree roots.

AMM-AES-03: Shield construction materials and equipment from view. Construction materials and equipment should be stored in screened staging areas beyond direct view of the motoring public and residential properties to the extent feasible.

AMM-AES-04: Shield construction area lighting. For night work, limit construction lighting to the area of work and use directional lighting and/or shielding to minimize light trespass to nearby areas.

AMM-AES-05: Maintain irrigation. Functional irrigation, if impacted by construction operations, shall be repaired or replaced as necessary to remain operational. If existing irrigation is disrupted and not repaired in a timely manner, plantings would need to be maintained or truck watered until required repairs are completed.

AMM-AES-06: Minimize impacts to vegetation. Vegetation outside of clearing and grubbing boundaries should be protected from construction activities by temporary fencing when vegetation is close to construction work.

AMM-AES-07: Revegetate disturbed areas. Apply erosion control seeding and similar measures to all areas of disturbance where they are beyond paved areas.

MM-AES-08: Enhance visual compatibility of signage. In visually sensitive locations, paint the back of the signs and sign hardware using federally approved standard colors to compliment the surrounding environment and minimize visual impacts on scenic character.

2.1.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Considering data found within the DOC Division of Land Resource Protection's (DLRP) California Williamson Act Enrollment 2024 dataset and Farmland Mapping and Monitoring Program (FMMP; California Important Farmland Finder 2020) dataset, the following significance determinations have been made:

Question—W4ould the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farm4land, Unique Farmland, or Farmland of Statewid4e Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	**No Impact**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**No Impact**
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	**No Impact**
d) Result in the loss of forest land or conversion of forest land to non-forest use?	**No Impact**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	**No Impact**

Affected Environment

The Project is entirely within the State ROW. No forest land, timberland production-zoned land, prime farmland, farmland of statewide importance, unique farmland, or lands subject to a Williamson Act contract occur within the Project footprint. Accordingly, the proposed Project would not affect agriculture or forestry resources.

Farmland of local importance is present adjacent to the State ROW at 17 locations (Locations 14 – 19, 21 – 29, and 31 – 32). All proposed activities, however, would occur within existing State ROW and are limited to sign replacement and installation with minimal ground disturbance. No agricultural, forest, or timberland would be acquired, converted, or rezoned, and no conflicts with ongoing agricultural operations are anticipated. Construction staging and access would occur within paved or previously disturbed ROW areas, avoiding adjacent agricultural lands.

Land uses along the corridor consist primarily of rural and semi-natural landscapes, including agricultural areas, open space, and protected natural areas, interspersed

with low-density residential development, small rural communities, and limited commercial uses in locations such as Tamalpais-Homestead Valley, Muir Beach, Stinson Beach, Point Reyes Station, and other coastal settlements. Water bodies near the Project corridor include Bolinas Lagoon (Locations 9 – 13), Tomales Bay (Locations 17 – 30), and Walker Creek (Location 30). Portions of the corridor traverse federally and state-managed lands, contributing to a predominantly undeveloped landscape character.

As noted in Section 2.1.1, the Project corridor lies within the California Coastal Range, characterized by coastal terraces, rolling hills, ridgelines, and marine-influenced landforms. The surrounding landscape includes coastal prairie grasslands, oak woodlands, coastal scrub, and riparian corridors, interspersed with rocky outcrops, coastal bluffs, and sandy beaches.

Environmental Consequences

No agricultural or forestry resource impacts are anticipated.

a) No Impact

The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No changes in surrounding land use or uses of SR 1 are proposed. Further, all work is anticipated to be within Caltrans State ROW (Section 1.5.4).

b) No Impact

The Project is not subject to a Williamson Act contract. No new uses or activities are proposed that would conflict with existing agricultural zoning or Williamson Act lands.

c, d) No Impact

The Project area does not contain forest land, timberland, or timberland zoned for Timberland Production, as defined in Public Resources Code Sections 12220(g) and 4526 or Government Code Section 51104(g). As such, the Project would not conflict with forest land zoning or require rezoning of forest or timber resources. Further, the Project would not result in the loss of, or conversion of, forest land to non-forest use.

e) No impact

The Project would not change surrounding land use or infrastructure; therefore, induced agricultural or forest land conversion is not anticipated. Growth-inducing pressures on nearby agricultural or forest resources would not occur. Therefore, no indirect conversion of farmland or forest land is expected.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have no impact on agriculture or forestry resources. Therefore, no mitigation is proposed.

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air Quality Memo dated December 9, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	**No Impact**
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	**Less Than Significant Impact**
c) Expose sensitive receptors to substantial pollutant concentrations?	**No Impact**
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	**No Impact**

Affected Environment

The Project is located within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which is responsible for monitoring and regulating air pollutant emissions in the region. The San Francsico Bay Area Basin is currently designated as nonattainment (ozone, particulate matter 2.5), unclassified (visibility reducing particles, hydrogen sulfide), and attainment (carbon monoxide [CO], sulfur dioxide [SO_2], nitrogen dioxide [NO_2], sulfates, and lead [Pb]).

Environmental Consequences

As proposed, the Project qualifies for exemption from the air quality conformity requirements pursuant to 40 CFR 93.126 (Table 2: Safety – Traffic control devices and operating assistance other than signalization projects). As such, the Project is not required to demonstrate conformity with applicable air quality plans.

a, c, d) <u>No Impact</u>

During construction, air pollutants are expected to be minimal to negligible. The Project would not conflict with or obstruct the implementation of an applicable air quality plan, expose sensitive receptors to substantial pollutant concentrations, or

result in other emissions adversely affecting a substantial number of people. Therefore, no impact is anticipated.

b) Less Than Significant Impact

The Project would be required to comply with Caltrans Standard Specification 14-9, Air Quality, which requires compliance with air-pollution control rules, regulations, ordinances, and statutes that apply in the Project area. Construction emissions are expected to be short-term and are not expected to result in a cumulative net increase in the criteria pollutants.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have a less than significant impact on air quality. Therefore, no mitigation is proposed.

2.1.4 Biological Resources

Considering the information in the Natural Environment Study (Minimal Impacts; NESMI) dated April 1, 2026, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	**No Impact**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	**Less Than Significant Impact**
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Biological Resources
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	**No Impact**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	**No Impact**
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	**No Impact**

Affected Environment

To evaluate the effects of the proposed Project on biological resources, a General Biological Resources Assessment was completed, and a biological study area (BSA) was defined. The BSA (4.6 acres) was calculated by assigning 100 square feet of work area for each individual sign, along with the linear extent of sign replacements between post miles, expanded by an additional 10 foot width.

Within the BSA, unincorporated Marin County communities are present (Tamalpais Valley, Muir Beach, Stinson Beach, Point Reyes, Marshall, and Fallon). The Project is located in a Mediterranean climate region characterized by hot, dry summers and cold, wet winters. Average annual precipitation within the Project area is approximately 17.05 inches with the highest precipitation occurring in January (Western Regional Climate Center 2025). Elevation varies from about 6.5 to 633.2 feet above sea level.

No wetlands or water features are present within the BSA; however, there are wetlands adjacent to the BSA (Bolinas Lagoon, Tomales Bay, and Walker Creek). The identified wetlands are adjacent to Locations 5 to 13 and 15 to 32 and are considered California Coastal Commission (CCC) wetlands.

Habitat types found within the BSA include: (1) disturbed/developed; (2) ruderal; (3) arroyo willow thickets (*Salix lasiolepis* Shrubland Alliance); (4) coyote brush scrub (*Baccharis pilularis* Shrubland Alliance); (5) California bay forest and woodland (*Umbellularia californica* Forest & Woodland Alliance); and (6) hoary, common, and Stanford manzanita chaparral (*Arctostaphylos canescens, manzanita, stanfordiana*) Shrubland Alliance (Table 23). Arroyo willow thickets (Location 9), California bay forest and woodland (Locations 18 and 19), and Hoary, common, and Stanford manzanita chaparral shurbland alliance (Location 8) are all considered CCC Environmentally Sensitive Habitat Area (ESHA). Coastal ESHAs are defined as any

area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. For more information, please refer to Section 2.1.11.

Table 23. Habitat types and associated description that occur in the BSA.

Habitat Type	Overview
Disturbed / Developed	Lands that have been altered by human actions such that the natural communities no longer exist. Disturbed areas are generally unvegetated such as turnouts and shoulder areas. Developed areas consist of all artificial structures within the Project area including the paved roadway.
Ruderal	Ruderal habitat features common invasive species such as common wild oats (*Avena fatua*), slender oats (*Avena barbata*), ripgut brome (*Bromus diandrus*), and wild fennel (*Foeniculum vulgare*) with limited native species present. This habitat type is associated with unpaved ROW and weedy areas adjacent to the road shoulder and around and between structures, which are routinely maintained by mowing, weeding, and herbicide application.
Arroyo willow thickets	Arrow willow thickets are characterized by arroyo willow occurring at greater than 50% relative cover in the tree or shrub canopy. These thickets are found along stream banks and benches, slope seeps, and stringers along drainages (CNPS 2026b). Arroyo willow thickets have a State Rarity ranking of S4 and are considered a coastal environmentally sensitive habitat area (ESHA).
Coyote brush scrub	Coyote brush (*Baccharis pilularis*) is the dominant shrub in this community and may be co-dominant with poison oak and emerging trees such as Douglas fir, coast live oak (*Quercus agrifolia*), or California bay at low covers (CNPS 2026b). Coyote brush scrub can occur in many habitats, but within the BSA it occurs primarily along open exposed slopes and ridges. Within the BSA, coyote brush is found alongside California sagebrush (*Artemisia californica*), with an understory of primarily non-native annual grasses such as velvet grass (*Holcus lanatus*), blue wildrye (*Elymus glaucus*), and ripgut brome. This vegetation community has a State Rarity ranking of S5 and therefore is not considered a sensitive natural community.
California bay forest and woodland	California bay forest and woodland are woodlands characterized by their dominance of California bay in the canopy layer and are typically co-dominated by other trees

Habitat Type	Overview
	including bigleaf maple, Douglas fir, California buckeye, and coast redwood (CNPS 2026). California bay forest and woodland is present at Locations 18 and 19 in the BSA. This vegetation community is a sensitive natural community with a S3 State Rarity Rank and is considered a coastal ESHA.
Hoary, common, and Stanford manzanita chaparral Shrubland Alliance	Hoary, common, and Stanford manzanita chaparral is characterized by their co-dominance of hoary, common, and/or Stanford manzanita in the shrub canopy (CNPS 2026). Hoary, common, and Stanford manzanita chapparal is present at Location 8 in the BSA. This vegetation community is a sensitive natural community with a S3 State Rarity Rank and is considered a coastal ESHA.

The Project occurs within State ROW and proposes no changes to habitat connectivity features. No risk of reducing or worsening existing levels of habitat are expected.

Environmental Consequences

To assess impacts on biological resources, desktop review was conducted using Information for Planning and Consultation (IPaC), California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS), National Marine Fisheries Service (NMFS), and National Wetlands Inventory databases. Further, a General Biological Resources Assessment survey was carried out by biologists on July 16, 2025.

a) <u>No Impact</u>

Special Status Plant Species

No plant species that are listed under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA) were identified as having the potential to occur within the BSA. These include species that are federally listed as endangered (FE) as well as species listed by the State of California as endangered (SE), threatened (ST), or rare (SR). Further, no plant species with a California Rare Plant ranking (CNPS) were identified as having the potential to occur within the BSA.

One special status plant species has designated critical habitat within the boundaries of the BSA; however, no critical habitat is anticipated to be affected by the Project (Table 24 – 25). Therefore, no impacts to yellow larkspur are expected.

Table 24. Special status plant species and potential to occur in BSA.

Common Name	Special Status			BSA	
	FESA	***CESA***	***CNPS***	***Habitat Present in BSA***	***Potential to occur***
Yellow Larkspur	FE	SR	1B.1	No	None

Table 25. Survey results for special status plant species with critical habitat in the BSA.

Common Name	Location(s)	Survey Results
Yellow Larkspur	30	Caltrans conducted a site visit (July 16, 2025). No suitable habitat was found within the BSA.

Special Status Animal Species

No species that are listed under FESA and CESA (designated by the USFWS and CDFW) and are of state or federal concern were identified to potentially occur within the BSA. These include species that are federally listed as proposed threatened (FPT), threatened (FT), endangered (FE) as well as species listed by the State of California as species of special concern (SSC), fully protected (FP), threatened (ST), or endangered (SE).

Four species have designated critical habitat near or within the boundaries of the BSA; however, no critical habitat is anticipated to be affected by the Project (Table 26 – 27). Therefore, no impacts to California red-legged frog, marbled murrelet, monarch butterflies, or tidewater goby are anticipated.

Table 26. Special status wildlife species and potential to occur in BSA.

Wildlife	Common Name	Special Status		BSA	
		FESA	***CESA***	***Habitat Present in BSA***	***Potential to Occur***
Amphibian	California red-legged frog	FT	SSC	No	None
Bird	Marbled Murrelet	FT	SE	No	None
Invertebrate	Monarch Butterfly	FPT	SSC	No	None
Fish	Tidewater Goby	FE	SSC	No	None

Table 27. Survey results for special status wildlife species with critical habitat in the BSA.

Common Name	Location(s)	Survey Results
California red-legged frog	14, 15	Burrows, vegetation, and riparian zones were observed during a Caltrans site visit (July 16, 2025). No suitable habitat was found within the BSA.
Marbled Murrelet	4, 7, 8	No suitable habitat was found in the BSA.
Monarch Butterfly	5, 6, 10	Due to habitat requirements (CNPS), no suitable habitat was found for monarch butterfly. All locations are within 3 miles of the Marin coastline.
Tidewater Goby	9, 10, 11, 12, 17, 18, 30	Each location adjacent to the Critical Habitat for TWG was surveyed (July 16, 2025). No suitable habitat was found within the BSA.

No migratory birds were identified in the BSA. While signs are not suitable migratory bird habitat, project locations in more forested habitat have the potential to support birds protected by California Fish and Game Code (Sections 3503 and 3503.5) and the Migratory Bird Treaty Act (MBTA). All work would take place on existing pavement and/or in areas with ruderal species that do not provide habitat for any listed species. No impacts on migratory birds are anticipated.

Multiple occurrences of three bat species (pallid bat, hoary bat, and Townsend's big-eared bat) were found within a 5-mile radius of the BSA; however, no suitable roosting habitat was found within the BSA. No impacts to roosting bats are anticipated.

The proposed Project would not result in temporary or permanent loss or disturbance of habitat that would result in impacts to a candidate, sensitive, or special-status species.

b) Less Than Significant Impact

Project activities would occur within existing State ROW. No riparian habitat occurs within the BSA; therefore, the Project is not anticipated to impact riparian resources.

Several coastal ESHA types were identified within or adjacent to the BSA (Table 28). While construction activities would occur within mapped ESHA at Location 9, work at this location would be limited to replacement of an existing sign in kind. The Project would not result in the permanent removal, degradation, or fragmentation of ESHA. To avoid inadvertent impacts to ESHA and other sensitive natural communities, Environmentally Sensitive Areas (ESAs) would be established and delineated prior to construction. With the implementation of applicable AMMs and PFs, impacts to ESHA and other sensitive natural communities would be less than significant.

Table 28. ESHA types within the BSA.

Location	ESHA
8	*Arctostaphlos (canascens, manzanita, standordiana*) Alliance
9	*Salix lasiolepis* Alliance
9 – 12	Bolinas Lagoon
12	*Salix lasiolepis* Alliance; *Umbellularia californica* Alliance
14, 18, 19	*Umbellularia californica* Alliance
17 – 30	Tomales Bay
25, 31	*Salix lasiolepis* Alliance
30	Walker Creek

c) No Impact

No wetlands, waters of the United States, waters of the State, or other protected aquatic resources occur within the BSA. Although wetlands and other aquatic features are present adjacent to portions of the BSA (e.g., Bolinas Lagoon, Tomales Bay, Walker Creek), all project activities would be confined to upland areas within State ROW. The Project would not result in the removal, fill, hydrologic alteration, or degradation of protected wetlands or other aquatic resources. Therefore, no impacts are anticipated.

d) No Impact

The Project would not create barriers to wildlife movement, impede the use of established wildlife movement corridors, or affect native wildlife nursery sites. The Project would not interfere with the movement of native resident or migratory fish or wildlife species. Therefore, no impacts are anticipated.

e) No Impact

The Project area is not subject to any local policies or ordinances specifically adopted to protect biological resources (e.g., tree preservation ordinances). Project implementation would not conflict with any biological resource protection policies. Therefore, no impact is anticipated.

f) No Impact

This Project would not conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have a less than significant impact on biological resources. Therefore, no mitigation is proposed. Caltrans anticipates incorporating the following AMMs. All proposed AMMs are listed here and in Appendix C.

AMM-BIO-01: Worker Environmental Awareness Training. All construction personnel would attend a mandatory environmental education program delivered by a qualified biologist prior to working on the Project. The training would include a description of relevant special status plant and animal species, nesting birds, working in proximity to waterways, and boundaries within which construction can occur.

AMM-BIO-02: Work Window for Nesting Birds. Vegetation removal and clearing and grubbing activities will be conducted outside of bird-nesting season, from October 1st to January 31st.

AMM-BIO-03: Non-Disturbance Buffer for Nesting Birds. If work is to occur within 300 feet of active raptor nests or 50 feet of active passerine nests, a nondisturbance buffer would be established at a distance sufficient to minimize disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance.

AMM-BIO-04: Preconstruction Surveys for Nesting Birds. If any Project activities must occur during nesting bird season (February 1 to September 30), preconstruction surveys for nesting birds may be conducted at the discretion of a qualified biologist no more than 72 hours prior to the start of construction at each sign location.

AMM-BIO-05: Preconstruction Surveys for Special Status Species. Preconstruction surveys for special status species will be conducted at the discretion of a qualified biologist no more than 7 days prior to the start of construction at each sign location. The qualified biologist will investigate potential cover sites and potential rare plant habitats when it is feasible and safe to do so.

AMM-BIO-06: Biological Monitor. At the discretion of a qualified biologist, a biological monitor may be on-site to conduct a preconstruction survey prior to the initiation of work activities. The biological monitor would remain on-site to monitor work activities until there is no longer any risk to sensitive biological resources. Biological monitors will be present during work near Bolinas Lagoon (Locations 9-12) and Tomales Bay (Locations 17-30) and any other work that could result in impacts to protected resources.

AMM-BIO-07: Vegetation Removal. Vegetation removal will be limited to the designated work areas needed for access and workspace. Where possible, vegetation will be trimmed instead of removed. Removal in temporary work areas will be cut above soil level to promote re-vegetative growth of established plants following construction to the maximum extent feasible. Vegetation will be mowed to a height greater than 4 inches.

AMM-BIO-08: Restoration and Weed Control. After construction is complete, the contractor will restore disturbed topographical contours to preconstruction conditions. The contractor would contain and remove noxious weeds and

associated plant material, and obtain all permits, licenses, and certifications for proper disposal. The contractor would replant disturbed areas with fast-growing native grasses or a native erosion control seed mixture.

AMM-BIO-09: Water Quality Best Management Practices (BMP). The Project will:

- Implement mandatory BMPs defined in the Caltrans Construction Site (BMP) Manual
- Follow specifications provided in Section 13 of the Caltrans Standard Specifications
- Comply with the Caltrans National Pollutant Discharge Elimination System general permit and statewide Storm Water Waste Discharge Requirements

AMM-BIO-10: Prohibition of Monofilament Erosion Control. To prevent wildlife from being entangled, trapped, or injured, erosion control materials with plastic monofilament netting must not be used within the BSA.

AMM-BIO-11: Work on Previously Disturbed Areas. Work would remain on paved surfaces or on previously disturbed areas to prevent impact to wildlife and habitat.

AMM-BIO-12: Staging. Staging and access areas will be confined to previously disturbed areas that will be cleared by the Department Biologist.

AMM-BIO-13: Inclement Weather Restriction. No work will occur during or within 24 hours following a rain event exceeding 0.2-inch as forecasted by the NOAA National Weather Service for Point Reyes Station, CA (EYSC1) base station available at: https://forecast.weather.gov/product.php?site=WRH&product=RR5&issuedby=RSA Any departure from this restriction would require USFWS/CDFW approval to continue work during or within 24 hours of a rain event and will be considered on a case-by-case basis.

AMM-BIO-14: Mark Environmentally Sensitive Areas. Before construction begins, ESAs would be clearly delineated using spray paint to delineate sensitive habitats, including rare plants. The ESA marking would remain in place throughout construction. It may be removed during the wet season (and subsequently reinstalled) if needed to prevent materials from being washed away. The final Project plans would depict all locations where ESA markings would be installed and the manner of installation. The bid solicitation package special provisions would clearly describe acceptable marking material and prohibited construction- related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs. ESA markings would be maintained in good condition throughout the Project.

2.1.5 Cultural Resources

Considering the information in the Summary Memo dated April 7, 2026, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	**Less Than Significant Impact**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	**Less Than Significant Impact**
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	**Less Than Significant Impact**

Affected Environment

Review of the Project was conducted by Caltrans District 4 Professionally Qualified Staff (PQS) in accordance with the 2024 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, the United States Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA).

To conduct Project review, in accordance with Section 106 PA Stipulation VIII.A, an Area of Potential Effects (APE) was established. The APE encompasses all Project elements and cultural resource boundaries.

Caltrans PQS requested review of the Sacred Lands File (SLF) and contact list from the Native American Heritage Commission (NAHC) on January 10, 2025. The NAHC responded on January 14, 2025. Pursuant to Section 106 and Assembly Bill (AB) 52 and based on the list of indigenous groups and individuals provided by the NAHC, consultation was conducted with the FIGR, Guidiville Rancheria of California, Muwekma Ohlone Tribe of the San Francsico Bay Area, and Wuksachi Indian Tribe / Eshom Valley Band. Initial consultation letters were sent to the Federated Indians of Graton Rancheria (FIGR), Guidiville Rancheria of California, Muwekma Ohlone Tribe of the San Francsico Bay Area, and Wuksachi Indian Tribe / Eshom Valley Band on February 21, 2025. The Muwekma Ohlone Tribe of the San Francisco Bay Area responded on February 24, 2025 and stated the tribe is unable to consult on this project. Follow-up emails were sent to FIGR, the Wuksachi Indian Tribe/Eshom Valley Band, and Guidiville Rancheria of California on April 2, 2025. FIGR responded with a request to engage in consultation on May 2, 2025. No response

has been received to date from the Wuksachi Indian Tribe/Eshom Valley Band or the Guidiville Rancheria of California. Consultation is ongoing throughout the life of the Project.

An Archaeological Survey Report (ASR) was prepared for the Project. Based on results, an Environmentally Sensitive Area (ESA) Action Plan will be prepared to establish methods and responsible parties for designating three ESAs. Pursuant to the Section 106 PA, the Caltrans Office of Cultural Resource Studies (OCRS) proposes a Finding of No Adverse Effect (FNAE) pursuant to Stipulation X.B.2.a. The FNAE, would be submitted for approval to the Cultural Resource Office (CSO) and the State Historic Preservation Officer (SHPO).

Environmental Consequences

Review of previously recorded resources identified two historic districts and three archaeological resources in the APE. In response, an ESA Action plan will be prepared to establish responsible parties and methods for delineating three ESAs. The ESAs would be noted in Project plans and described in the Project specifications. Appropriate protective measures including demarcations with flags, high visibility spray paint, or temporary high visibility fencing, and access restrictions would be implemented. Regular inspections and site visits would be conducted by Caltrans PQS and FIGR to ensure the integrity of the ESAs.

a) Less Than Significant

Five historical resources were identified within the APE - two historic districts which will not be impacted by the Project and two archaeological resources that can be protected in their entirety through implementation of ESAs (AMM-CUL-01). Per Stipulation VIII.C.4 of the Section 106 PA, a third archaeological resource will be considered eligible for listing in the National Register of Historic Places (NRHP) due to the limited potential to affect the resource. The portion of the resource where no Project activities will occur would be established as an ESA. Pursuant to Section 106 PA, Caltrans OCRS is proposing a Finding of No Adverse Effect (FNAE). Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

b) Less Than Significant

The ASR identified two archaeological resources within the APE that can be protected in their entirety through implementation of ESAs (AMM-CUL-01) and one archaeological resource that will be considered eligible for listing in the NRHP due to the limited potential for proposed Project activities to affect the resource. The portion of the resource where no Project activities will occur would be established as an ESA. Therefore, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

c) Less Than Significant

There are no known human remains, including those interred outside of dedicated cemeteries, within the Project area.

Implementation of standard project features (PF-CUL-01 and PF-CUL-02) would avoid or reduce potential impacts associated with inadvertent discovery of human remains during construction activities.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have a less than significant impact on cultural resources. Therefore, no mitigation is proposed. Caltrans anticipates incorporating the following AMM. All proposed AMMs are listed here and in Appendix C.

> **AMM-CUL-01: Environmentally Sensitive Areas.** The Caltrans Archaeologist will collaborate with all responsible parties to ensure that the three ESAs are accurately represented in plans, specifications, and estimates, and the ESA Action Plan will be included in the RE Pending File. During the preconstruction meeting, a qualified archaeologist and representative from FIGR will discuss the ESAs. The Resident Engineer will notify the Caltrans Archaeologist at least two weeks prior to construction, who will then inform the Tribe. Prior to construction, the Caltrans Project Archaeologist and FIGR representative will mark ESA locations in the field with the contractor using high-visibility spray paint, fencing or flagging. Regular inspections and site visits will be conducted by the Caltrans Archaeologist and the Tribe to ensure the integrity of the ESAs.

2.1.6 Energy

Considering the information in the Energy Analysis Memo dated December 9, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	**Less Than Significant Impact**
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	**No Impact**

Affected Environment

SR 1 is a vital transportation corridor serving communities along the Northern Bay Area coast. Winding through Marin County's federal and state parklands, the highway is defined by its scenic vistas and preserved natural landscape. Existing energy use within the Project area is primarily associated with vehicle travel along SR 1 and routine roadway operation and maintenance activities. The Project corridor

does not contain major energy production, transmission, or distribution facilities. Energy consumption in the area is therefore largely attributable to transportation-related activities, including vehicle fuel use and periodic maintenance of roadway infrastructure and traffic control devices.

California's energy policies are intended to promote energy conservation, improve energy efficiency, and reduce greenhouse gas (GHG) emissions. Under Assembly Bill (AB) 32, the State established GHG reduction targets, while CEQA Guidelines Appendix F requires consideration of a project's potential for wasteful, inefficient, or unnecessary energy consumption. These policies provide the framework for evaluating the Project's energy use and determining whether the Project would conflict with applicable energy conservation and efficiency objectives.

Environmental Consequences

Activities that consume energy generate byproducts. Greenhouse gases (GHGs) are the most extensively studied byproducts of energy consumption and are linked to climate change. To assess energy consumed by construction vehicles and equipment, the Caltrans Construction Emissions Tool (CAL-CET 2021), version 1.0.3, was used to quantify carbon dioxide (CO_2) emissions.

The U.S. Environmental Protection Agency's (USEPA's) GHG equivalencies formulas were used to convert CO_2 emissions to fuel volumes. Energy consumption calculations assume diesel fuel would be used by all construction equipment, and diesel, gasoline, and electricity would be used for worker's commute and construction vehicles (Table 29).

Table 29. Total energy consumption for the proposed project.

Build Alternative	**Total Energy Consumption**		
	Diesel (gallons)	*Gasoline (gallons)*	*Electricity (kWh)*
TOTAL	952	343	78.695

a) <u>Less Than Significant Impact</u>

The Project would not result in a potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. During construction, operation of heavy-duty equipment would require diesel consumption, while construction worker commutes to the Project site and construction vehicles would require diesel, gasoline, and electricity.

Diesel, gasoline, and electricity usage for construction is a one-time, temporary commitment of energy, necessary for any infrastructure improvement project. PF-ENG-01 and PF-ENG-02 would minimize energy consumption from construction activities. Therefore, Project construction would not result in the inefficient, wasteful, or unnecessary consumption of energy. This impact would be less than significant.

The Project would not increase the capacity of SR 1. Therefore, the Project would have no long-term effect on energy use.

b) No Impact

State energy policy, as administered by the California Energy Commission and outlined in CEQA Guidelines Appendix F, promotes energy conservation and efficient use of energy resources. At the local level, the Marin Countywide Plan includes policies that encourage energy efficiency and reduction of GHG emissions.

The Project would not involve long-term increases in energy demand, would not preclude the use of renewable energy systems, and would not interfere with the County or State's ability to implement energy efficiency or climate-related policies. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have a less than significant impact on energy. Therefore, no mitigation is proposed.

2.1.7 Geology and Soils

Considering the information in the Geologic and Palaeontologic Environmental Support Memo prepared by Caltrans Office of Geotechnical Design dated April 10, 2026, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	**No Impact**
ii) Strong seismic ground shaking?	**No Impact**
iii) Seismic-related ground failure, including liquefaction?	**No Impact**
iv) Landslides?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
b) Result in substantial soil erosion or the loss of topsoil?	**No Impact**
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	**No Impact**
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	**No Impact**
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	**No Impact**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**No Impact**

Affected Environment

The project area is underlain by rocks of the Franciscan Formation including mélange, chert, and greenstone. Low lying areas are underlain by artificial fill over Bay mud and much of the roadway is constructed on engineered fill. Traces of the San Andreas fault cross SR 1 at various locations between PM 30 and 42 along Tomales Bay.

Environmental Consequences

To assess Geology and Soils impacts, a Geologic and Palaeontologic Memo was prepared for this Project. No impact to geological or soil resources are anticipated.

a) <u>No Impact</u>

While strong ground shaking, fault rupture, and landslides may occur over the life of the Project due to regional seismicity, project elements would not expose the public to additional seismic hazards. No direct fault rupture hazard is present.

b) <u>No Impact</u>

Project activities would involve minimal ground disturbance associated with sign installation. The project would not result in substantial soil erosion or loss of topsoil.

c, d) <u>No Impact</u>

The Project area is not located on a geologic unit or soil that is unstable or that would become unstable because of this project. As such, the Project is not anticipated to result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Further, the Project is not located on expansive soil.

e) No Impact

Septic systems are not a part of the Project.

f) No Impact

Project activities would involve minimal ground disturbance and are not anticipated to impact sensitive palaeontologic or geologic rock units. Therefore, the Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have no impact on geology or soils. Therefore, no mitigation is proposed.

2.1.8 Greenhouse Gas Emissions

Considering the information in the Construction-related Greenhouse Gas (GHG) Emissions Analysis dated December 9, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**Less Than Significant Impact**
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	**No Impact**

Affected Environment

Carbon dioxide (CO_2) is the single most important GHG pollutant due to its abundance when compared with other vehicle-emitted GHG, including methane (CH_4), nitrous oxide (N_20), hydrofluorocarbon (HFCs) and black carbon (BC). Construction-generated GHG includes emissions resulting from material processing by onsite construction equipment, workers commuting to and from the project site, and traffic delays due to construction. The emissions would be produced at different rates throughout the project depending on the activities involved at various phases of construction.

Environmental Consequences

Construction-related GHG emissions were calculated using CAL-CET 2021 (Table 30). The analysis focused on emissions generated by construction activities and equipment. CO_2e was included in the analysis and is a standard unit that combines different GHGs into a single value based on their relative contribution to global warming. Reporting emissions as CO_2e allows GHG emissions to be consistently measured, compared, and tracked.

Table 30. Summary of construction-related Greenhouse Gas (GHG) emissions.

	PARAMETERS				PROJECT TOTAL
	CO_2 (tons)	***CH_4 (tons)***	***N_20 (tons)***	***HFC (tons)***	***CO_2e (metric tons)***
TOTAL EMISSIONS	14	0	0.001	0	15

a) <u>Less Than Significant Impact</u>

While the Project would result in GHG emissions during construction, no change in roadway capacity as a result of the Project would occur. Therefore, the Project is not expected to result in an increase in operational GHG emissions. With implementation of PFs (PF-GHG-01 and PF-GHG-02), GHG emissions would be further reduced, resulting in less than significant impact.

b) <u>No Impact</u>

During construction of the proposed Project, Caltrans would require compliance with all local climate action plans, and State regulations, ordinances, and statutes that apply to GHG emissions. The proposed Project would not increase the capacity of the highway and therefore would not contribute to a long-term increase in GHG emissions. Accordingly, the Project would not conflict with plans, policies, or regulations aimed at reducing GHG emissions. For further discussion, please see Chapter 3.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have a less than significant impact from GHG emissions. Therefore, no mitigation is proposed.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Initial Site Assessment dated April 15, 2026, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**Less Than Significant Impact**
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	**No Impact**
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	**Less Than Significant Impact**
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	**Less Than Significant Impact**
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	**No Impact**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	**No Impact**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	**No Impact**

Affected Environment

The project proposes to install or replace curve warning signs, advisory speed plaques, horizontal alignment signs, pedestrian crossing signs, vehicle speed feedback signs, and Rectangular Rapid Flashing Beacons (RRFBs) at 32 locations along SR 1. Additionally, at one location, a ladder crosswalk would be installed. To perform project activities, a limited amount of excavation work along the shoulder of SR 1 is required. Signposts would be embedded approximately 3.5 to 4.5 feet.

The corridor traverses predominantly rural, low-density areas characterized by coastal bluffs, agricultural lands, and small communities. Sensitive receptors are limited due to the rural setting; however, Locations 9 and 10 occur adjacent to Stinson Beach School in Bolinas, CA. All proposed activities would occur within State ROW. No structures or buildings are present within the project area.

Environmental Consequences

To evaluate hazardous materials within the Project area, the Caltrans Office of Environmental Engineering (Hazardous Waste Branch) reviewed the Hazardous Waste and Substances Sites List (*Cortese List* pursuant to Government Code Section 65962.5), the State Water Resources Control Board's GeoTracker database, the Department of Toxic Substances Control's EnviroStor database, and available environmental records (e.g., CalGEM, Caltrans files, District 4 Hazardous Materials Data Viewer).

No oil, gas, or geothermal wells were identified within 500 feet of any project location (California Geologic Energy Management Division [CalGEM]). During construction, aerially deposited lead (ADL), yellow traffic striping, and treated wood waste (TWW) may be encountered.

Aerially Deposited Lead (ADL)

Historic vehicle emissions along state highways have resulted in the presence of aerially deposited lead in soils adjacent to roadways. Several soil investigations conducted since 2010 have documented lead concentrations ranging from nonhazardous levels to concentrations classified as California hazardous waste (Type Z2). These data indicate that ADL impacted soils may be present in shallow shoulder soils along SR 1.

Yellow Traffic Striping

Segments of existing yellow traffic striping along SR 1 may contain elevated levels of lead due to historic use of lead-based yellow paint prior to 1997 and yellow thermoplastic applied through approximately 2004 to 2006. These materials can be classified as hazardous when removed or disturbed. Existing yellow traffic stripping may be disturbed during the installation of the pedestrian crosswalk at Location 28.

Treated Wood Waste (TWW)

Signposts often consist of wood that has been treated with chemical preservatives to prevent rot or insect attack. Treated wood waste is regulated as a California hazardous waste and is subject to alternative management standards (Health and Safety Code section 25230). The project is anticipated to generate TWW for sign locations where wooden signposts are to be removed.

a) Less Than Significant Impact

Construction of the proposed project would involve limited ground disturbance. During construction, ADL in roadside soils and lead-containing yellow traffic stripping may be encountered. Further, removal of older wooden signposts would generate TWW. These materials are routinely encountered in Caltrans projects and represent well-known, well-characterized hazardous waste streams.

With implementation of standard project features, the handling and disposal of ADL impacted soils, lead containing striping, and TWW would not create a significant hazard to the public or the environment. Therefore, impacts related to the routine transport, use, or disposal of hazardous materials would be less than significant.

b) No Impact

Based on proposed Project activities and the Traffic Management Plan Data Sheet, it is unlikely the Project would encounter or release hazardous materials into the environment. Therefore, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

c) Less Than Significant Impact

Locations 9 and 10 are located immediately adjacent to Stinson Beach School. Construction activities at these locations would be limited to sign installation and replacement within the State ROW and would not involve the use, storage, or generation of hazardous or acutely hazardous materials beyond small quantities typical of roadway construction.

Any hazardous waste potentially encountered (e.g., ADL and TWW) would be handled and disposed of following standard project features. The project would not expose the nearby school to hazardous emissions. The impact would be less than significant.

d) Less Than Significant Impact

A regulatory database review identified 27 hazardous materials sites along the SR 1 corridor listed on the Cortese List (Government Code 65962.5). Of these, 25 sites are closed with low risk, and 2 sites—Martin's Triangle and Marshall Boat Works—remain open, with risk levels categorized as medium and low, respectively. Neither open case is located within the project area, and no construction activities would occur on or directly disturb any listed hazardous materials site.

Because the project work is limited to small scale sign installation within the existing State ROW and does not intersect any active contamination source, the project would not create a significant hazard to the public or the environment due to the presence of Cortese List sites in the broader corridor. The impact would be less than significant.

e) No Impact

The Project is not located within an airport land use plan or within two miles of a public airport or public use airport. Nor is the Project located in the vicinity of a private airstrip.

f) No Impact

The Project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Construction activities would be temporary. A Traffic Management Plan Data Sheet has been prepared to identify any major impacts or concerns. A final Traffic Management Plan (TMP) would be prepared during the Plans Specifications and Estimates (PS&E) phase to minimize construction-related delays to the traveling public and disruptions to emergency services. The TMP would include press releases to notify and inform emergency services of upcoming closures and detours affecting travel way lanes.

g) No Impact

The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. As proposed, the Project would not create infrastructure or conditions that could potentially exacerbate fire risks to communities or structures.

Avoidance, Minimization, and/or Mitigation Measures

Due to minimal proposed disturbance, no additional site investigation is required. The Project has been determined to have a less than significant impact on hazards and hazardous materials. Therefore, no mitigation is proposed. Caltrans anticipates incorporating the following AMM. The proposed AMM is listed here and in Appendix C.

> **AMM-TRANS-01: Traffic Management Plan.** To minimize potential effects from construction activities to motorists, bicyclists, or pedestrians using local streets, a TMP would be developed by Caltrans and implemented throughout construction. The TMP would include press releases to notify and inform motorists, bicyclists, businesses, community groups, local entities, and emergency services of upcoming closures and detours affecting travel way lanes. The TMP would also include elements such as portable Changeable Message Signs and the CHP Construction Zone Enhanced Enforcement Program (COZEEP) would be utilized to minimize traffic delays and to address the safety needs for commuters, bicyclists, and highway workers.

2.1.10 Hydrology and Water Quality

Considering the information in the Water Quality Study (WQS) prepared by the Caltrans Office of Water Quality (May 11, 2026) and the Location Hydrology Study (LHS) prepared by the Caltrans Office of Hydraulic Engineering (April 16, 2025), the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	**Less Than Significant Impact**
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	**No Impact**
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation onsite or offsite;	**Less Than Significant Impact**
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	**No Impact**
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	**No Impact**
(iv) impede or redirect flood flows?	**No Impact**
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	**No Impact**
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	**No Impact**

Affected Environment

The primary federal law regulating water quality is the Clean Water Act (CWA), issued by the Environmental Protection Agency (EPA). The EPA delegated its authority in California to the State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs). Each RWQCB prepares

and adopts its water quality control plan (Basin Plan), which is a master policy document for managing surface and groundwater quality in the region. Section 401 requires a Water Quality Certification from the SWRCB or RWQCB for any project that requires a federal permit, such as a Section 404 permit from the U.S. Army Corps of Engineers (USACE). Discharge into waters of the U.S. are not proposed; therefore, a Section 401 and 404 permit are not expected.

For Trash reduction, Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Attachment, Part 2) and RWQCB Cease and Desist Order (CDO) are applied. Since the project is not located within a Significant Trash Generating Area (STGA), trash capture devices are not required. The Project would disturb less than one acre of soil and therefore would not be subject to the Statewide Construction General Permit (CGP). Construction activities would be conducted in accordance with a Water Pollution Control Program (WPCP) and applicable Caltrans Standard Specifications.

The Project is located within the Marin Coastal Hydrologic Unit and includes portions of the Tomales Bay and Bolinas Lagoon hydrologic area. Project locations occur within the Tomales Bay – Frontal Pacific Ocean watershed (Hydrologic Unit Code [HUC] 180500050301) and the Drakes Bay – Frontal Pacific Ocean watershed (HUC 180500050403). Storm water runoff drains into Tomales Bay and Bolinas Lagoon, which drain to the Frontal Pacific Ocean. Tomales Bay is listed on the CWA Section 303 (d) list and has established EPA approved Total Maximum Daily Loads (TMDLs) for nutrients, pathogens, sedimentation/siltation, and mercury.

Project Locations 12, 20, 21, and 23 are located within the 100-year floodplain as defined by the Federal Emergency Management Agency (FEMA) Flood Hazard Mapping (FEMA 2025; Figures 28 – 31). Floodplain zones (AE and VE) indicate a 1% annual chance of flooding. The Project would not impact natural and beneficial floodplain values or support incompatible floodplain development.

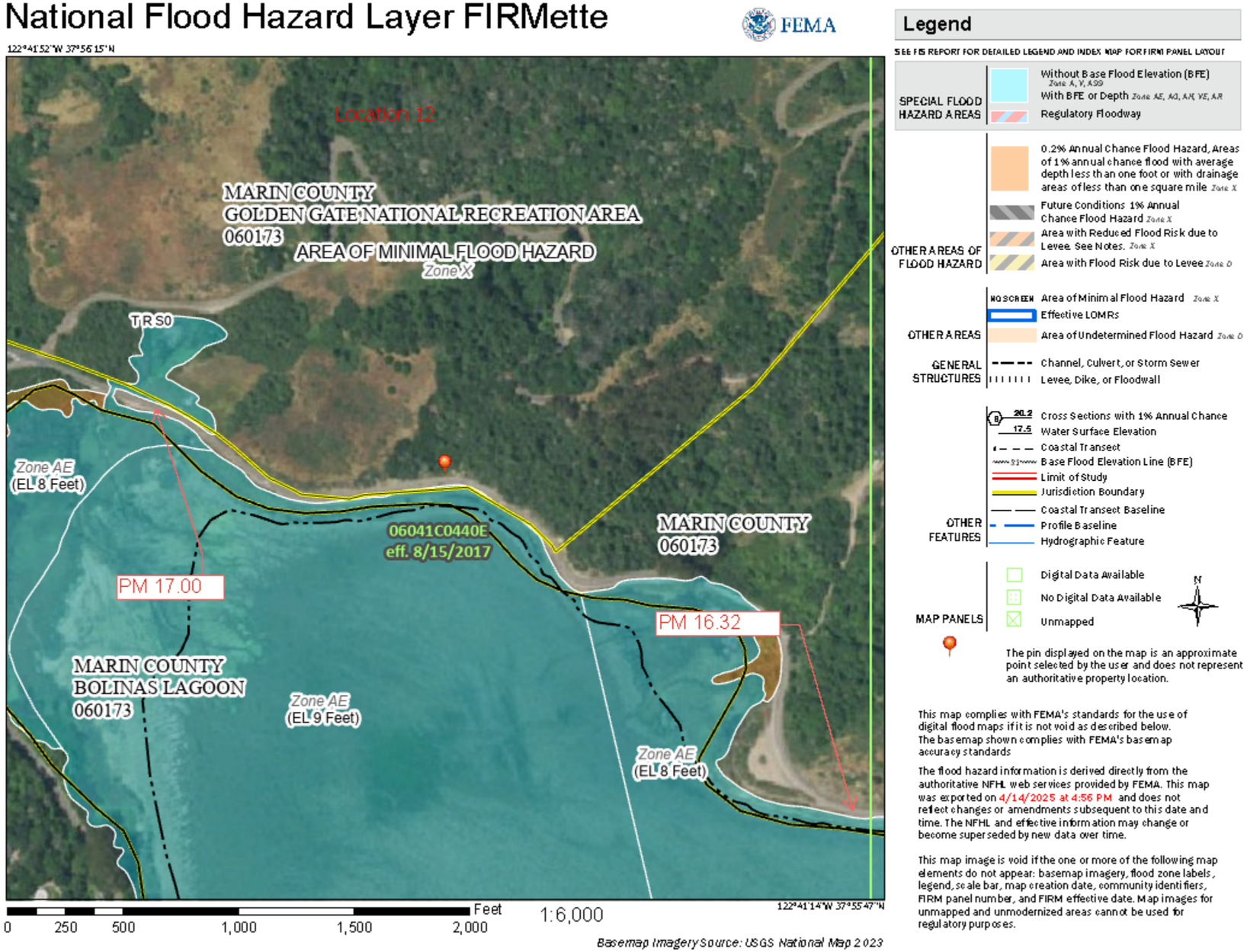


Figure 28. FEMA flood hazard map for Location 12.

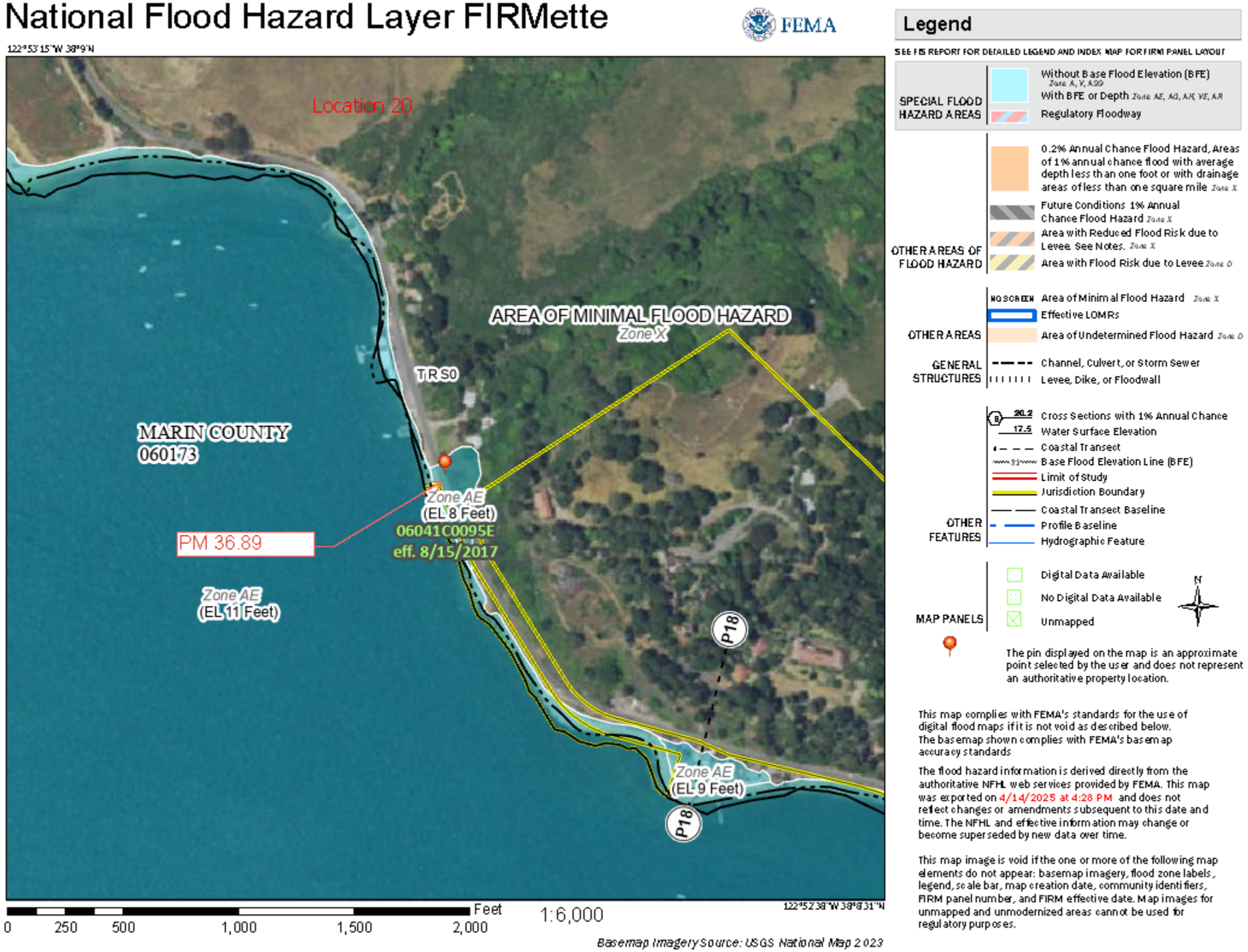


Figure 29. FEMA flood hazard map for Location 20.

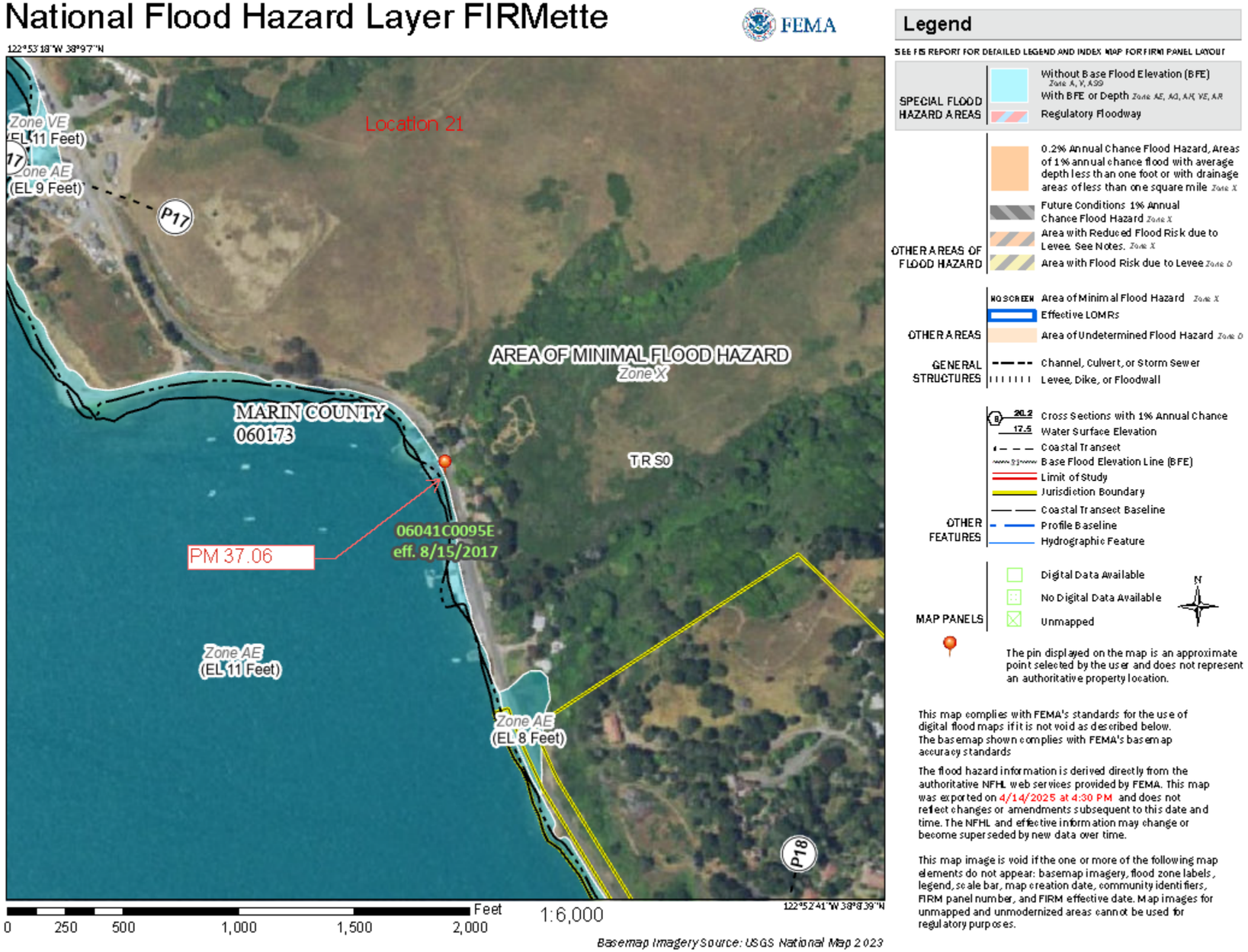


Figure 30. FEMA flood hazard map for Location 21.

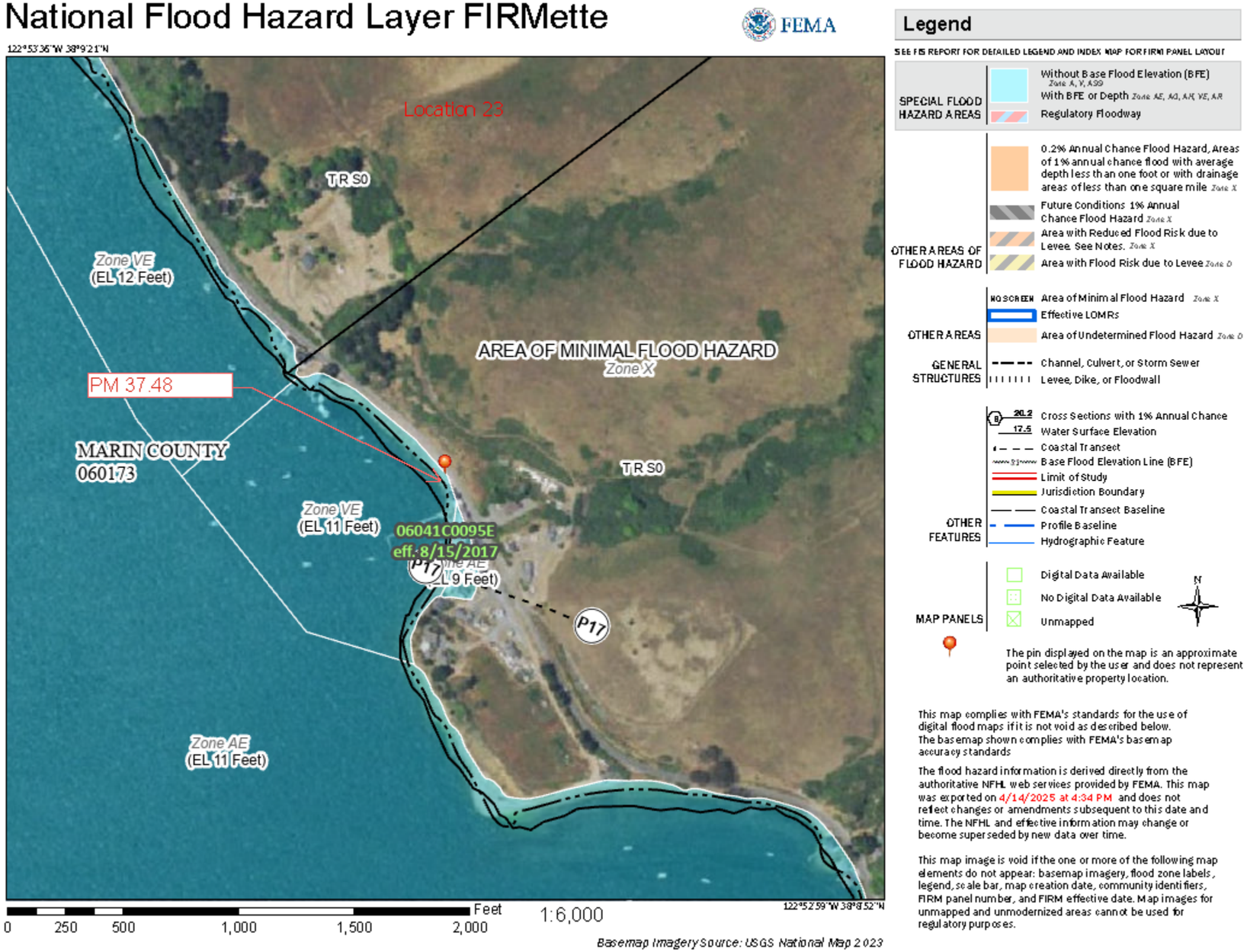


Figure 31. FEMA flood hazard map for Location 23.

The Project is located in a Mediterranean climate region characterized by warm summers and mild wet winters, with the rainy season between October 15 and April 15 (Department Construction Site Best Management Practices Manual, March 2024). Average annual precipitation within the Project area is approximately 39.1 inches with a majority of the rainfall occurring between December and February.

Based on information found within the National Resources Conservation Service (NRCS) Web Soil Survey tool, soil found within the Project area is classified as "C/D", with the soil type as Soulajule/Felton-Variant. The "C/D" classification indicates dual hydrologic soil group designation, meaning the soil is classified as Group D under natural (undrained) conditions but may function as Group C if adequately drained. This soil type has moderately high to high runoff potential when thoroughly wet. The Caltrans Water Quality Planning Tool (WQPT) identified erosion factor (K) values ranging from 0.10 to 0.37 within the Project area, indicating low to moderate soil erodibility and erosion potential.

Environmental Consequences

To assess Hydrology and Water Quality impacts, a WQS and LHS were prepared.

a) Less Than Significant Impact

Construction activities associated with sign and signpost installation, pavement marking application, and limited excavation could result in minor, temporary water quality impacts. The Project would be implemented in accordance with a WPCP, applicable Caltrans standard specifications, and best management practices to minimize erosion, sedimentation, and pollutant discharge. Therefore, impacts to surface water and groundwater quality would be less than significant.

b) No Impact

The Project would not decrease groundwater supplies or interfere with groundwater recharge. No long-term groundwater extraction would occur, and the Project would not result in an increase in impervious surface area. Therefore, the Project would not impede sustainable groundwater management within the basin.

c) Less Than Significant Impact

Soil within the Project area has moderately high to high runoff potential when thoroughly wet. Identified erosion factor (K) values range from 0.10 to 0.37 within the Project area, indicating low to moderate soil erodibility and erosion potential. Avoidance and minimization measures would be employed to control sediment and reduce risk of erosion during construction activities.

Existing drainage patterns would not be altered, and the Project does not affect risk of flooding or damage to residences, buildings, or crops. The Project does not impact the floodplain and therefore no measures to minimize floodplain impacts are warranted.

d) No Impact

The Project would not affect the Base Flood Elevation or alter flood flows. The Project would not involve the storage of hazardous materials; therefore, risk of pollutant release is not anticipated as part of the Project.

e) No Impact

The Project would not require a Section 404 permit issued by USACE or a CWA 401 Water Quality Certification from the San Francisco RWQCB. The Project would not impact groundwater supplies. The Project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have a less than significant impact on hydrology and water quality. Caltrans anticipates incorporating the following AMM. The proposed AMM is listed here and in Appendix C.

> **AMM-WQ-01: Sediment Control.** BMPs such as silt fence, fiber roll, concrete wash-out and street sweeping would be deployed for sediment control and material management.

2.1.11 Land Use and Planning

Considering the information in the Marin Countywide Plan (2023), Natural Environment Study (NES; April 1, 2026), and Visual Impact Assessment (VIA; June 4, 2026), the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	**No Impact**
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	**Less Than Significant Impact with Mitigation**

Affected Environment

Within the Project area, SR 1 is a conventional, two-lane rural highway that serves as the primary north-south transportation corridor through western Marin County. The route provides regional and local access to residential communities, agricultural lands, recreational destinations, commercial areas, and public coastal resources.

Land uses adjacent to the corridor consist primarily of rural and semi-natural landscapes, including agricultural areas, open space, and protected natural areas, interspersed with low-density residential development, small rural communities, and limited commercial uses in locations such as Tamalpais-Homestead Valley, Muir Beach, Stinson Beach, Point Reyes Station, and other coastal settlements. Water bodies near the Project corridor include Bolinas Bay (Locations 9 – 13), Tomales Bay (Locations 17 – 30), and Walker Creek (Location 30). Portions of the corridor traverse federally and state-managed lands, contributing to a predominantly undeveloped landscape character.

The Project is located in the Coastal Zone and requires a consolidated CDP from the Marin County LCP and the CCC. Permit consolidation approval was received from the Marin County Community Development Agency on October 23, 2025. A CDP application would be submitted to the CCC in the PS&E phase of the Project.

In determining consistency with the California Coastal Act, the following topics were evaluated:

Wetlands

Wetlands are not present within the Project area; however, wetland resources occur adjacent to portions of the SR 1 corridor within the Coastal Zone. Wetland-associated features in the Project vicinity include Bolinas Lagoon (Locations 9 – 12), Tomales Bay (Locations 17 – 30), and Walker Creek (Location 30). These areas support a variety of coastal and estuarine habitat functions and are subject to protection under the California Coastal Act.

Public Access

SR 1 serves as a primary transportation corridor within the Marin County Coastal Zone and provides access to numerous coastal resources. Public access opportunities within the Project vicinity include Muir Overlook (Location 6), Bivalve Overlook (Location 17), the community of Marshall (Locations 24 and 25), Nick's Cove (Locations 27 – 29), and Miller Park Launching Facility (Locations 27 – 29).

Public access within the Project corridor is provided primarily by the existing roadway network, including travel lanes, paved shoulders, and pedestrian facilities at select locations. Dedicated bicycle facilities are generally absent within the Project limits; however, bicyclists commonly utilize paved shoulders along SR 1 for both recreational and transportation purposes. Public access opportunities along the corridor support beach access, bicycling, hiking, sightseeing, boating, and access to coastal communities and visitor serving destinations.

Visual Resources and Community Character

The Project corridor extends along SR 1 from Tamalpais-Homestead Valley to the Marin-Sonoma County line near Fallon. The corridor traverses a diverse coastal landscape characterized by coastal terraces, rolling hills, ridgelines, coastal bluffs,

sandy beaches, riparian corridors, coastal prairie grasslands, oak woodlands, coastal scrub, agricultural lands, and open space areas. Portions of the corridor occur within federally and state-managed lands and pass through small coastal communities including Muir Beach, Stinson Beach, Marshall, Point Reyes Station, and other dispersed settlements. These features contribute to the predominantly rural and scenic character of the Marin County Coastal Zone.

SR 1 serves as a major coastal transportation corridor and access route within western Marin County. The corridor contains numerous recognized scenic and visual resources and is eligible for designation as a California Scenic Highway. Recognized scenic resources within and adjacent to the corridor include Point Reyes National Seashore, Golden Gate National Recreation Area, Mount Tamalpais State Park, Tomales Bay State Park, Bolinas Lagoon, and Tomales Bay Ecological Reserve. These resources contribute to the visual character of the Project area and are subject to visual resource protection policies of the California Coastal Act and the Marin County Local Coastal Program.

The visual character of the corridor is defined by its natural topography, vegetation communities, coastal water features, and low-intensity development patterns. Together, these elements contribute to the scenic quality and community character of the Marin County Coastal Zone.

Given the visual sensitivity of the SR 1 corridor within the Coastal Zone, an aesthetic mitigation measure would be implemented to maintain the scenic quality and visual cohesion of the corridor. For new sign installations within the Coastal Zone, exposed aluminum surfaces on the back of signs would be painted with an acrylic coating selected for compatibility with adjacent vegetation, soil, landforms, and coastal views. This mitigation strategy was developed to mitigate the visual impacts associated with new traffic control devices, particularly in areas where multiple signs may be visible within a single viewshed. The mitigation strategy would reduce visual contrast and support consistency with visual resource protection policies of the California Coastal Act.

Environmentally Sensitive Habitat Areas (ESHAs)

Environmentally Sensitive Habitat Areas (ESHAs) occur within portions of the Project corridor and surrounding Coastal Zone. Several natural communities within or adjacent to the BSA have been identified as ESHA, including Arroyo willow thickets (Location 9), California bay forest and woodlands (Locations 18 and 19), and Hoary, common, and Stanford manzanita chaparral shurbland alliance (Location 8). These habitats support native plant and wildlife communities and are protected under Coastal Act Section 30240 due to their ecological value and sensitivity to disturbance.

Environmental Consequences

The Project's consistency with applicable California Coastal Act policies was evaluated for wetlands, public access, visual resources and community character,

and ESHAs. The following discussion summarizes the anticipated effects of the Project and evaluated consistency with relevant Coastal Act policies.

Wetlands

The Project would occur entirely within existing State ROW. No permanent fill, dredging, or removal of wetland habitat is proposed. Temporary construction activities would be limited in extent and conducted in accordance with applicable avoidance and minimization measures to prevent impacts to nearby wetland resources. Wetland resources adjacent to the Project area (Bolinas Lagoon, Tomales Bay, and Walker Creek) would not be impacted. Therefore, the Project is consistent with Coastal Act (Section 30230, 30231, and 30233) and California Code of Regulations (Title 14, Section 13577[b]) wetland policies.

Public Access

The Project would not permanently alter, remove, or restrict public access to coastal communities, beaches, parks, recreational areas, scenic overlooks, visitor serving destinations, or coastal trailheads. Temporary construction-related traffic controls may be required; however, access for motorists, pedestrians, and bicyclists would be maintained throughout construction. Therefore, the Project is consistent with the Coastal Act public access policies (Sections 30210 – 30214, 30221 – 30224, and 30252).

Visual Resources and Community Character

The Project would introduce new traffic control devices at select locations within the SR 1 corridor, including areas containing recognized scenic and visual resources protected under the California Coastal Act. Although the improvements would be constructed entirely within existing State ROW and would not alter roadway geometry, roadway capacity, or surrounding land uses, the installation and replacement of signs would introduce new visual elements into existing viewsheds. As a result, the Project has the potential to affect the scenic quality and visual character of portions of the corridor.

To minimize visual effects, vegetation disturbance and tree trimming would be limited to the minimum extent necessary for construction and operational safety. Project improvements would generally occur within previously disturbed areas and existing transportation corridors. In addition, exposed aluminum surfaces on the back of new sign panels installed within the Coastal Zone would be treated with an acrylic coating selected for compatibility with adjacent vegetation, soil, landforms, and coastal views. This aesthetic mitigation measure was developed to reduce visual contrast associated with new sign infrastructure, particularly in areas where multiple signs may be visual within a single viewshed.

Although the Project would incrementally increase the presence of transportation infrastructure within some visually sensitive coastal settings, the improvements would remain subordinate to the dominant landforms, vegetation, coastal water

features, and other scenic resources that define the visual character of the SR 1 corridor. With mitigation implemented, the Project would minimize visual contrast and maintain consistency with visual resource protection policies of the California Coastal Act (Section 30251).

Environmentally Sensitive Habitat Areas (ESHAs)

Construction activities would occur entirely within existing State ROW. While work at Location 9 would occur within mapped ESHA, activities at this location would be limited to replacement of an existing sign in kind. The Project would not result in the permanent removal, degradation, or fragmentation of ESHA habitat. To avoid inadvertent impacts to ESHAs and other sensitive natural communities, Environmentally Sensitive Areas (ESAs) would be identified and delineated prior to construction, and applicable avoidance and minimization measures would be implemented during project activities. Within implementation of these measures, impacts to ESHAs and other sensitive natural communities would be avoided or minimized. Therefore, the Project would be consistent with the Coastal Act ESHA policies (Section 30240 and 30107.5).

Key provisions of the California Coastal Act (CCC 2019) are provided below, along with an evaluation of consistency for the Build Alternative (Table 31).

Table 31. Key provisions of the California Coastal Act.

Coastal Resource	Policy	Project Assessment	Detailed Resource Discussion
Wetlands	Coastal Act Section 30230 Coastal Act Section 30231 Coastal Act Section 30233 California Code of Regulations Title 14 Section 13577 (b)	The Project would not result in the filling, dredging, or removal of wetland resources and would not adversely affect coastal waters, wetlands, or estuarine habitats. Therefore, the project would be consistent with Coastal Act wetland protection policies.	Section 2.1.4; Section 2.1.11
Public Access	Coastal Act Section 30210 Coastal Act Section 30211 Coastal Act Section 30212 Coastal Act Section 30213 Coastal Act Section 30214	The Project would maintain public access to coastal communities, beaches, parks, scenic overlooks, visitor serving destinations, and coastal trailheads. Temporary construction-related traffic controls may be required; however, access for motorists, pedestrians, and bicyclists would be maintained throughout construction. Therefore, the Project would be consistent with Coastal Act public access policies.	Section 2.1.11; Sections 2.1.15 – 2.1.17
	Coastal Act Section 30220 Coastal Act Section 30221 Coastal Act Section 30223 Coastal Act Section 30224	The Project would not remove, restrict, or adversely affect recreational resources, visitor serving facilities, or opportunities for coastal recreation. Pedestrian safety improvements would support continued access to recreational destinations within the SR 1 corridor. Therefore, the Project would be consistent with Coastal Act recreation polices.	Section 2.1.11; Sections 2.1.15 – 2.1.16
	Coastal Act Section 30252	The Project would occur entirely within existing State ROW and would not alter land uses, public access routes, community character, or visitor serving uses. Therefore, the Project would be consistent with Coastal Act Section 30252.	Section 2.1.11; Sections 2.1.15 – 2.1.16
Visual Resources and Community Character	Coastal Act Section 30251	The Project would introduce traffic control devices within a visually sensitive coastal corridor. With implementation of aesthetic mitigation (i.e., painted sign backs within the Coastal Zone), visual impacts would be minimized and the Project would be consistent with Coastal Act visual resource protection polices.	Section 2.1.1; Section 2.1.11
Environmentally Sensitive Habitat Areas (ESHAs)	Coastal Act Section 30240 Coastal Act Section 30107.5	The Project would not result in the permanent removal, degradation, or fragmentation of ESHA habitat. ESAs and avoidance and minimization measures would be implemented to avoid impacts to ESHAs and other sensitive natural communities. Therefore, the Project would be consistent with Coastal Act ESHA protection policies.	Section 2.1.4; Section 2.1.11

a) No Impact

The Project would occur entirely within existing State ROW and would not create a physical barrier or alter access between communities, neighborhoods, businesses, recreational facilities, or coastal resources. The Project would not divide an established community; therefore, no impact would occur.

b) Less Than Significant Impact with Mitigation Incorporated

The Project would not conflict with applicable land use plans or policies related to public access, recreation, wetlands, or ESHAs. However, because the Project would introduce new traffic control devices within a visually sensitive corridor subject to California Coastal Act visual resource protection policies, an aesthetic mitigation strategy was developed to mitigate visual impacts. With implementation of mitigation (MM-AES-08), the Project would be consistent with applicable land use plans, policies, and regulations. Therefore, impacts would be less than significant with mitigation incorporated.

Avoidance, Minimization, and/or Mitigation Measures

With mitigation incorporated, the Project has been determined to have a less than significant impact on land use and planning. Caltrans anticipates incorporating the following AMMs and Mitigation Measure (MM). All proposed AMMs and MMs are listed here and in Appendix C.

MM-AES-08: Enhance Visual Compatibility of Signage. In visually sensitive locations, paint the back of the signs and sign hardware using federally approved standard colors to compliment surrounding environment and minimize visual impacts on scenic character.

AMM-BIO-06: Biological Monitor. At the discretion of a qualified biologist, a biological monitor may be on-site to conduct a preconstruction survey prior to the initiation of work activities. The biological monitor would remain on-site to monitor work activities until there is no longer any risk to sensitive biological resources. Biological monitors will be present during work near Bolinas Lagoon (Locations 9-12) and Tomales Bay (Locations 17-30) and any other work that could result in impacts to protected resources.

AMM-BIO-07: Vegetation Removal. Vegetation removal will be limited to the designated work areas needed for access and workspace. Where possible, vegetation will be trimmed instead of removed. Removal in temporary work areas will be cut above soil level to promote re-vegetative growth of established plants following construction to the maximum extent feasible. Vegetation will be mowed to a height greater than 4 inches.

AMM-BIO-08: Restoration and Weed Control. After construction is complete, the contractor will restore disturbed topographical contours to preconstruction conditions. The contractor would contain and remove noxious weeds and

associated plant material, and obtain all permits, licenses, and certifications for proper disposal. The contractor would replant disturbed areas with fast-growing native grasses or a native erosion control seed mixture.

AMM-BIO-14: Mark Environmentally Sensitive Areas. Before construction begins, ESAs would be clearly delineated using spray paint to delineate sensitive habitats, including rare plants. The ESA marking would remain in place throughout construction. It may be removed during the wet season (and subsequently reinstalled) if needed to prevent materials from being washed away. The final Project plans would depict all locations where ESA markings would be installed and the manner of installation. The bid solicitation package special provisions would clearly describe acceptable marking material and prohibited construction- related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs. ESA markings would be maintained in good condition throughout the Project.

AMM-TRANS-01: Traffic Management Plan. To minimize potential effects from construction activities to motorists, bicyclists, or pedestrians using local streets, a TMP would be developed by Caltrans and implemented throughout construction. The TMP would include press releases to notify and inform motorists, bicyclists, businesses, community groups, local entities, and emergency services of upcoming closures and detours affecting travel way lanes. The TMP would also include elements such as portable Changeable Message Signs, Ground Mounted Signs, and the CHP Construction Zone Enhanced Enforcement Program (COZEEP) would be utilized to minimize traffic delays and to address the safety needs for commuters, bicyclists, and highway workers.

2.1.12 Mineral Resources

Considering the information in the Marin Countywide Plan (2023) and California Geological Survey Mineral Resource Zone Map, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	**No Impact**
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	**No Impact**

Affected Environment

Mineral resources in Marin County are identified through the California Geological Survey's Mineral Resource Zone (MRZ) classification system and the Marin Countywide Plan Mineral Resources Element. The Project area is located within Mineral Resource Zone (MRZ) 1, which is characterized by areas where adequate information indicates little likelihood for the presence of significant mineral resources. The project is located within the existing State ROW and is not located within an active mining operation or a designated Mineral Resource Preservation Site identified in the Marin Countywide Plan.

Environmental Consequences

No impact to mineral resources is anticipated. The Project consists of sign and pedestrian safety improvements within existing State ROW and would involve only minor, localized ground disturbance. The Project would not affect known mineral resources or locally important mineral resource recovery sites.

a) No Impact

The Project would not result in the loss of availability of a known mineral resource that would be of value.

b) No Impact

The Project would not result in the loss of availability of a locally important mineral resource recovery site.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have no impact on mineral resources. Therefore, no mitigation is proposed.

2.1.13 Noise

Considering the information in the Noise Memo dated December 9, 2025, the following significance determinations have been made

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**No Impact**

Question—Would the project result in:	CEQA Significance Determinations for Noise
b) Generation of excessive groundborne vibration or groundborne noise levels?	**No Impact**
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	**No Impact**

Affected Environment

SR 1 is a vital transportation corridor serving communities along the Northern Bay Area coast. Winding through Marin County's federal and state parklands, the highway is defined by its scenic vistas and preserved natural landscape. Existing noise within the Project corridor is primarily generated by vehicular traffic traveling along SR 1. Noise-sensitive land uses located near portions of the corridor include residences, schools, parks, and recreational areas. The Project area is not located within the vicinity of a private airstrip or within two miles of a public airport.

Environmental Consequences

This Project does not qualify as a Type I or Type II Project under 23 CFR 772. Noise abatement does not need to be considered, and a Noise Study Report is not required.

Noise generated by the Project would be temporary construction noise, and standard Caltrans noise abatement measures would be applied to reduce noise. The Project is anticipated to result in no impact related to noise.

a) <u>No Impact</u>

The Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

b) <u>No Impact</u>

The Project does not include features or construction activities that would result in excessive ground-borne vibration or ground-borne noise for nearby receptors.

c) <u>No Impact</u>

The Project is not located within the vicinity of a private airstrip, an airport land use plan, or within two miles of a public airport or public use airport. Therefore, the Project would not expose people residing or working in the Project area to excessive aviation noise.

Avoidance, Minimization, and/or Noise Abatement Measures

The Project has been determined to have no impact on noise. Therefore, no mitigation is proposed.

2.1.14 Population and Housing

Considering the information in the Marin County General Plan and Farmland Mapping and monitoring Program, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	**No Impact**
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	**No Impact**

Affected Environment

Land uses along the corridor consist primarily of rural and semi-natural landscapes, including agricultural areas, open space, and protected natural areas, interspersed with low-density residential development, small rural communities, and limited commercial uses in locations such as Tamalpais-Homestead Valley, Muir Beach, Stinson Beach, Point Reyes Station, and other coastal settlements. Water bodies near the Project corridor include Bolinas Bay (Locations 9 – 13), Tomales Bay (Locations 17 – 30), and Walker Creek (Location 30). Portions of the corridor traverse federally and state-managed lands, contributing to a predominantly undeveloped landscape character.

There are no residential homes within the Project area, and no ROW would be acquired.

Environmental Consequences

According to the First Cut Growth Analysis (Caltrans 2006), the Project does not have the potential to change accessibility. Therefore, growth related impacts are not anticipated for this Project. No impacts to population or housing are anticipated.

a) No Impact

The Project would not induce indirect or direct growth. No new commercial or residential establishments would be built, and no travel lanes would be added to SR 1. Roadway capacity would not increase; therefore, unplanned population growth is not anticipated.

b) No Impact

The Project would not displace existing housing or people that would necessitate the construction of replacement housing elsewhere.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have no impact on population or housing. Therefore, no mitigation is proposed.

2.1.15 Public Services

Considering the information in the Traffic Management Plan Data Sheet dated April 10, 2026, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	**Less Than Significant Impact**
Police protection?	**No Impact**
Schools?	**Less Than Significant Impact**

Question:	CEQA Significance Determinations for Public Services
Parks?	**No Impact**
Other public facilities?	**No Impact**

Affected Environment

Public service facilities within the Project area are limited. Two proposed Project locations (Locations 9 and 10) occur near the Bolinas-Stinson School campus in Stinson Beach. Several Project locations are also located adjacent to parklands, including Mount Tamalpais State Park (Locations 4 and 7 – 10; California Department of Parks and Recreation), Tomales Bay State Park (Location 19; California Department of Parks and Recreation), and the Miller Park Boat Launch (Locations 28 – 29; Marin County Parks Department). While service facilities occur within communities along the SR 1 corridor, no fire protection, law enforcement, or other public facilities are located within or immediately adjacent to the proposed Project locations.

Construction activities would occur within existing State ROW. Traffic management for the project would require temporary lane and shoulder closures along SR 1 in Marin County. Given that the shoulder is limited to non-existent on the majority of the corridor, Highway Operations recommends assuming one-way traffic control as the default closure method at all project locations. Work would be conducted from the shoulder whenever possible; however, if field conditions do not provide a sufficient shoulder and buffer (greater than or equal to 6 feet from the edge of travel way [ETW]) to support safe shoulder-only work, one-way traffic control with flaggers would be implemented to allow equipment access and maintain safe traffic flow.

Environmental Consequences

The following discussion supports the significance determinations for public services.

a) <u>Less Than Significant Impact</u>

The Project would not result in the construction, expansion, or physical alteration of fire protection, law enforcement, school, park, or other public service facilities. Additionally, the Project would not increase demand for public services or require the provision of new or expanded public facilities.

Two Project locations (Locations 9 – 10) are located near the Bolinas-Stinson School campus and include pedestrian safety improvements intended to enhance pedestrian visibility and crossing safety along SR 1. Construction activities would occur within existing State ROW and would be temporary in nature. Temporary lane and shoulder closures would be required during construction. Construction activities would be conducted from the shoulder when feasible. Where adequate shoulder

width is unavailable, temporary one-way traffic control with flaggers would be implemented to maintain safe traffic flow and access through the work area. Because construction-related effects would be temporary and access to the school would be maintained during construction, impacts to schools would be less than significant. Caltrans would work with school officials to notify the district when the work would be performed.

Several Project locations (Locations 4, 7 – 10, 19, and 28 – 29) are adjacent to public parklands. However, all construction activities would occur within existing State ROW and would not require the use, modification, or closure of park facilities. Access to adjacent parklands would be maintained during construction. Therefore, the Project would not adversely affect park facilities or recreational use and would not require the construction of new or expanded public service facilities. No impacts to parks are anticipated.

The Project would not alter or adversely affect the operation of fire protection, law enforcement, or other public service facilities and would not require the construction of new or expanded public service facilities. Therefore, no impacts to these public services are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have a less than significant impact on public services. Therefore, no mitigation is proposed. Caltrans anticipates incorporating the following AMMs. All proposed AMMs are listed here and in Appendix C.

> **AMM-TRANS-01: Traffic Management Plan.** To minimize potential effects from construction activities to motorists, bicyclists, or pedestrians using local streets, a TMP would be developed by Caltrans and implemented throughout construction. The TMP would include press releases to notify and inform motorists, bicyclists, businesses, community groups, local entities, and emergency services of upcoming closures and detours affecting travel way lanes. The TMP would also include elements such as portable Changeable Message Signs, Ground Mounted Signs, and the CHP Construction Zone Enhanced Enforcement Program (COZEEP) would be utilized to minimize traffic delays and to address the safety needs for commuters, bicyclists, and highway workers.

2.1.16 Recreation

Considering the information in the Marin Countywide Plan (2023), the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	**No Impact**
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	**No Impact**

Affected Environment

Several Project locations are also located adjacent to recreational resources, including Mount Tamalpais State Park (Locations 4 and 7 – 10; California Department of Parks and Recreation), Tomales Bay State Park (Location 19; California Department of Parks and Recreation), and the Miller Park Boat Launch (Locations 28 – 29; Marin County Parks Department). Additional recreational resources adjacent to the Project corridor include Point Reyes National Seashore, Tomales Bay, Bolinas Lagoon, and Walker Creek. These recreational resources provide opportunities for hiking, boating, wildlife viewing, beach access, and other outdoor recreation activities within the SR 1 corridor.

Environmental Consequences

The Project would not alter roadway capacity or traffic patterns in a way that might increase the use of the existing recreational facilities or require the construction or expansion of recreational facilities. All existing recreational facilities would be accessible during and after construction. Therefore, no impacts to recreation are anticipated.

a) No Impact

The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities and would not directly or indirectly increase the demand of existing recreational facilities such that substantial deterioration of the facilities would occur.

b) No Impact

The proposed Project does not require the construction or expansion of recreational facilities.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have no impact on recreation. Therefore, no mitigation is proposed.

2.1.17 Transportation

Considering the information in the Traffic Management Plan Data Sheet dated April 10, 2026, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**No Impact**
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	**No Impact**
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	**No Impact**
d) Result in inadequate emergency access?	**No Impact**

Affected Environment

Within the Project area, SR 1 is a conventional, two-lane rural highway that serves as the primary north-south transportation corridor through western Marin County. The corridor provides regional and local access between Tamalpais-Homestead Valley, Muir Beach, Stinson Beach, Point Reyes Station, and other coastal communities. SR 1 is also designated as part of the Pacific Coast Bicycle Route, and bicyclists commonly travel within the roadway shoulder where available. Existing pedestrian facilities are limited within the Project corridor; however, pedestrian improvements are proposed at 10 locations as part of this Project.

Transportation planning within Marin County is guided by local, regional, and state transportation plans and policies, including the Marin Countywide Plan and the Transportation Authority of Marin's (TAM) Countywide Transportation Plan (CTP). These plans include goals and policies related to roadway operations, bicycle and pedestrian safety, emergency access, and multimodal transportation.

Regional transportation planning is coordinated through the Metropolitan Transportation Commission (MTC), which serves as the Metropolitan Planning Organization for the San Francisco Bay Area and prepared the region's long-range transportation plan.

Environmental Consequences

a) No Impact

The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, or pedestrian facilities. The Project consists of the installation and replacement of traffic control devices intended to improve roadway and pedestrian safety along SR 1. Proposed improvements would be replaced or installed in accordance with the 2026 California Manual on Uniform Traffic Control Devices (MUTCD) and applicable Caltrans Standard Plans and specifications. The Project is consistent with applicable local, regional, and state transportation planning goals related to roadway operations, bicycle and pedestrian safety, and multimodal transportation. Therefore, no impact would occur.

b) No Impact

The Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The Project would have no permanent impact on vehicle miles traveled (VMT). Under Section 15064.3, subdivision b, transportation Projects that have no impact on VMT should be presumed to cause no impact on transportation.

c) No Impact

The Project would not substantially increase hazards due to a geometric design feature or incompatible uses. The Project would not modify roadway geometry, roadway alignment, lane configuration, intersection control, or access points along SR 1. Proposed improvements would be replaced or installed in accordance with the 2026 California MUTCD and applicable Caltrans Standard Plans and specifications. These improvements are intended to enhance motorist awareness, improve pedestrian visibility, and promote safer travel conditions along the corridor. Therefore, the Project would not increase transportation hazards or create incompatible uses. No impact would occur.

d) No Impact

This Project does not include changes in the use of the current roadway and would not require or cause changes in the use of adjacent properties. Prior to construction, Caltrans would develop a TMP to minimize delays during construction. The project would not result in inadequate emergency access.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have no impact on transportation. Therefore, no mitigation is proposed.

2.1.18 Tribal Cultural Resources

Considering the information in the Summary Memo dated April 7, 2026, the following significance determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	**Less Than Significant Impact**
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	**Less Than Significant Impact**

Affected Environment

Refer to Section 2.1.5 (Cultural Resources) for a discussion of tribal cultural resources.

Environmental Consequences

Less than significant impact is anticipated on tribal cultural resources.

a & b) <u>Less Than Significant Impact</u>

Five historical resources, including two historic districts and three archaeological resources, were identified in the APE. In response, an ESA Action plan was prepared to establish responsible parties and methods for delineating ESAs (AMM-

CUL-01). The ESAs would be noted in Project plans and described in the Project specifications. Appropriate protective measures including demarcations with flags or high visibility spray paint, or temporary high visibility fencing, and access restrictions would be implemented. Regular inspections and site visits would be conducted by Caltrans PQS and FIGR to ensure the integrity of the ESAs.

With the implementation of PFs and AMMs, impacts to tribal cultural resources would be less than significant. If previous unidentified tribal cultural resources are discovered, Caltrans would implement tribal consultation protocols in coordination with the representatives of FIGR and other interested Native American groups.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have a less than significant impact on tribal cultural resources. Therefore, no mitigation is proposed. Caltrans anticipates incorporating the following AMM. The proposed AMM is listed here and in Appendix C.

> **AMM-CUL-01: Environmentally Sensitive Areas.** The Caltrans Archaeologist will collaborate with all responsible parties to ensure that the three ESAs are accurately represented in plans, specifications, and estimates, and the ESA Action Plan will be included in the RE Pending File. During the preconstruction meeting, a qualified archaeologist and representative from FIGR will discuss the ESAs. The Resident Engineer will notify the Caltrans Archaeologist at least two weeks prior to construction, who will then inform the Tribe. Prior to construction, the Caltrans Project Archaeologist and FIGR representative will mark ESA locations in the field with the contractor using high-visibility spray paint, fencing or flagging. Regular inspections and site visits will be conducted by the Caltrans Archaeologist and the Tribe to ensure the integrity of the ESAs.

2.1.19 Utilities and Service Systems

Considering information from the Office of Utility Engineering and Design (April 20, 2026), the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	**No Impact**
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	**No Impact**
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	**No Impact**
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	**No Impact**

Affected Environment

The Project corridor contains existing utility infrastructure within and adjacent to State ROW. Utility facilities identified within the Project limits include underground telecommunications lines and natural gas facilities owned and operated by local service providers, including PG&E and AT&T. Known utility conflicts have been identified at select locations, including underground telecommunications facilities at Locations 17 and 28 and an underground natural gas facility at Location 28. Sign locations in conflict would be moved 2 feet away from utilities.

Utility facilities within the Project would be verified during final design and prior to construction. Coordination with affected utility providers would occur as necessary to avoid or minimize conflicts with existing infrastructure.

Environmental Consequences

No impacts to utilities or service systems are anticipated.

a) <u>No Impact</u>

The Project would not require the construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. Utility conflicts identified during Project development would be avoided through design modifications and coordination with utility

providers, and no new utility infrastructure or expansion of existing utility systems would be required.

b) No Impact

The Project does not require water supplies and would not impact current or future water supply.

c) No Impact

The Project does not require the services of a wastewater treatment provider.

d) No Impact

The Project would not require the services of a solid waste facility. The Project would not impact the capacity of local infrastructure or impair the attainment of solid waste reduction goals.

e) No impact

The Project is anticipated to comply with federal, state, and local statutes and regulations related to solid waste.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have no impact on utilities or service systems. Therefore, no mitigation is proposed.

2.1.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	**No Impact**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	**No Impact**
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Wildfire
or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	**No Impact**

Affected Environment

The project area traverses moderate, high, and very high Fire Hazard Severity Zone in a State Responsibility Area (SRA), as designated by the California Department of Forestry and Fire Protection. An SRA signifies that the State of California is financially responsible for preventing and suppressing wildfires. Across three project scenarios (2025, 2055, and 2085), the project area is not expected to experience an increased likelihood of wildfires (Caltrans District 4 Climate Change Vulnerability Assessment).

Environmental Consequences

No impacts from wildfire are anticipated.

a) <u>No Impact</u>

All work is expected to occur within State ROW. The Project does not propose changes to the use of SR 1 and would not require or cause changes in the use of adjacent properties. The proposed Project would not substantially impair an adopted emergency response or evacuation plan and a TMP would be developed that would identify traffic diversion and alternate routes. Emergency response times are not anticipated to change during construction because the TMP would provide measures to ensure priority for emergency vehicles during traffic control.

b) <u>No Impact</u>

The Project area traverses a moderate, high, and very high Fire Hazard Severity Zone in a State Responsibility Area (SRA), as designated by the California Department of Forestry and Fire Protection. The proposed Project would not exacerbate wildfire risks.

c, d) <u>No Impact</u>

All Project work is anticipated to occur within State. The Project does not propose to install or maintain infrastructure that would exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. No changes to the use of SR 1

are proposed. Further, the Project would not require or cause changes in the use of adjacent properties.

The Project would not alter topography, drainage patterns, or slope conditions in a manner that would increase risk of post-fire slope instability, landslides, or downstream flooding. The Project would have 0.0007 acres of net new impervious surface area.

Avoidance, Minimization, and/or Mitigation Measures

The Project has been determined to have no impact on wildfire. Therefore, no mitigation is proposed.

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	**No Impact**
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	**Less Than Significant Impact with Mitigation Incorporated**
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	**Less Than Significant Impact with Mitigation Incorporated**

Affected Environment

Within Chapter 2, Project impacts on environmental resources revealed significance determinations ranging from no impact to less than significant impact with mitigation

incorporated. The Project would have no effect on Agriculture and Forestry Resources, Geology and Soils, Mineral Resources, Noise, Population and Housing, Recreation, Transportation, Utilities and Service Systems, and Wildfire. The Project is anticipated to have less than significant impacts on Air Quality, Biological Resources, Cultural Resources, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Public Services, and Tribal Cultural Resources. Finally, with mitigation incorporated, the Project is expected to have less than significant impact on Aesthetics and Land Use and Planning.

No plant or animal species that are listed under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA) were identified as having the potential to occur within the BSA. One plant and four animal species have designated critical habitat near or within the boundaries of the BSA; however, no impacts to critical habitat are anticipated. Additionally, several ESHA types were identified within or adjacent to the BSA. While construction activities would occur within mapped ESHA at Location 9, work at this location would be limited to replacement of an existing sign in kind. The Project would not result in the permanent removal, degradation, or fragmentation of ESHA. To avoid inadvertent impacts to ESHA and other sensitive natural communities, ESAs would be established and delineated prior to construction.

Five historical resources were identified within the APE, including two historic districts that would not be impacted by project activities, and three archaeological resources that can be protected through implementation of ESAs (AMM-CUL-01). With the implementation of ESAs, the Project would not have a substantial adverse effect on cultural resources.

Impacts to Aesthetics are anticipated for this Project. The most noticeable visual effect would occur in the more visually sensitive coastal lagoon, bayfront, and pastoral landscape areas, particularly where open views increase the visibility of new roadside elements. In these locations, residual impacts are associated primarily with the incremental increase in roadside infrastructure, limited vegetation trimming, and the untreated appearance of electronic traffic devices. To address these impacts, vegetation disturbance would be minimized, disturbed roadside areas would be restored, staging or material storage would be visually screened, and context sensitive sign back mitigation treatments would be implemented, where appropriate, to improve visual compatibility with the surrounding landscape.

Even with these measures in place, some residual low adverse visual impacts would remain. These residual effects are primarily due to the increased presence of built infrastructure within scenic views. Yet, proposed improvements are limited in scale, dispersed throughout the corridor, and subordinate to the dominant landforms, vegetation, and coastal water features that define the visual character of SR 1. Overall, proposed AMMs and mitigation measures are intended to preserve corridor unity and minimize both temporary and permanent visual disruptions. With implementation of mitigation, the Project's visual effect would be minimized to a level that remains compatible with the scenic character of the corridor.

Environmental Consequences

a) No Impact

The Project would not substantially degrade the quality of the environment, substantially reduce fish or wildlife habitat or populations, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered species. No plant or animal species listed under FESA or CESA were identified as having the potential to occur within the BSA, and no impacts to designated critical habitat are anticipated. Although several ESHA types occur within or adjacent to the BSA, work within mapped ESHA at Location 9 would be limited to replacement of an existing sign in kind and would not result in permanent removal, degradation, or fragmentation of ESHA. ESAs would also be established prior to construction to avoid inadvertent impacts to ESHA and other sensitive natural communities.

Additionally, the Project would not eliminate important examples of the major periods of California history or prehistory. Identified historic and archaeological resources would either not be impacted by Project activities or would be protected through the establishment of ESAs. Therefore, the Project would have no impact.

b) Less Than Significant Impact with Mitigation Incorporated

Regulatory Setting

Under CEQA (Guidelines Section 15355), “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the proposed Project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Cumulative impacts to scenic resources within the project area may result from the incremental addition of transportation infrastructure, including traffic signs, safety devices, pavement markings, and other roadway improvements associated with this Project along the SR 1 corridor. Although the proposed Project consists of relatively small-scale improvements, the installation of new signs, signposts, RRFBs, and vehicle sign flashback systems at 32 locations has the potential, when considered collectively, to increase the presence of anthropogenic features within the scenic corridor. In combination with other past, present, and reasonably foreseeable transportation improvements, these features could contribute to visual clutter and incrementally alter the scenic quality experienced by travelers and adjacent viewers.

CEQA Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts.

The cumulative impacts analysis follows the Caltrans six-step process established in the May 2025 interim guidance on cumulative impact analysis under CEQA (Caltrans 2025i), as follows:

1. Determine which environmental resources to include in the cumulative impact analysis.
2. Determine the resource study area.
3. Describe the existing cumulative condition.
4. Discuss whether the Project's impacts are cumulatively considerable.
5. If the Project's contribution is cumulatively considerable, discuss any additional proposed mitigation for Caltrans' contribution to cumulative condition.
6. State post-mitigation conclusion (if additional mitigation was added to address cumulative impacts).

Resource Determination

The Project is anticipated to have no impacts or less than significant impacts on most of the resource areas identified in this document. Resources that the Project would have no impact on, or less than significant impacts to, would not contribute to a cumulative impact and therefore do not need to be included in this analysis. The Project would have impacts to aesthetics resources that require avoidance, minimization, and mitigation measures, so aesthetic resources have been included in the cumulative analysis.

Resource Study Area

The resource study areas (RSAs) for aesthetic resources encompasses the landscape units shown in Figure 12 (see Section 2.1.1). Each Landscape Unit (LU) has its own distinctive visual character. The following LUs have been identified, in reference to the *Marin State Route 1 Repair Guidelines (July 2015)*.

- Landscape Unit A: Mill Valley / Muir Beach Community (PM 0.0 – 12.10)
- Landscape Unit B: Town of Stinson Beach (PM 12.10 – 12.85)
- Landscape Unit C: Bolinas Lagoon Bay Community (PM 12.85 – 26.40)
- Landscape Unit D: Olema Community (PM 26.4 – 28.2)
- Landscape Unit E: Point Reyes Station Community (PM 28.2 – 31.45)
- Landscape Unit F: Town of Marshall and Tomales Bay (PM 31.45 – 45.95)
- Landscape Unit G: Tomales Bay Community (PM 45.36 – 50.5)

The cumulative impact analysis determines whether the proposed Project, in combination with projects that are planned, approved, or under construction, would result in a cumulative effect, and, if so, whether the Project's contribution to the

cumulative effect would be considerable. Past, present, and reasonably foreseeable projects within the RSAs and considered in the cumulative analysis are described below in Table 32.

Table 32. Current and future projects within project limits.

Project Title	EA	County-Route	Post Mile	Description	Impacts	Current Status	RSA
Asphalt Pavement Minor Rehab (CAPM)	0AA44	MRN-1	0/12.8	Preserve, repair, and extend the life of the existing pavement and improve ride quality. This project also aims to improve interrelated Complete Streets (and ADA) components.	With minimization measures in place, the project will not adversely affect any Designated Scenic Resource. The main visual changes will be the new sidewalks, retaining wall, and removal of the historic row of cypress trees near the Golden Gate Dairy, as well as the new sidewalks in Stinson Beach. These visual changes will be minimized with architectural treatment.	Project Approval and Environmental Document (PAED) phase	B
Asphalt Pavement Minor Rehabilitation (CAPM)	0AA45	MRN-1	22.78	An emergency scour mitigation project. Storm events over the 2016/2017 winter season overtopped SR 1 causing washouts on the southbound shoulder requiring immediate repairs to be implemented. The project will replace an existing 3-foot by 5-foot concrete-lined arch culvert with a 40-foot wide by 40-foot long single span bridge.	Wildlife exclusion fencing would be installed around the perimeter of the project footprint prior to construction. Fencing will be removed after construction is complete.	Construction	C
Plant Establishment	0AA48	MRN-1	10.7/11	Plant Establishment and Monitoring for Replacement Planting Installed as part of Storm Damage Projects	Plant establishment project. No visual impacts are identified.	Construction	A
Lagunitas Creek Bridge	0G642	MRN-1	28.50/28.51	Caltrans proposes to replace the bridge over Lagunitas Creek on SR 1 in Marin County to provide a safe, seismically stable crossing of Lagunitas Creek on SR 1.	In terms of visual resource change, viewer response, and overall visual impacts, would have moderate or low impacts. TCEs will affect visual resources but will be mitigated using the MMs or AMMs. In order to produce a context sensitive design that reduces visual contrast and preserves visual unity, concrete portions of the bridge and barriers will be color treated.	Contract approval	E
Lagunitas Creek Bridge Mitigation	0G643	MRN-1	28.50/28.51	Mitigation associated with the Lagunitas Creek Bridge project.	Mitigation. No visual impacts are identified.	Project that is receiving mitigation is currently in contract approval.	E
Millerton Gulch Bridge Scour Mitigation	0J570	MRN-1	33.4	Repair Damaged Embankment and Construct Retaining Wall	With incorporation of PFs and AMMS, no visual impacts are identified. To ensure consistency with Marin State Route 1 repair guidelines.	Construction	F
Bridge Rail Replacement	0P960	MRN-1	0.4/23.0	Widen bridge to accommodate a new bridge rail.	With incorporation of PFs and AMMs, visual impacts will be less than significant. Upon completion of construction-related activities, the character of SR 1 would be unchanged and visual impacts would be less than substantial. The primary item of work, the replacement of bridge railing, will have only minor permanent negative visual impacts. Other items of work will have only negligible to minor visual impacts.	Project Specification and Estimate (PS&E) phase	A, B, C
Habitat Restoration	0W130	MRN-1	11.5	Mitigation associated with storm damage project	Mitigation. No visual impacts are identified. Seeds to be obtained from Marin Headlands Nursery.	Construction	B
Storm Damage Restoration	0W710	MRN-1	37.2	Slip out damage along SR 1 that requires restoration.	With incorporation of PFs and AMMs, visual impacts will be less than significant. Visual impacts vary by design alternative.	PS&E phase	F
Pavement Rehabilitation (CAPM)	1J960	MRN-1	22.8/33.0	Pavement rehabilitation, curb ramp upgrades in the communities of Point Reyes Station and Tomales, replacement of guardrails and crash cushions, upgrading drainage inlets, and replacement of aging culverts. The Project also includes improvements to crosswalks, signage, and sidewalks.	The Project would not have a substantial adverse effect on scenic vistas, damage scenic resources, or substantially degrade the existing visual character or quality of public views. The Project would be compatible with the existing visual character and quality of the corridor. With implementation of PFs and AMMs, visual impact would be less than significant.	Contract Approval	C, D, E, F
Mitigation Plant Establishment	1J961	MRN-1	22.8/33.0	This project will extend the duration of plant establishment work from a CAPM project for an additional 4 years (starting in 2025) under MEPA work.	Mitigation. No visual impacts are identified.	Construction	C, D, E, F
Washout near Marin City	1SS58	MRN-1	2.2	The repair work will involve construction of a new timber lagging wall, a new shoulder including a hot mixed asphalt (HMA) dike, HMA pavement, and approximately six drainage inlets.	With implementation of PFs and AMMs (e.g., material and color palate), visual impacts were less than significant. The re-graded slope was revegetated by hydroseeding with a mix of locally native plants. Trees were replaced onsite.	Complete	A

Project Title	EA	County-Route	Post Mile	Description	Impacts	Current Status	RSA
Middle Mile Broadband Network	1Y810	MRN-1	0.009/50.5	Installation of broadband conduits and fiber optic.	With the implementation of PFs and AMMs, the project will maintain visual integrity and avoid or minimize visual impacts. If mitigation is required, Replacement Highway Planting shall be provided in areas of highway planting removal where safety and maintenance requirements can be met.	Contract Approval	A, B, C, D, E, F, G
State Route 1 Culvert Replacement Project	2J510	MRN-1	40.3	Remove, replace, and extend a culvert. Construct two wingwalls, removing and installing rock slope protection, excavating the slipout and rebuilding the slope, removing and replacing the structural section of highway, and installing the temporary creek diversion system.	The Project would not adversely affect scenic vistas, visual quality, or visual character, or result in a substantial increase in light or glare. With the implantation of PFs and AMMs, the project would have a less than significant impact on visual resources.	PAED	F
Drainage System Restoration Project	2Q53U	MRN-1	13.05/45.10	Restore 51 existing drainage systems and perform maintenance work on 5 drainage systems at various locations along 32 miles of SR 1, from the community of Stinson Beach to near the community of Tomales.	The Project would not have a substantial adverse effect on scenic vistas, damage scenic resources, or substantially degrade the existing visual character or quality of public views. With the implantation of PFs and AMMs, the project would have a less than significant impact on visual resources.	PAED	C, D, E, F
Culvert Rehabilitation Project	2X610	MRN-1	39.0/45.8	Remove and replace the existing culverts to preserve the structural integrity of the roadway and ensure public safety	Project is in the pre-planning phase. Visual impacts are not known; however, based on the preliminary information provided, replacement of culverts is not anticipated to result in impacts requiring compensatory mitigation.	Project Initiation Document (PID) / Preliminary Environmental Analysis Report (PEAR) phase	F, G
Repair retaining wall	3AA50	MRN-1	5.1	Proposes a new soldier pile downhill retaining wall, replacement of two existing culverts, addition of a new drainage inlet, replacement of existing Metal Beam Guard Rail (MBGR) with Midwest Guardrail System (MGS), new fill and pavement for a curve correction, and pavement repair.	With implementation of PFs and AMMs (e.g., protect existing vegetation, temporary screening, burying walls, aesthetic treatments), visual impacts will be less than significant.	PAED	A
Storm Damage Repair Project	3S900	MRN-1	6.6	Repair storm water damage caused by a landslide	With implementation of PFs and AMMs, visual impacts will be less than significant. In general, vividness of the existing view would be unaffected, and changes to visual unity and intactness, though perceptible, would be subtle. The reduction in visual quality as experienced from the trail would be minor and the visual impact would be low.	Near closeout. Status of mitigation being determined for CEC signature.	A
Fish Passage Drainage Restoration	3W620	MRN-1	22.67/23.67	Replace Existing Culvert System	Studies ongoing. Visual impacts unknown at this time.	PAED	C
Fish Passage Drainage Restoration	3W630	MRN-1	18.69	Replace Existing Culvert System	Studies ongoing. Visual impacts unknown at this time.	PAED	C
Slope Repair and Culvert Replacement	3Y090	MRN-1	35.26	A soldier pile wall with wood lagging will be constructed. 42-inch culvert under the roadway will be replaced. The roadway subsurface will require compaction grouting to stabilize the soils and fill sinkholes. The surface will be repaved.	The placement of the soldier pile wall had moderate-low adverse impacts on visual resources.	Complete	F
Construct Soldier Pile Wall (Director's Order)	4K820	MRN-1	6.6	A soldier pile wall will be constructed in accordance with a director's order for an emergency project.	The placement of the soldier pile wall had moderate-low adverse impacts on visual resources.	Complete	A
Dipsea Trail tie back wall	4S220	MRN-1	11.0	Construct a cast-in-place drilled hole soldier pile retaining wall. A bench will allow accumulating water to dissipate and stabilize the embankment. Drainage improvements will include the installation of an asphalt concrete dike along the edge of the northbound lane, two drainage inlets, and drainage pipes connecting the inlets to corrugated metal pipes over rock slope protection.	There are no long distance views of the new wall. The MBGR and cable railing do not create a notable negative visual impact at this project site. The changes to the northbound and southbound views were considered brief and unobtrusive to the traveling public in a visual context.	Complete	A

Existing Cumulative Condition

State Route 1, also known as Shoreline Highway, developed from earlier local roads that connected the coastal communities, ranches, dairies, and agricultural areas of western Marin County. The rugged terrain of the Marin coast strongly influenced the roadway's alignment, resulting in the narrow, winding route that continues to characterize much of the corridor today.

During the early twentieth century, roadway improvements increased automobile access to western Marin and its coastal communities. Improved access contributed to the growth of recreation and tourism in communities such as Stinson Beach and provided important transportation connections for the agricultural and rural communities farther north. The opening of the Golden Gate Bridge in 1937 further increased accessibility between Marin's coastal communities and the greater San Francisco Bay Area.

Despite increased accessibility and development over time, much of SR 1 corridor has retained its rural and scenic character. The highway continues through a diverse landscape of coastal hillsides, beaches, lagoons, agricultural lands, small communities, and the shoreline of Tomales Bay. Large areas of protected public land and longstanding agricultural uses have helped preserve the relatively undeveloped character that distinguished much of SR 1 through Marin County.

Landscape Unit A (PMs 0.0 – 12.10; Key View 1)

The portion of SR 1 within LU-A generally follows the historic transportation corridor between Mill Valley and the communities along the Marin coast. The route developed from the earlier Sausalito-Bolinas Road, which was improved during the 1920s as automobile travel and recreational access to western Marin increased. Road improvements provided greater access to Mount Tamalpais, Muir Woods, Muir Beach, and the surrounding coastal areas.

Historically, the landscape surrounding Muir Beach and the western slopes of Mount Tamalpais were characterized by ranching and dairy operations. As automobile access improved, recreational and residential uses increased; however, the steep coastal terrain continued to constrain roadway development. The resulting winding alignment through wooded slopes, grasslands, and rugged coastal terrain remains characteristic of this portion of SR 1. Conservation efforts during the twentieth century further shaped the corridor's present character. Much of the land surrounding this portion of SR 1 is within Mount Tamalpais State Park and the Golden Gate National Recreation Area, contributing to the retention of the corridor's predominantly natural and scenic setting.

Key View 1, within LU-A, exhibits high visual quality due to its intact natural landforms, mature vegetation, and clear ocean views. The combination of steep coastal slopes, curving roadway, and well-established trees creates a unified and vivid landscape.

Landscape Unit B (PMs 12.10 – 12.85)

The portion of SR 1 within LU-B passes through the historic community of Stinson Beach, which developed as a coastal recreation and residential settlement during the late 19th and early 20th centuries. The area, previously known as Willow Camp, attracted visitors seeking access to the beach and surrounding coastal landscape. Beginning in the early 1900s, the land was subdivided for residential and recreational development. The area became known as Stinson Beach in 1916. Improvements to the coastal road system and the increasing use of automobiles provided greater access to the community and associated recreation.

As Stinson Beach developed, residences, small businesses, and visitor-serving uses became concentrated along and near the roadway. SR 1 became the community's primary transportation corridor with buildings located relatively close to the roadway, roadside parking, and frequent pedestrian activity. Despite increased development during the 20th century, the community retained its compact, small-scale coastal character.

Within LU-B, visual quality is moderate, reflecting the area's beach-town setting, cohesive scale, and strong unified relationship between roadway, buildings, vegetation, and pedestrian activity. Although less visually prominent than the adjacent coastal bluff areas, the shoreline setting, bay views, and compact coastal development contribute to the area's visual quality.

Landscape Unit C (PMs 12.85 – 26.40; Key Views 2 and 3)

The portion of SR 1 within LU-C follows the eastern shore of Bolinas Lagoon before continuing north through increasingly rural landscape toward Olema. Historically, transportation within the area developed with the small coastal communities, ranches, and agricultural lands surrounding Bolinas Lagoon. Early local roads were gradually improved as automobile travel increased.

Historically, the landscape surrounding Bolinas Lagoon and Olema Valley was characterized by ranching, dairy farming, and other agricultural uses. Although improved roadway access increased travel through the area, the steep coastal slopes, wetlands surrounding Bolinas Lagoon, and extensive agricultural lands limited intensive development. Conservation efforts further shaped the corridor's present character. Protection of Bolinas Lagoon and surrounding lands, including areas within the Golden Gate National Recreation Area and the Point Reyes National Seashore, contributed to the retention of the corridor's predominantly rural, open, and scenic setting.

Within LU-C, visual quality of KV-2 and KV-3 are high. In KV-2, this is due to the contrast between the Stinson Beach School frontage, roadway activity, and adjacent Bolinas Lagoon. Existing buildings and roadway elements are moderately compatible with the surrounding community, while views of the lagoon reinforce a cohesive and highly scenic estuarine corridor.

Visual quality of KV-3 is high due to the interplay of Bolinas Lagoon, the curving roadway, surrounding vegetation, and steep coastal slopes. The roadway closely follows the lagoon shoreline, creating a strong visual integration with the surrounding landscape.

Landscape Unit D (PMs 26.40 – 28.20)

The portion of SR 1 within LU-D extends through Olema. Olema developed as a small rural community serving nearby ranches and travelers. The surrounding valley was used primarily for ranching and dairy farming. Historically, Olema Valley was characterized by open pastures, ranches, and scattered development. Conservation of surrounding lands helped retain the valley's open and rural character.

Visual quality is moderate to high, reflecting the area's strong rural setting, community character, and surrounding natural slopes. Although utility infrastructure and localized development are present, the landscape remains visually cohesive.

Landscape Unit E (PMs 28.20 – 31.45)

Landscape Unit E extends through Point Reyes Station which developed as a local transportation and commercial center for ranches and dairy farms. Historically, the landscape surrounding Point Reyes Station was shaped largely by dairy farming, ranching, and other agricultural uses. While the town developed with small-scale commercial and residential uses, the surrounding area remained predominantly agricultural. Conservation of nearby lands aided in maintaining the area's open space and rural setting.

Visual quality is moderate to high, influenced by the town's historic character and its relationship to the surrounding pastoral landscape. Buildings, signage, parked vehicles, and rural valley edges contribute to moderate visual richness, while the main street and adjacent open lands maintain strong visual unity.

Landscape Unit F (PMs 31.45 – 45.95; Key Views 4, 5, 6, and 7)

Landscape Unit F extends north along the eastern shore of Tomales Bay through Marshall toward Tomales. Historically, Tomales Bay supported ranching, dairy farming, fishing, and oyster production. Small communities developed along the shoreline and roads along the bay provided connections between farms, settlements, and regional markets.

Agriculture remained an important land use along the eastern side of Tomales Bay, while fishing and oyster farming contributed to the development of shoreline communities (e.g., Marshall). Despite improved access, the narrow shoreline, steep hillsides, and surrounding agricultural lands limited large-scale development. Conservation efforts aided in maintaining the areas open and rural character.

Within LU-F, visual quality of all KVs present are high. In KV-4, this is due to the open views of Tomales Bay and the relationship between the roadway and bay

shoreline. Visual quality of KV-5 is high due to the combination of shoreline development, open bay views, and surrounding rolling hills. Visual quality of KV-6 is high due to the contrast between the developed shoreline setting and the surrounding views of Tomales Bay. Visual quality of KV-7 is high, supported by the combination of Keys Creek Valley, surrounding vegetation, and the roadway's alignment, which together create a coherent and visually distinct transition within the larger Tomales Bay corridor.

Landscape Unit G (PMs 45.95 – 50.50; Key View 8)

Landscape Unit G traverses several small rural communities in the northern Tomales region. Tomales developed as a small agricultural and commercial center serving ranches and farms. Transportation routes through the area provided connections between these rural communities. Historically, the surrounding landscape was shaped primarily by dairy farming, livestock grazing, and other agricultural uses. Farms and ranches occupied the rolling terrain surrounding Tomales, creating the pattern of open fields, pastures, scattered residences, and agricultural buildings.

Visual quality of KV-8 is high due to the open views, agricultural fields, and distant uplands. Fencing, trees, and rolling ridgelines contribute to a cohesive agricultural landscape.

Current and Reasonably Foreseeable Projects

Two current or future projects in the corridor (Table 32) are 04-4K820 and 04-3Y090 which are emergency projects and introduce the most visual change to the corridor. These projects propose to construct large retaining walls and are anticipated to have moderate-low adverse visual impacts at their respective project sites. These projects are seen collectively with existing retaining walls along the corridor and will likely result in minor visual impacts as they introduce more built features and removal of vegetation.

Additionally, four non-emergency retaining wall projects will also introduce visual changes to the corridor. Project 04-1SS58 is within Location 1 and 04-4K240 and its follow-up project, 04-0AA48, may overlap with Locations 6-8. 04-4S220 and 04-3S900 do not overlap with any sign locations. These projects are anticipated to have moderate-low adverse visual impacts on the project sites.

Eight current or anticipated projects will involve restoration to storm damage, bridge repairs, culvert systems, or embankments. These projects will likely result in low visual impacts. None of these projects will overlap with this project's sign locations except 04-2X610 where existing culverts would be updated along PM 39.0 / 45.8. Sign locations within this range include 26 to 30.

Five related projects consist primarily of rehabilitation activities and plant establishment measures and, as such, are expected to result in low visual impacts

with changes generally limited to short-term disturbance or localized shifts in roadside vegetation character.

Project 04-1Y810 will have impacts across the extent of the corridor. As currently proposed, the broadband project would install fiber optic cables below ground and would result in minimal visual impacts, though it is likely some vegetation would be affected by the proposed work and limited tree removals are anticipated.

When considered collectively, these projects may incrementally reduce the intactness and unity of the corridor by removing mature vegetation, introducing new built elements, and increasing the visual presence of infrastructure in a predominantly rural and natural setting. However, the vividness of the corridor will largely remain intact due to the limited scale and dispersed nature of most projects.

Overall, the existing cumulative condition of aesthetic resources within the RSAs is not acute. The aesthetic resources are largely preserved and landscapes are largely undeveloped.

Project Impacts

The Build Alternative would have cumulatively considerable temporary and permanent impacts on aesthetic resources. To examine visual impacts, neighbor and traveler sensitivity were determined for each LU. To determine the Project's overall visual impact, visual change (i.e., visual compatibility and visual contrast) and visual sensitivity (i.e., viewer and viewpoint sensitivity) were evaluated for each KV. Based on this information, visual impact was determined for each LU.

Within Landscape Unit A, Project changes, including new curve warning signs, would remain visually compatible with the corridor when treated appropriately. Locations 1 to 4 are outside the coastal zone and are compatible with the more suburban roadside setting. No new lighting would be introduced. Visual impact is low adverse.

Within Landscape Unit B, no Project changes are proposed. No new lighting or structural elements would be introduced. Due to the absence of change and the high compatibility with the existing environment, visual impact would be none.

Within Landscape Unit C, Project changes, including curve warning signs and vehicle speed feedback signs, would result in slight localized visual changes. New installations would generally receive visual mitigation. Overall visual impact is low adverse.

Within Landscape Unit D, Project work is limited to sign replacement and would remain visually compatible with the existing rural main street character. No new lighting elements would be introduced. Due to the minimal level of change, visual impact would be none.

Within Landscape Unit E, Project work is limited to sign replacement and would remain compatible with the established main street setting. No new lighting elements would be introduced. Because the change is negligible, visual impact would be none.

Within Landscape Unit F, Project changes include curve warning signs, pedestrian warning signs, a new RRFB, and a pedestrian crosswalk. Overall changes would be slightly adverse but would remain visually compatible with mitigation applied. Overall visual impact is low adverse.

Within Landscape Unit G, Project changes consist of new curve warning signs with mitigation applied to improve compatibility with the pastoral corridor setting. The resulting change is minor, and visual impact is very low adverse.

The analysis indicates the overall visual impact of the Build Alternative with mitigation incorporated would be low adverse (Table 36).

Table 33. Summary of visual impacts by key view and landscape unit for the Build Alternative.

Key View	Visual Impact
1	Low Adverse
LU-A Subtotal:	Low Adverse
LU-B Subtotal	None
2	Low Adverse
3	Moderately High Adverse
LU-C Subtotal:	Low Adverse
LU-D Subtotal	None
LU-E Subtotal	None
4	Low Adverse
5	Low Adverse
6	Low Adverse
7	Low Adverse
LU-F Subtotal	Low Adverse
8	Very Low Adverse
LU-G Subtotal	Very Low Adverse
Build Alternative Total:	Low Adverse

The following Mitigation Measure is proposed to lessen the proposed Project's significant aesthetic impact:

- MM-AES-08: Enhance visual compatibility of signage

Without the incorporation of mitigation, the proposed Project would have resulted in temporary and permanent cumulatively considerable impacts on aesthetics. However, with the incorporation of mitigation, the Build Alternative's contributions would not be cumulatively considerable.

Therefore, cumulative visual impacts of the proposed project are expected to be less than significant with MM-AES-08 implemented.

Mitigation

The Project proposes Mitigation Measure: MM-AES-08 for visual impacts. No additional measures are required for cumulative impacts.

c) Less Than Significant Impact with Mitigation Incorporated

The Project would result in temporary construction-related effects, including traffic delays associated with temporary lane and shoulder closures, as well as visual effects associated with the installation of new signs and other safety improvements. Construction-related effects would be short term and localized, and implementation of standard traffic control measures would minimize disruptions to motorists, pedestrians, bicyclists, and emergency services.

As discussed in Section 2.1.1, visual effects would be reduced through implementation of mitigation (MM-AES-08). Therefore, the Project would not directly or indirectly cause substantial adverse effects on human beings, and impacts would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans would incorporate PFs, AMMs, and a MM into the Project to offset or avoid potential impacts. AMMs and MMs are listed in Appendix C, while PFs are listed in Section 1.6.

Chapter 3 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to GHG emissions reduction and climate change research and policy. Research published by the Intergovernmental Panel on Climate Change and other scientists over recent decades has shown an accelerated rate of climatological changes over the past 150 years, attributed to GHG emissions generated from the production and use of fossil fuels.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, “mitigation” involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. “Adaptation” is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis would include a discussion of both in the context of this transportation project.

3.1 Regulatory Setting

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), refer to SER, Chapter 16, Climate Change.

3.2 Environmental Setting

The proposed project is at 32 locations along the entirety of SR 1 in Marin County. All proposed work is to occur in Caltrans State Right of Way (ROW). The Project is proposed to address known safety concerns and align with Caltrans’ commitment to safety investment, particularly in rural and coastal corridors with constrained geometrics and high recreational use.

SR 1 is the primary transportation corridor serving the western Marin County coastline and provides north-south access between coastal communities. Additionally, the route serves recreational destinations and connects local county roads that provide access.

The landscape surrounding the project area is characterized by a diverse coastal environment that transitions between rugged bluffs, rolling grasslands,

rocky outcroppings, and wooded valleys, with extensive segments overlooking Tomales Bay. Along the eastern edge of the corridor, the roadway parallels the Bay, providing views of tidal waters, mudflats, and adjacent marshlands, while inland areas transition to gently sloping pastureland and active agricultural uses. Landscape adjacent to the project area is predominantly low-density rural and is classified as Grazing Land, Farmland of Local Importance, and Other Land, with limited development concentrated near coastal communities such as Tamalpais-Homestead Valley, Point Reyes Station, and Tomales.

3.2.1 GHG Inventories

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals.

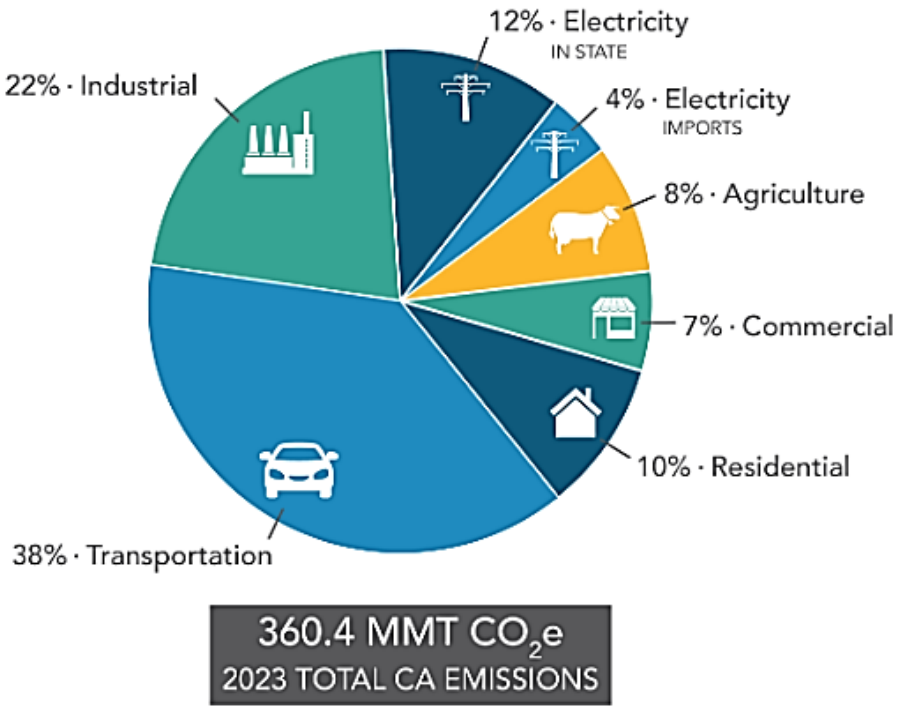


Figure 32. Greenhouse gas emissions by main economic sector (2023).

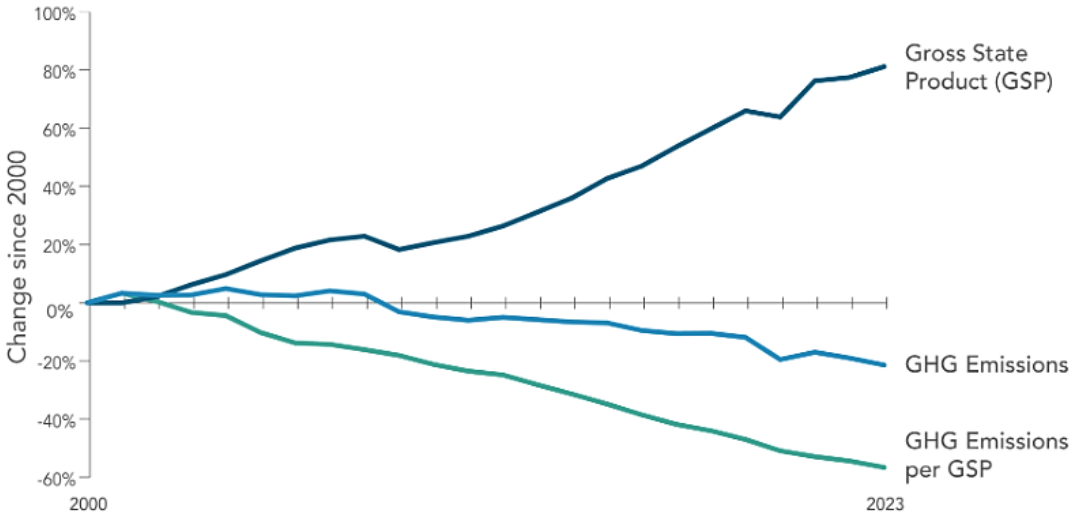


Figure 33. Change in California Gross State Product and GHG Emissions since 2000.

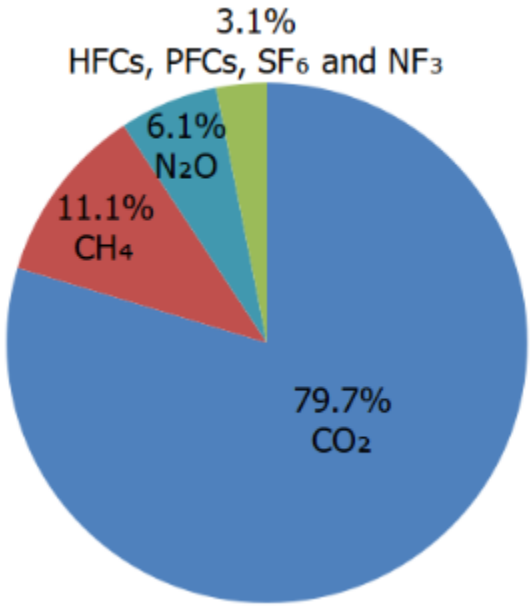


Figure 34. Overview of Greenhouse Gas Emissions.

3.2.2 Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375)*, California Air Resources Board sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets

are set as a percentage reduction in passenger vehicle GHG emissions per person, based on 2005 levels.

The Marin County Unincorporated Area Climate Action Plan (2020) sets targets for the County to reduce contributions to climate change by 2030. The plan targets 60% reduction below 2005 GHG levels by 2030. The 'Greenhouse Gas Inventory for Unincorporated Community Emissions: 2030' was used to define this 2030 reduction target. Regional collaboration through Marin Climate and Energy Partnership (MCEP) and community-driven efforts led by Marin Climate Action Network (MarinCAN) further support the implementation and tracking of these GHG reduction goals.

Other Marin County climate resilience planning programs include the Marin County Sea Level Rise Adaptation Program and BayWAVE (Bay Waterfront Adaptation and Vulnerability Evaluation).

Title	GHG Reduction Policies or Strategies
Marin County Unincorporated Area Climate Action Plan (2020)	Sets targets for the County to reduce contributions to climate change by 2030
Marin County Sea Level Rise Adaptation Program	Collaborative approach to sea level rise planning.
Bay Waterfront Adaptation and Vulnerability Evaluation (BayWAVE)	Marin County Department of Public Works coordinates to provide an ongoing public process that helps local communities understand and prepare for sea level rise.

3.3 Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are carbon dioxide (CO_2), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, and various hydrofluorocarbons. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of methane and nitrous oxide. Additionally, the transportation sector emits a minor amount of hydrofluorocarbon emissions, which are related to refrigeration and air conditioning systems used in vehicles.

GHGs vary in their ability to trap heat in the atmosphere, a characteristic known as global warming potential. CO_2 is the most significant GHG due to its abundance and impact, and thus, the amounts of other gases are expressed relative to CO_2 using a metric called "carbon dioxide equivalent" (CO_2e). The global warming potential of CO_2 is assigned as a value of 1, and the global

warming potential of other gases is assigned as multiples of CO_2. Both operational and construction emissions associated with the proposed project are analyzed in the sections below and emission values, if required, are expressed in CO_2e to provide a standardized measure of their impact.

The CEQA Guidelines generally address GHG emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512). In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

3.3.1 Operational Emissions

The purpose of the proposed project is to enhance roadway and pedestrian safety along SR 1 in Marin County by reducing the frequency and severity of vehicular collisions, particularly run-off-the-road and cross-over incidents. The project would not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR 1, no increase in vehicle mile travelled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

3.3.2 Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so cannot be considered “temporary” in the same way as criteria pollutants that subside after construction is completed.

Use of long-life pavement, improved traffic management plans, and changes in materials can also help offset GHG emissions produced during construction

by allowing longer intervals between maintenance and rehabilitation activities. The table below summarizes estimated construction-related GHG emissions in metric tons per year.

Table 34. Construction-related CO2e Emissions by Alternative.

Year	Build Alternative (CO_2e; metric tons)
2028	15

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7 1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

3.3.3 CEQA Conclusion

While the proposed project would result in GHG emissions during construction, it is anticipated that the project would not result in an increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG-reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

3.4 Greenhouse Gas Reduction Strategies

In response to Assembly Bill 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Additionally, Caltrans has enacted policies and initiatives to reduce GHG emissions in transportation to reach the state's climate goals. For a full list of statewide and Caltrans GHG reduction strategies, refer to SER, Chapter 16, Climate Change.

3.4.1 Project-Level GHG Reduction Strategies

The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

PF-GHG-01: Idling Restrictions. Contractors shall limit idling of vehicles and construction equipment on-site to reduce fuel use and associated emissions.

PF-GHG-02: Solar-Powered Traffic Control Devices. If feasible, solar powered signal boards would be used to reduce the use of non-renewable energy during construction.

PF-ENERGY-01: Vehicle and equipment maintenance. Perform regular vehicle and equipment maintenance.

PF-ENERGY-02: Reduce Offsite Disposal. To the extent feasible, recycle hazardous waste and excess materials to reduce disposal offsite. If recycling is not practicable, dispose of material.

3.5 Adaptation

While reducing GHG emissions is crucial in combating climate change, it is only one part of the solution. Caltrans must proactively plan for the impact of climate change on California's transportation infrastructure. This involves modifying and protecting facilities to reduce potential damage and build resilience against future climate-related challenges.

Caltrans has conducted District Climate Change Vulnerability Assessments to identify segments of the State Highway System that are vulnerable to climate change impacts, such as sea level rise, increased temperatures, and extreme weather events. These assessments help prioritize areas for adaptation efforts and inform the development of strategies to enhance the resilience of critical infrastructure.

Additionally, Caltrans periodically prepares a Sustainability Roadmap, which outlines the agency's strategic plans and progress reports aimed at achieving state sustainability goals. The roadmap is a two-year progress report on several important milestones achieved by Caltrans while implementing Executive Orders B-16-12, B-18-12, and the adaptation planning process of Executive Orders B-30-15, N-19-19, and N-82-20.

Refer to SER, Chapter 16, Climate Change for additional information regarding federal, state, and Caltrans adaptation efforts.

3.5.1 Project Adaptation Analysis

The Caltrans Climate Change Vulnerability Assessment does not identify temperature, precipitation/flooding, or wildfire as relevant risks for the project area during its design life that would require adaptive changes in project design or maintenance practices.

Sea Level Rise

The proposed project includes sign improvements at 32 discrete locations along SR 1 within Marin County. Improvements at each location may include replacement, removal, and/or installation of multiple traffic signs. Although segments of SR 1 adjacent to Bolinas Lagoon and Tomales Bay are vulnerable to coastal erosion, storm surge, and roadway instability, all proposed project activities would occur within existing State ROW.

According to sea level rise guidance (California Ocean Protection Council 2024) for the Point Reyes Tide Gauge (closest tide gauge to the project limits), projected sea level rise by 2050 ranges from 0.5 to 1.3 feet (Table 38).

Table 35. Sea level scenarios for Point Reyes (2024 State of California Sea Level Rise Guidance).

Year	Low	Intermediate-Low	Intermediate	Intermediate-High	High
2030	0.3	0.4	0.4	0.4	0.5
2040	0.4	0.5	0.6	0.7	0.8
2050	0.5	0.7	0.8	1.0	1.3
2060	0.6	0.8	1.1	1.6	2.0
2070	0.7	1.0	1.4	2.2	3.0
2080	0.8	1.2	1.9	3.0	4.1
2090	0.9	1.4	2.5	3.9	5.4
2100	1.0	1.6	3.1	4.8	6.6
2110	1.1	1.8	3.8	5.7	7.9
2120	1.2	2.0	4.4	6.4	9.0
2130	1.2	2.2	4.9	7.0	9.9
2140	1.3	2.4	5.5	7.6	10.9
2150	1.4	2.7	6.0	8.2	11.8

The Coastal Storm Modeling System (CoSMoS) is a modeling approach developed by the U.S. Geological Survey (USGS) to predict coastal flooding and shoreline change due to sea level rise and coastal storms. This data was used to evaluate sea level rise effects within the Project area (Figure 35 – 36).

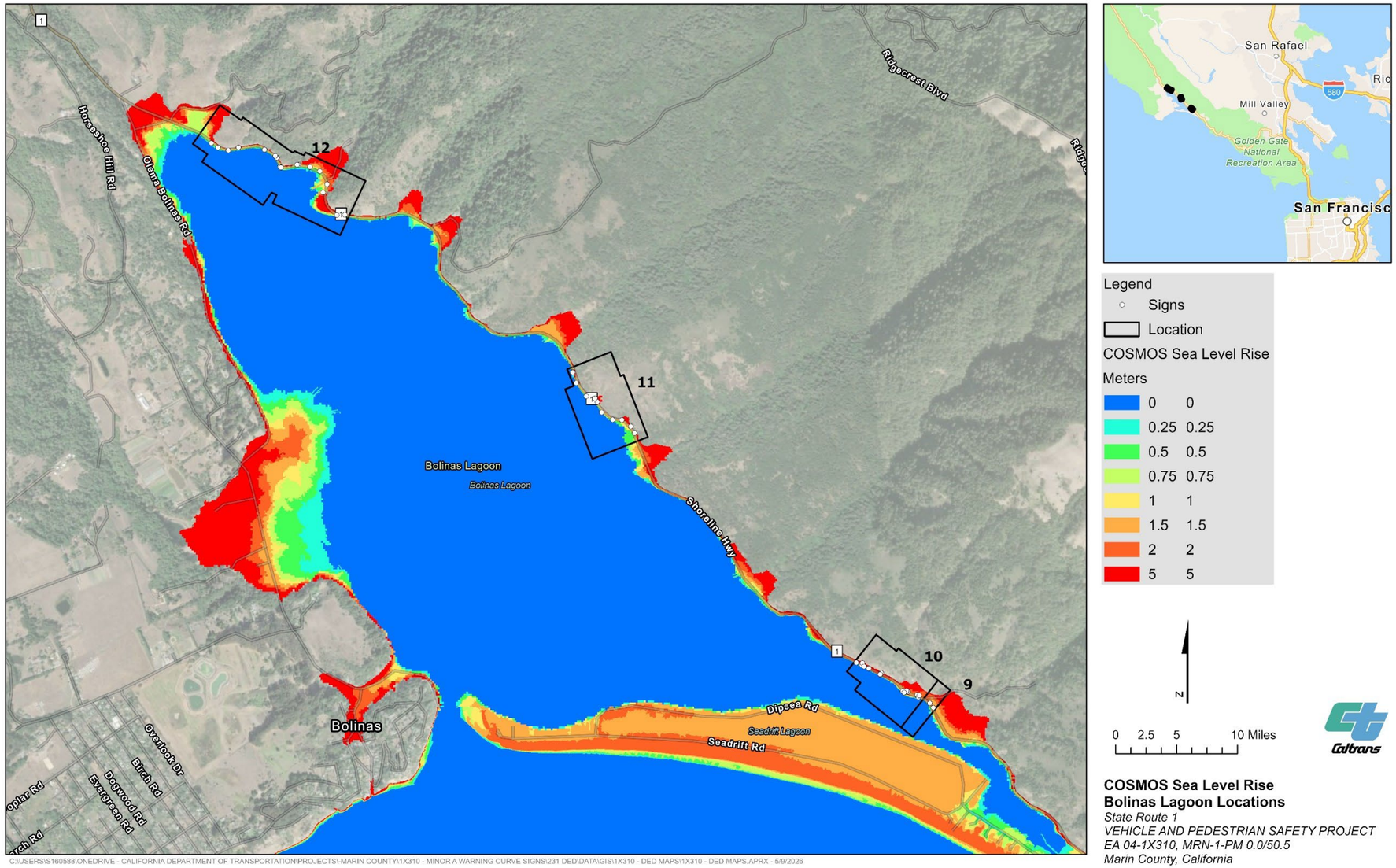


Figure 35. Estimated level of sea level rise (meters; Coastal Storm Monitoring System [CoSMoS]) for sign locations along Bolinas Lagoon.

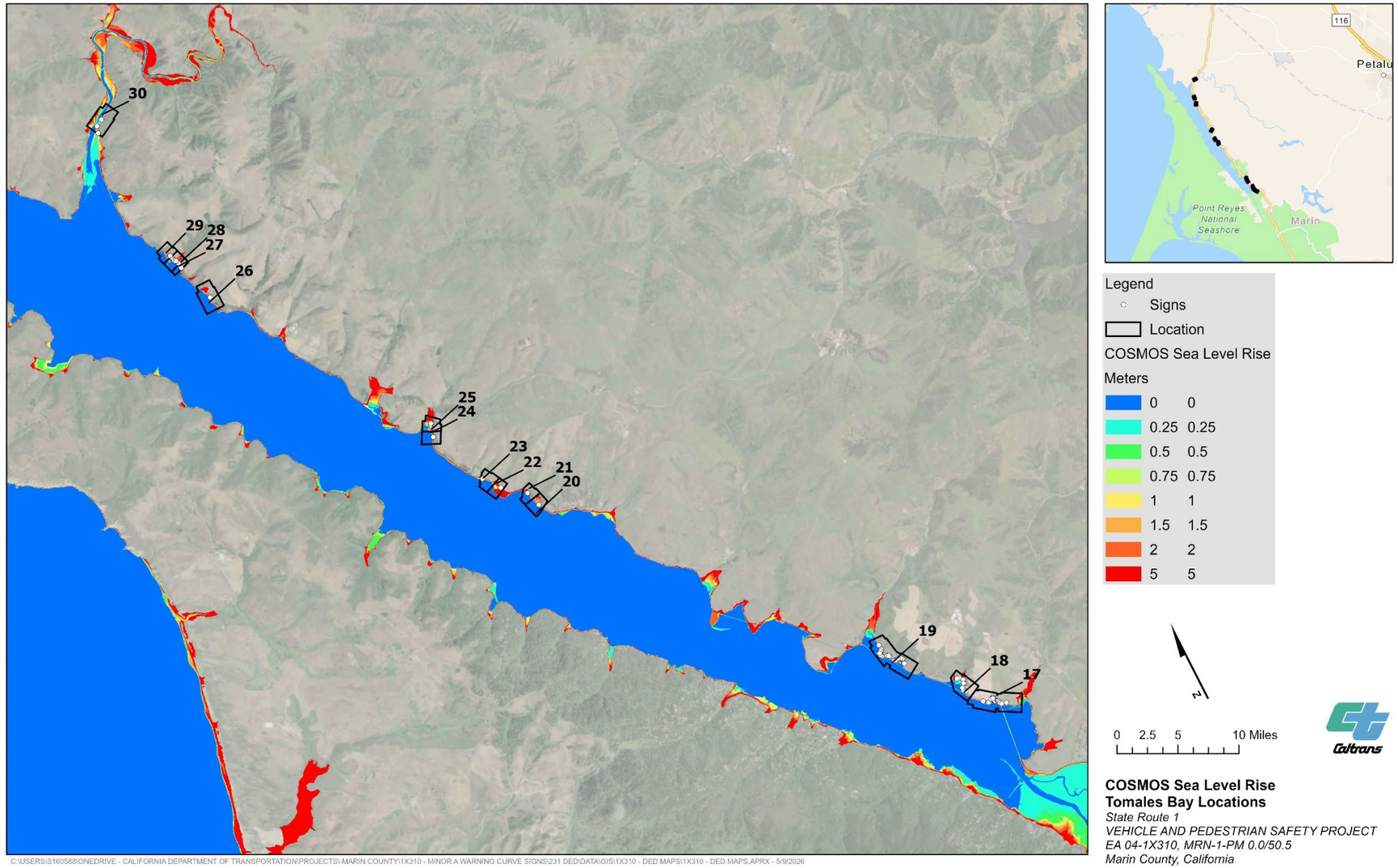


Figure 36. Estimated level of sea level rise (meters; Coastal Storm Monitoring System [CoSMoS]) for sign locations along Tomales Bay.

CoSMoS modeling indicates that project locations along Bolinas Lagoon and Tomales Bay could be subject to coastal flooding under the 0.25-meter (0.82-foot) sea level rise scenario. Flooding extent increases under higher sea level rise scenarios, with some project locations projected to be inundated under the 5.0-meter scenario. Project locations outside of these areas are not projected to experience coastal flooding under the modeled scenarios.

The Build Alternative would address the purpose and need of the project. Sea level rise and changes in storm frequency and intensity have the potential to contribute to shoreline erosion and increased coastal flooding within the project area over time. While the Build Alternative is not specifically designed to address long-term sea level rise, it would incorporate standard design practices and would improve pedestrian safety along the corridor under existing and near-term conditions.

Precipitation and Flooding

The Build Alternative is not expected to increase precipitation or flooding. As noted in Section 2.1.10, Project Locations 12, 20, 21, and 23 are located within the 100-year floodplain as defined by the FEMA Flood Hazard Mapping (FEMA 2025; Figures 13-16). The Project area is within floodplain zones AE and VE which indicates a 1% annual chance flood.

Soil within the project area has moderately high to high runoff potential when thoroughly wet. Minimization measures would be employed to control sediment and reduce risk of erosion during construction activities. Existing terrain and drainage patterns would not be altered, and the project would not affect risk of flooding or damage to residences, buildings, or crops. The project would have no impact to the floodplain and therefore no measures to minimize floodplain impacts are warranted.

The Caltrans District 4 Climate Change Vulnerability Assessment (Caltrans Vulnerability 2019) depicts the potential increase in rainfall depth during 100-year events (1% probability of occurring in any given year due to the sheer volume of rainfall that they produce compared to average rainfall for an area) in District 4 under the Intergovernmental Panel on Climate Change (IPCC) representative concentration pathway (RCP) 8.5 (depicts high emissions). For 2025, 2055, and 2085, the assessment indicates a 5.0 – 9.9% increase in 100-year storm precipitation depth within the Project vicinity. In 2025 and 2055, a small area near the northern extent of Bolinas Lagoon is predicted to increase 0.6 – 4.9%.

Caltrans would incorporate the following AMM into the Project to reduce potential impacts from precipitation and flooding. AMMs are listed here and in Appendix C.

AMM-WQ-01: Sediment Control. Temporary Construction Site Best Management Practices (BMPs), such as silt fence, fiber roll, concrete wash-out and street sweeping will be deployed for sediment control and material management.

Wildfire

The project area traverses moderate, high, and very high Fire Hazard Severity Zone in a State Responsibility Area (SRA), as designated by the California Department of Forestry and Fire Protection.

The Caltrans District 4 Climate Change Vulnerability Assessment indicates that across three project scenarios (2025, 2055, and 2085), the project area is not expected to experience an increased likelihood of wildfires. The proposed Build Alternative and associated construction activities would not increase the negative effects of wildfires.

Temperature

The Caltrans Climate Change Vulnerability Assessment indicates that average minimum temperatures within the project limits could increase by 4.0 to 5.9 degrees Fahrenheit by 2055 and 8.0 to 9.9 degrees Fahrenheit by 2085. During final design, Caltrans would evaluate construction material choices for the potential future temperature increases.

Chapter 4 Coordination

The Project would install and replace curve warning signs, advisory speed plaques, horizontal alignment signs, pedestrian crossing signs, vehicle speed feedback signs, and Rectangular Rapid Flashing Beacon (RRFB) systems at 32 locations along SR 1 in Marin County between PM 0.0 and 50.5.

Originally, sign location recommendations were developed based on a survey and study by Parsons Corporation (under on-call contract with Caltrans), using the Ball-Bank Indicator Method and the Curve Advisory Reporting System (CARS). The Ball-Bank Indicator Method uses field driving tests to establish advisory speeds based on ball-bank indicator readings, while CARS is a GPS based roadway survey system that determines and records safe, comfortable driving speeds and roadway geometric characteristics without requiring vehicles to stop.

Based on the consultant study, more than 800 locations along SR 1 in Marin County were identified as needing curve warning signs and were included in Caltrans Project 04-3AC80K. During early environmental coordination, the California Coastal Commission (CCC) submitted a letter to Caltrans in April of 2021 expressing significant concern that the cumulative number of proposed signs could result in visual impacts along extensive portions of the SR 1 corridor. In response, Caltrans removed locations within the Coastal Zone from Project 04-3AC80K and deferred the need to a future safety project.

In March 2025, Caltrans provided the CCC with a memorandum outlining federal and state requirements for traffic control devices on state highway systems and the importance of maintaining compliance with applicable standards. To identify a path forward that balanced roadway safety needs with concerns of visual impacts, Caltrans Traffic Safety Engineering analyzed collision data to identify locations where curve warning signs were most needed. Through this effort, the number of curve warning sign locations was reduced from more than 800 to 22. Based on input from the California Highway Patrol (CHP) and local communities, 10 additional locations were added to address pedestrian safety concerns. As a result, Caltrans Project 04-1X310 was developed to provide safety improvements at 32 locations along SR 1 in Marin County.

Under Project 04-1X310, approximately 550 signs were initially proposed across the 32 Project locations. Following further refinement through engineering judgment, the number of proposed signs was reduced to 318, as evaluated in this IS/MND. The reduction within the Coastal Zone was presented to the CCC in July of 2025.

Originally the Project was anticipated to qualify for a CEQA Categorical Exemption (CE), and Caltrans submitted a Coastal Development Permit

(CDP) application in October of 2025. Due to concerns regarding potential visual impacts, Caltrans withdrew the CDP application and initiated preparation of this IS/MND. Caltrans has continued to coordinate with the CCC regarding the Project and future submittal of a CDP application.

In June 2026, the CCC provided Caltrans with a letter stating that installation of a large number of signs within the Coastal Zone, regardless of demonstrated safety needs, is not warranted and would be out of compliance with the Coastal Act. Caltrans maintains that the proposed improvements are necessary to address documented safety concerns and is proceeding with publication of this IS/MND.

Cultural Coordination

Caltrans PQS requested review of the Sacred Lands File (SLF) and contact list from the Native American Heritage Commission (NAHC) on January 10, 2025. The NAHC responded on January 14, 2025. Pursuant to Section 106 and Assembly Bill (AB) 52 and based on the list of indigenous groups and individuals provided by the NAHC, consultation was conducted with the Federated Indians of Graton Rancheria (FIGR), Guidiville Rancheria of California, Muwekma Ohlone Tribe of the San Francsico Bay Area, and Wuksachi Indian Tribe / Eshom Valley Band. Initial consultation letters were sent to the Federated Indians of Graton Rancheria (FIGR), Guidiville Rancheria of California, Muwekma Ohlone Tribe of the San Francsico Bay Area, and Wuksachi Indian Tribe / Eshom Valley Band on February 21, 2025. The Muwekma Ohlone Tribe of the San Francisco Bay Area responded on February 24, 2025 and stated the tribe is unable to consult on this project. Follow-up emails were sent to FIGR, the Wuksachi Indian Tribe/Eshom Valley Band, and Guidiville Rancheria of California on April 2, 2025. FIGR responded with a request to engage in consultation on May 2, 2025. No response has been received to date from the Wuksachi Indian Tribe/Eshom Valley Band or the Guidiville Rancheria of California. Consultation is ongoing throughout the life of the Project.

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

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September 2025

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. Caltrans will make every effort to ensure nondiscrimination in all of its services, programs, and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at title.vi@dot.ca.gov or at (916) 639-6392, or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

Dina El-Tawansy (Sep 12, 2025 16:52:12 PDT)
DINA A. EL-TAWANSY
Director

"Improving lives and communities through transportation."

Appendix B List of Abbreviations & Acronyms

Aerially Deposited Lead	ADL
Archaeological Survey Report	ASR
Area of Potential Effect	APE
Area of Visual Effect	AVE
Assembly Bill	AB
Avoidance and Minimization Measure	AMM
Bay Area Air Quality Management District	BAAQMD
Bay Waterfront Adaptation and Vulnerability Evaluation	BayWAVE
Best Management Practices	BMP
Biological Study Area	BSA
Black carbon	BC
California Air Resources Board	CARB
California Coastal Commission	CCC
California Department of Transportation	Caltrans
California Endangered Species Act	CESA
California Environmental Quality Act	CEQA
California Geologic Energy Management Division	CalGEM
California Highway Patrol	CHP
California Native Plant Society	CNPS
Caltrans Construction Emissions Tool	CAL-CET
Carbon dioxide	CO_2
cast-in-drilled-hole	CIDH
Cease and Desist Order	CDO
Clean Water Act	CWA
Coastal Development Permit	CDP
Coastal Storm Modeling System	CoSMoS
Countywide Transportation Plan	CTP
Curve Advisory Reporting System	CARS
Division of Land Resource Protection	DLRP
Environmentally Sensitive Area	ESA
Environmentally Sensitive Habitat Area	ESHA
Federal Emergency Management Agency	FEMA
Federal Endangered Species Act	FESA
Federally Endangered	FE
Federally Threatened	FT
Federated Indians of Graton Rancheria	FIGR
Greenhouse Gas	GHG
Hydrologic Unit Code	HUC
Information for Planning and Consultation	IPaC
California Natural Diversity Database	CNDDB
Initial Site Assessment	ISA
Initial Study with Proposed Mitigated Negative Declaration	IS/MND

Key View	KV
Landscape Unit	LU
Local Coastal Program	LCP
Location Hydrology Study	LHS
Manual on Uniform Traffic Control Devices	MUTCD
Marin Climate Action Network	MarinCAN
Methane	CH_4
Metropolitan Transportation Commission	MTC
Migratory Bird Treaty Act	MBTA
Miles per hour	MPH
Mineral Resource Zone	MRZ
Mitigation Measure	MM
National Environmental Policy Act	NEPA
National Pollutant Discharge Elimination System	NPDES
National Resources Conservation Service	NRCS
Native American Heritage Commission	NAHC
Natural Environment Study	NES
Nitrous oxide	N_20
Hydrofluorocarbon	HFC
Office of Cultural Resource Studies	OCRS
Pacific Gas and Electric Company	PG&E
Plans Specifications and Estimates	PS&E
Postmile	PM
Professionally Qualified Staff	PQS
Project Feature	PF
Rectangular Rapid Flashing Beacon	RRFB
Regional Transportation Plan	RTP
Regional Water Quality Control Board	RWQCB
Right of Way	ROW
Sacred Lands File	SLF
Significant Trash Generating Area	STGA
State Endangered	CE
State Rare	SR
State Responsibility Area	SRA
State Threatened	CT
State Water Resources Control Board	SWRCB
Statewide Construction General Permit	CGP
Sustainable Communities Strategy	SCS
Total Maximum Daily Load	TMDL
Traffic Management Plan	TMP
Transportation Authority of Marin	TAM
Treated Waste Wood	TWW
Tribal Cultural Resources	TCR
U.S. Army Corps of Engineers	USACE
U.S. Environmental Protection Agency	USEPA
U.S. Fish and Wildlife Service	USFWS

U.S. National Marine Fisheries Service	NMFS
Vehicle Miles Traveled	VMT
Visual Impact Assessment	VIA
Water Quality Planning Tool	WQPT
Water Quality Study	WQS

Appendix C Avoidance and Minimization Measures & Mitigation Measures

AMM-AES-01: Avoid Highly Sensitive Resources. Wetlands, environmentally sensitive habitat areas (ESHAs), or other resources through establishment of environmentally sensitive areas should be delineated and protected during construction to prevent encroachment.

AMM-AES-02: Place Staging Areas to minimize impacts. If staging areas cannot be placed on pavement, they should be located where they do not require the removal of weedy vegetation or cause the compaction of tree roots.

AMM-AES-03: Shield Construction materials and equipment from view. Construction materials and equipment should be stored in screened staging areas beyond direct view of the motoring public and residential properties to the extent feasible.

AMM-AES-04: Shield construction area lighting. For night work, limit construction lighting to the area of work and use directional lighting and/or shielding to minimize light trespass to nearby areas.

AMM-AES-05: Maintain irrigation. Functional irrigation, if impacted by construction operations, shall be repaired or replaced as necessary to remain operational. If existing irrigation is disrupted and not repaired in a timely manner, plantings would need to be maintained or truck watered until required repairs are completed.

AMM-AES-06: Minimize impacts to vegetation. Vegetation outside of clearing and grubbing boundaries should be protected from construction activities by temporary fencing when vegetation is close to construction work.

AMM-AES-07: Revegetate Disturbed Areas. Apply erosion control seeding and similar measures to all areas of disturbance where they are beyond paved areas.

MM-AES-08: Enhance visual compatibility of signage. In visually sensitive locations, paint the back of the signs and sign hardware using federally approved standard colors to compliment the surrounding environment and minimize visual impacts on scenic character.

AMM-BIO-01: Worker Environmental Awareness Training. All construction personnel would attend a mandatory environmental education program delivered by a qualified biologist prior to working on the Project. The training

would include a description of relevant special status plant and animal species, nesting birds, working in proximity to waterways, and boundaries within which construction can occur.

AMM-BIO-02: Work Window for Nesting Birds. Vegetation removal and clearing and grubbing activities will be conducted outside of bird-nesting season, from October 1st to January 31st.

AMM-BIO-03: Non-Disturbance Buffer for Nesting Birds. If work is to occur within 300 feet of active raptor nests or 50 feet of active passerine nests, a nondisturbance buffer would be established at a distance sufficient to minimize disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance.

AMM-BIO-04: Preconstruction Surveys for Nesting Birds. If any Project activities must occur during nesting bird season (February 1 to September 30), preconstruction surveys for nesting birds may be conducted at the discretion of a qualified biologist no more than 72 hours prior to the start of construction at each sign location.

AMM-BIO-05: Preconstruction Surveys for Special Status Species. Preconstruction surveys for special status species will be conducted at the discretion of a qualified biologist no more than 7 days prior to the start of construction at each sign location. The qualified biologist will investigate potential cover sites and potential rare plant habitat when it is feasible and safe to do so.

AMM-BIO-06: Biological Monitor. At the discretion of a qualified biologist, a biological monitor may be on-site to conduct a preconstruction survey prior to the initiation of work activities. The biological monitor would remain on-site to monitor work activities until there is no longer any risk to sensitive biological resources. Biological monitors will be present during work near Bolinas Lagoon (locations 9-12) and Tomales Bay (Locations 17-30) and any other work that could result in impacts to protected resources.

AMM-BIO-07: Vegetation Removal. Vegetation removal will be limited to the designated work areas needed for access and workspace. Where possible, vegetation will be trimmed instead of removed. Removal in temporary work areas will be cut above soil level to promote re-vegetative growth of established plants following construction to the maximum extent feasible. Vegetation will be mowed to a height greater than 4 inches.

AMM-BIO-08: Restoration and Weed Control. After construction is complete, the contractor will restore disturbed topographical contours to preconstruction conditions. The contractor would contain and remove noxious weeds and associated plant material, and obtain all permits, licenses, and

certifications for proper disposal. The contractor would replant disturbed areas with fast-growing native grasses or a native erosion control seed mixture.

AMM-BIO-09: Water Quality Best Management Practices (BMP). The Project will:

- Implement mandatory BMPs defined in the Caltrans Construction Site (BMP) Manual
- Follow specifications provided in Section 13 of the Caltrans Standard Specifications
- Comply with the Caltrans National Pollutant Discharge Elimination System general permit and statewide Storm Water Waste Discharge Requirements

AMM-BIO-10: Prohibition of Monofilament Erosion Control. To prevent wildlife from being entangled, trapped, or injured, erosion control materials with plastic monofilament netting must not be used within the BSA.

AMM-BIO-11: Work on Previously Disturbed Areas. Work would remain on paved surfaces or on previously disturbed areas to prevent impact to wildlife and habitat.

AMM-BIO-12: Staging. Staging and access areas will be confined to previously disturbed areas that will be cleared by the Department Biologist.

AMM-BIO-13: Inclement Weather Restriction. No work will occur during or within 24 hours following a rain event exceeding 0.2-inch as forecasted by the NOAA National Weather Service for Point Reyes Station, CA (EYSC1) base station available at: https://forecast.weather.gov/product.php?site=WRH&product=RR5&issuedby=RSA Any departure from this restriction would require USFWS/CDFW approval to continue work during or within 24 hours of a rain event and will be considered on a case-by-case basis.

AMM-BIO-14: Mark Environmentally Sensitive Areas. Before construction begins, ESAs would be clearly delineated using spray paint to delineate sensitive habitats, including rare plants. The ESA marking would remain in place throughout construction. It may be removed during the wet season (and subsequently reinstalled) if needed to prevent materials from being washed away. The final Project plans would depict all locations where ESA markings would be installed and the manner of installation. The bid solicitation package special provisions would clearly describe acceptable marking material and prohibited construction- related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs. ESA markings would be maintained in good condition throughout the Project.

AMM-CUL-01: Environmentally Sensitive Areas. The Caltrans Archaeologist will collaborate with all responsible parties to ensure that the three ESAs are accurately represented in plans, specifications, and estimates, and the ESA Action Plan will be included in the RE Pending File. During the preconstruction meeting, a qualified archaeologist and representative from the Federated Indians of Graton Rancheria (FIGR) will discuss the ESAs. The Resident Engineer will notify the Caltrans Archaeologist at least two weeks prior to construction, who will then inform the Tribe. Prior to construction, the Caltrans Project Archaeologist and FIGR representative will mark ESA locations in the field with the contractor using high-visibility spray paint, fencing or flagging. Regular inspections and site visits will be conducted by the Caltrans Archaeologist and the Tribe to ensure the integrity of the ESAs.

AMM-WQ-01: Sediment Control. BMPs such as silt fence, fiber roll, concrete wash-out and street sweeping would be deployed for sediment control and material management.

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Appendix E Location Information

The following information depicts anticipated plans by location. As a Caltrans Minor A Project, the planning and plans and specifications project phases occur concurrently. Therefore, plans shown below are not final and presented below for informational purposes only.

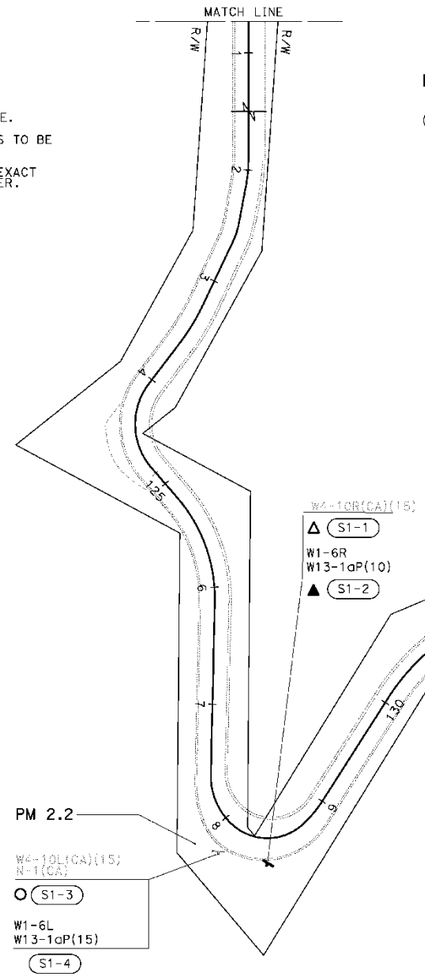
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30	S-29
31	S-30
32	S-31

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. EXACT LOCATION AND POSITION OF ROADSIDE SIGNS TO BE DETERMINED BY ENGINEER.
3. POST SIZE AND LENGTH GIVEN ARE APPROXIMATE. EXACT SIZE AND LENGTH WILL BE DETERMINED BY ENGINEER.
4. SIGNS NOT SHOWN ON PLANS REMAIN IN PLACE.



LEGEND:

(No.)	ROADSIDE SIGN NUMBER
✳	ROADSIDE SIGN TO REMAIN
○	REMOVE ROADSIDE SIGN (WOOD POST)
△	REMOVE ROADSDE SIGN PANEL
▲	INSTALL ROADSIDE SIGN PANEL ON EXISTING POST
□	REMOVE ROADSIDE SIGN (STRAP AND SADDLE BRACKET METHOD)
■	INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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CHALIT SUNTHUDKAM

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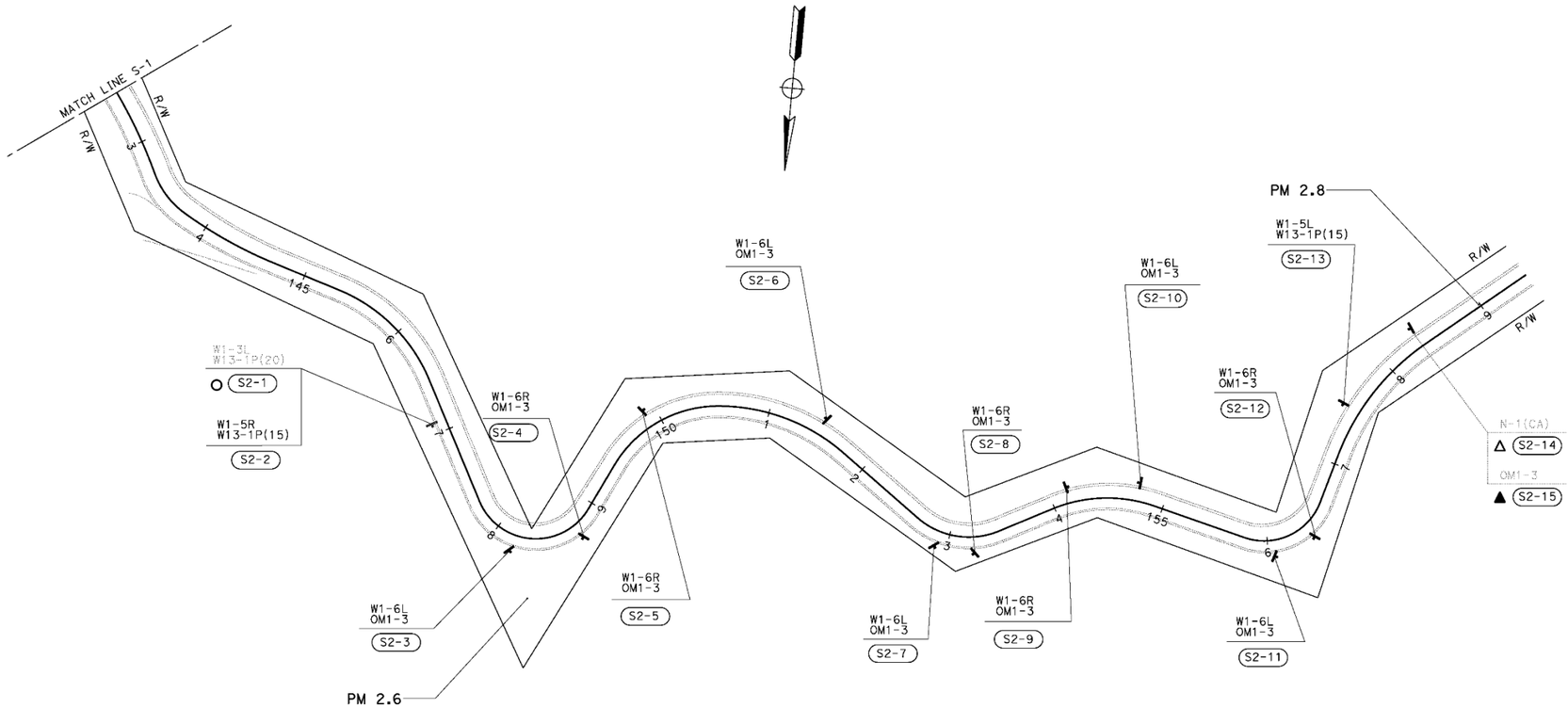
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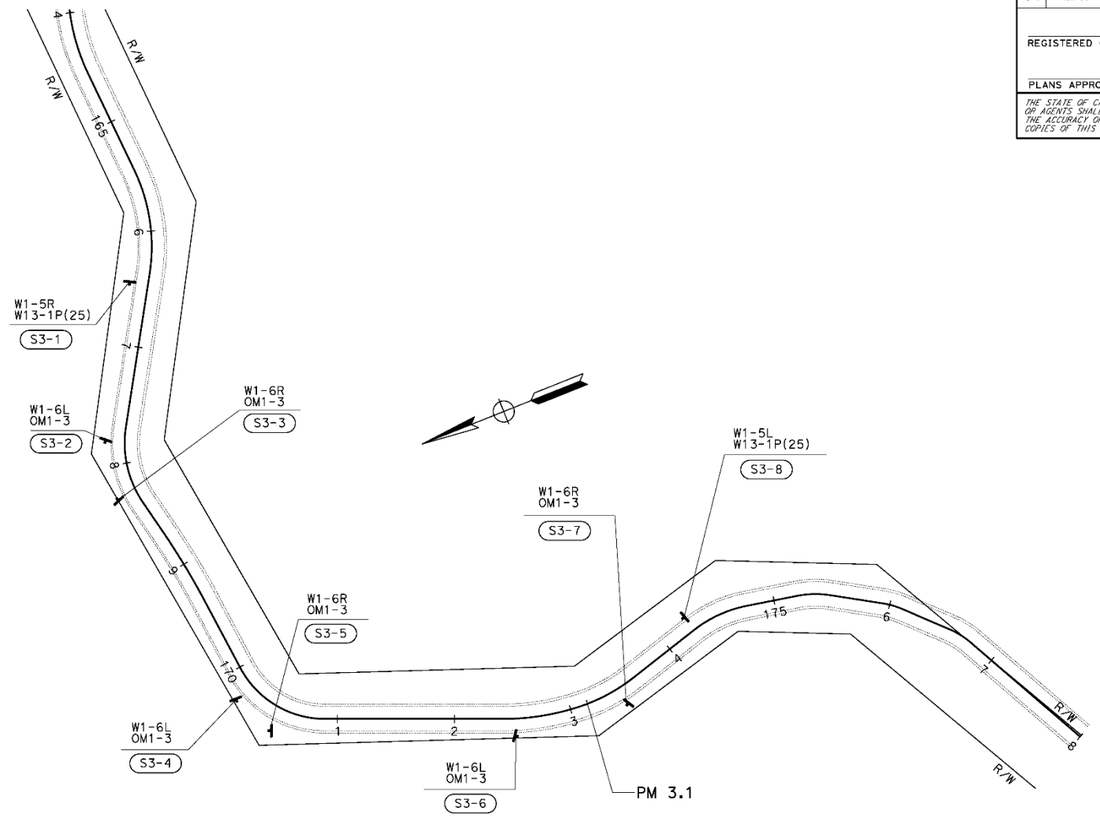
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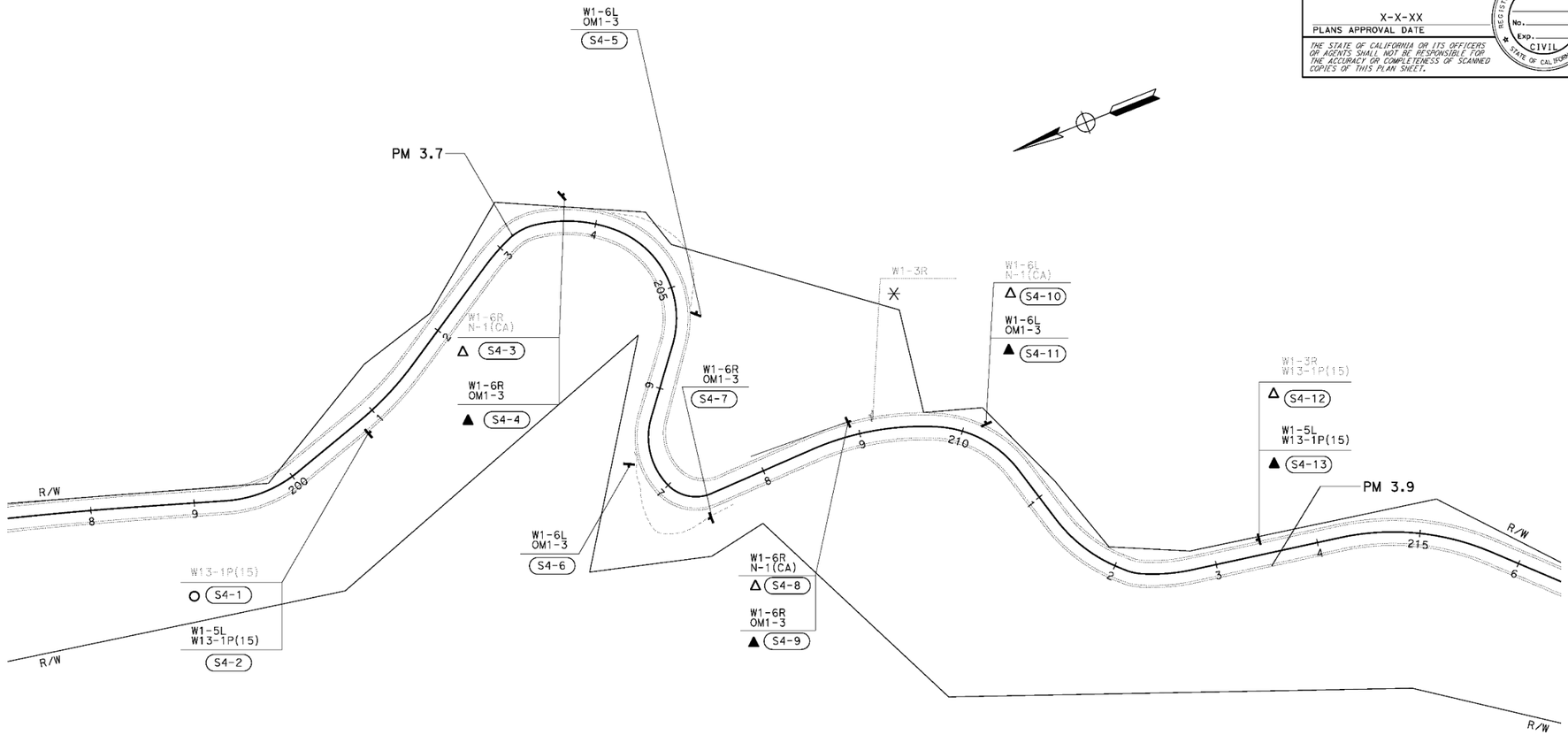
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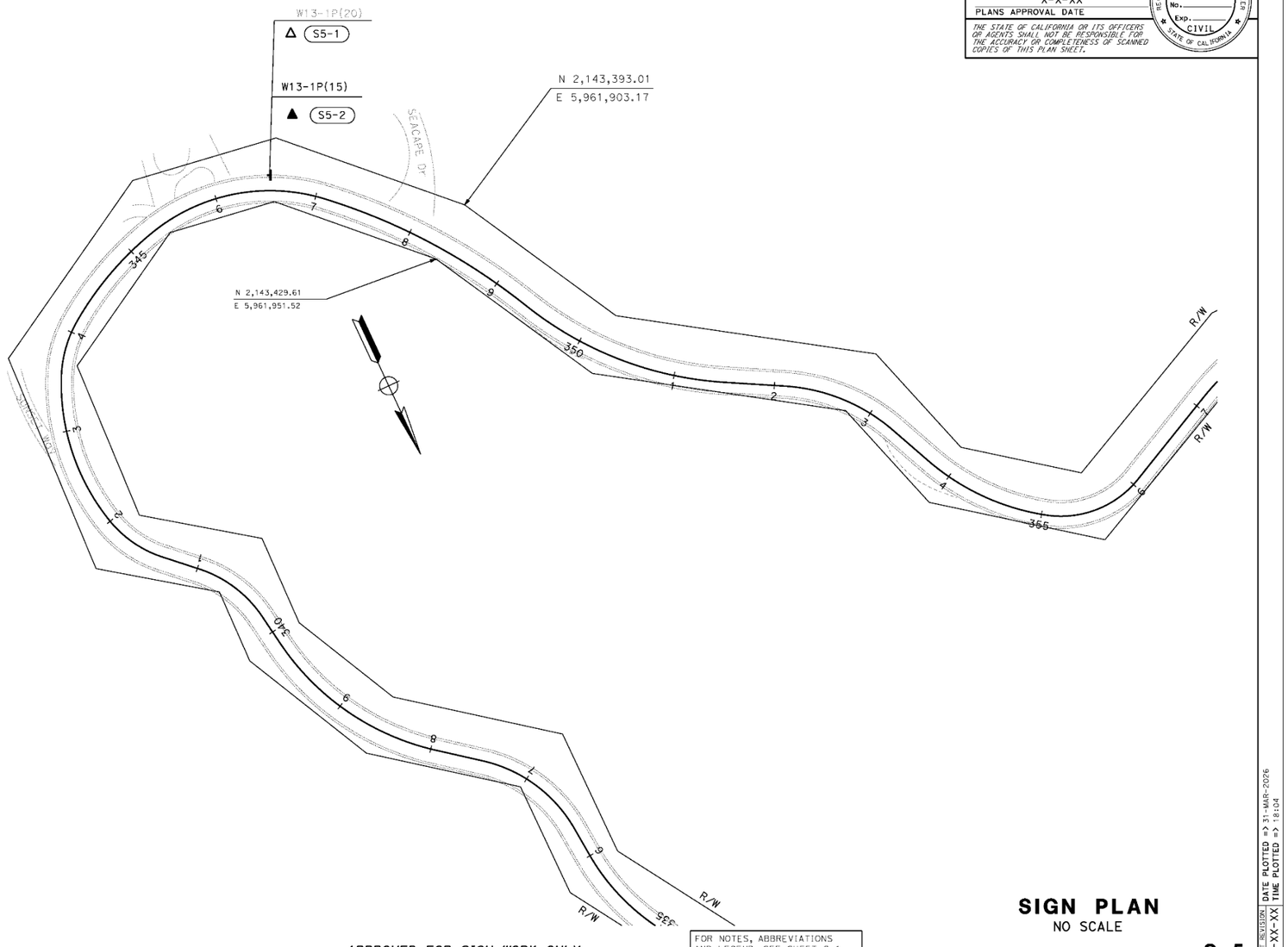
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FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY:
CHECKED BY:
RUNLIN RUAN
GEORGE GIN
REVISED BY
DATE REVISED
XX
XX-XX-XX

LAST REVISION XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:04

BORDER LAST REVISED 1/4/2023
USERNAME => P311143
DGN FILE => 0424000307oa005.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0698
PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

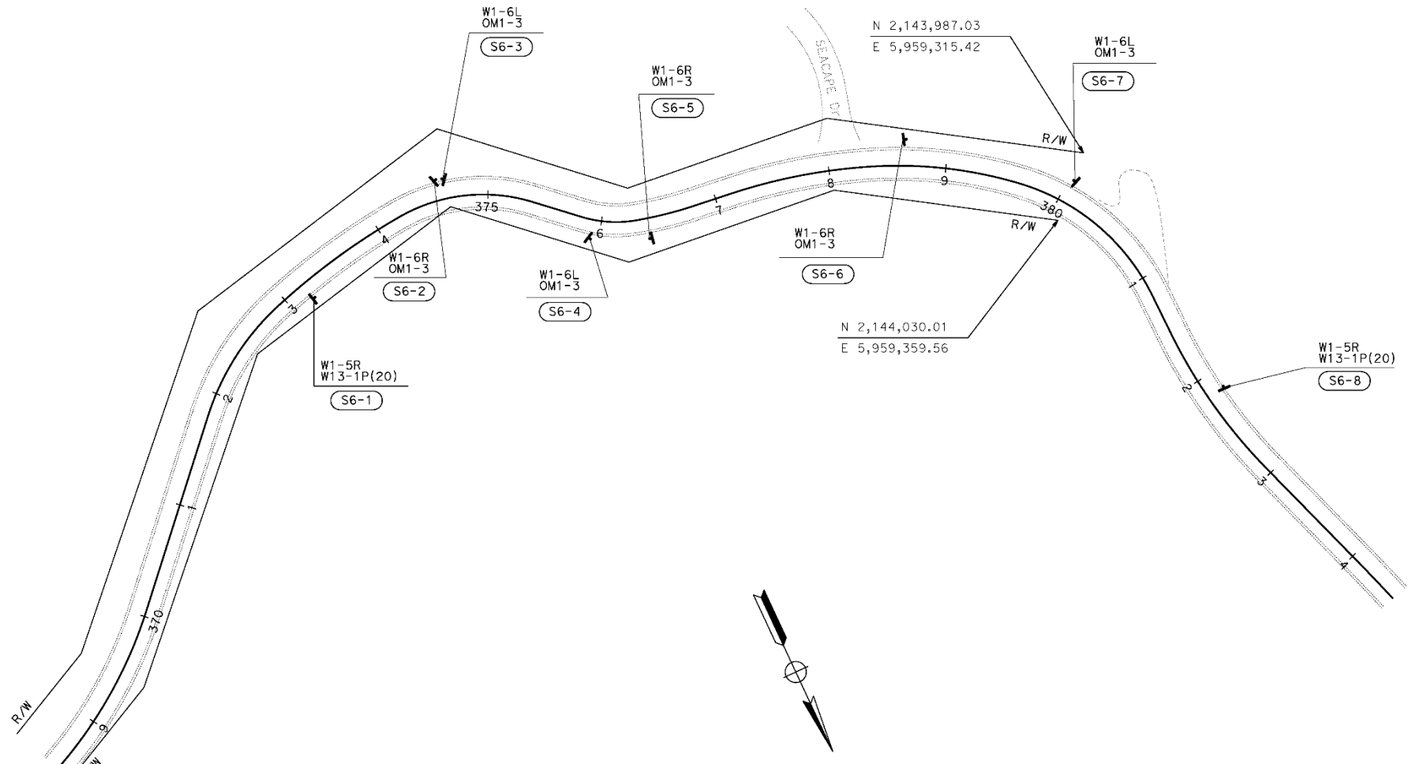
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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SIGN PLAN
NO SCALE

S-6

APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC

FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM

CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN

REVISED BY: XX
DATE REVISED: XX-XX-XX

LAST REVISION: XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:04

BORDER LAST REVISED 1/4/2023

USERNAME => P311143
DGN FILE => 0424000307sa006.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0698

PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

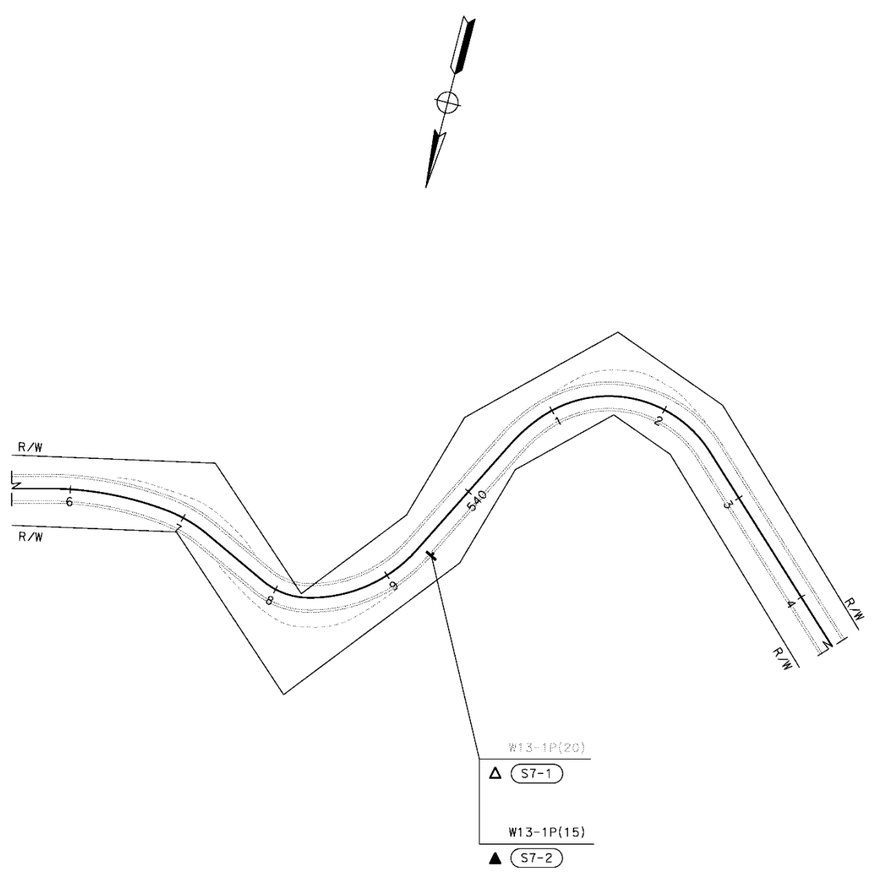
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC
FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN
REVISED BY: XX
DATE REVISED: XX-XX-XX

LAST REVISION: DATE PLOTTED => 31-MAR-2026 TIME PLOTTED => 18:04
XX-XX-XX

BORDER LAST REVISED 1/4/2023 | USERNAME =>P311143 DGN FILE => 0424000307oa007.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0698 | PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

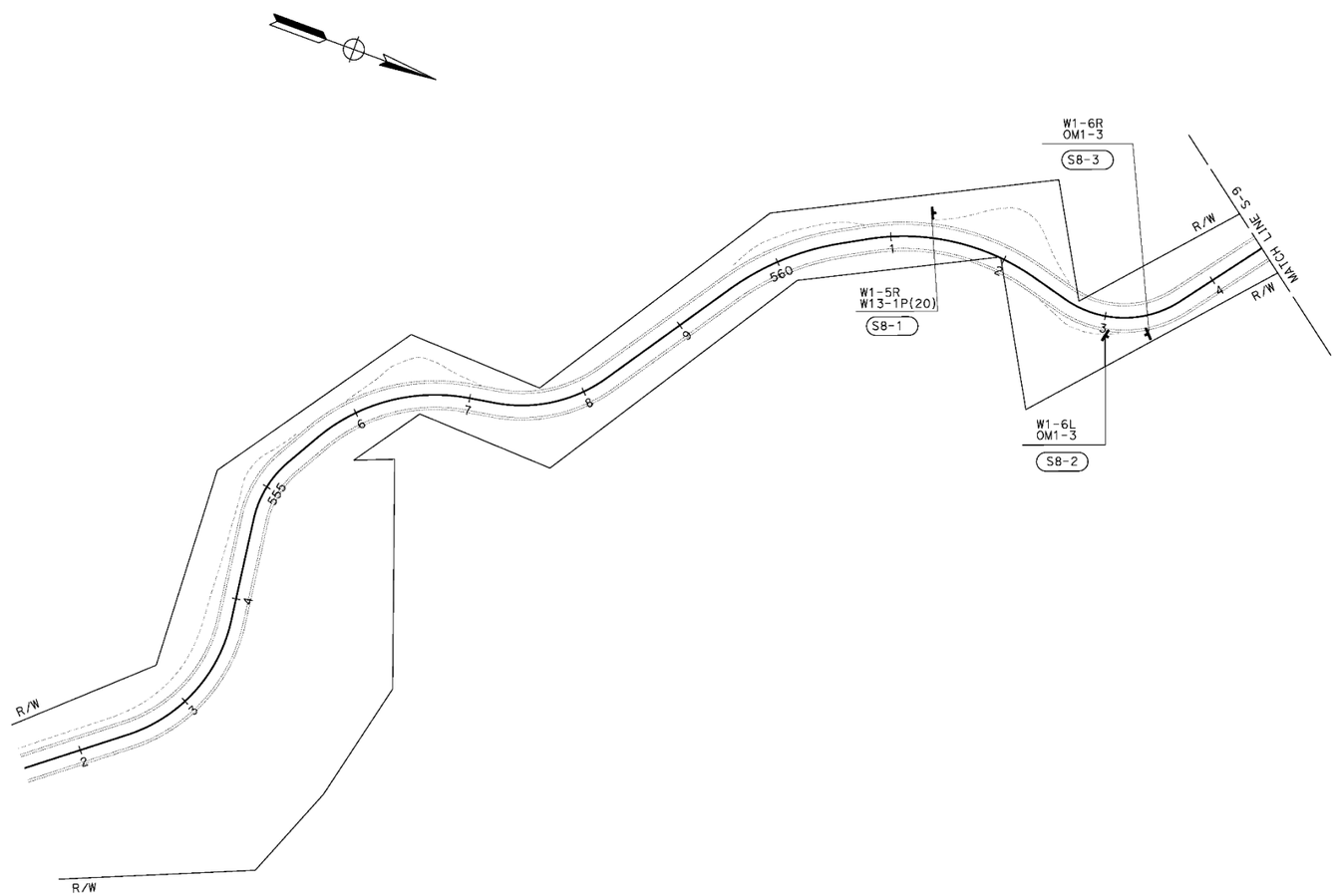
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-8

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC

FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY:
CHECKED BY:
RUNLIN RUAN
GEORGE GIN
REVISED BY
DATE REVISED
XX
XX-XX-XX

LAST REVISION XX-XX-XX DATE PLOTTED => 31-MAR-2026 TIME PLOTTED => 18:04

BORDER LAST REVISED 1/4/2023 | USERNAME => P311143 DGN FILE => 0424000307od008.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0698 | PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

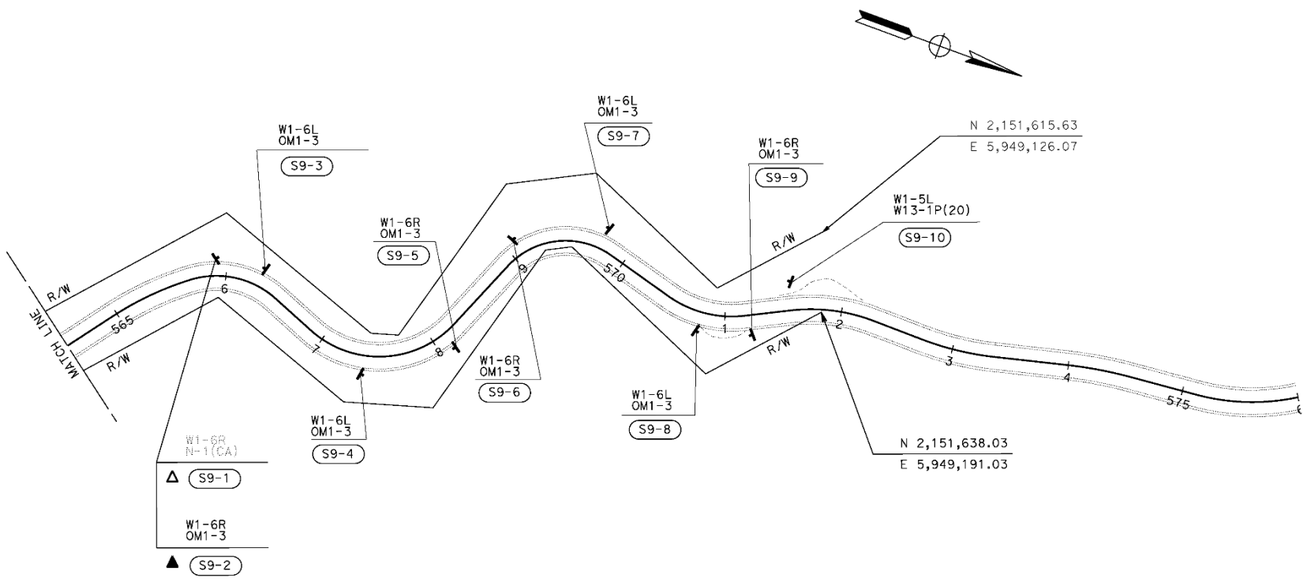
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
TRAFFIC

FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN
REVISED BY: XX
DATE REVISED: XX-XX-XX

LAST REVISION: XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:04

BORDER LAST REVISED 1/4/2023
USERNAME => P311143
DGN FILE => 0424000307od009.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0698
PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

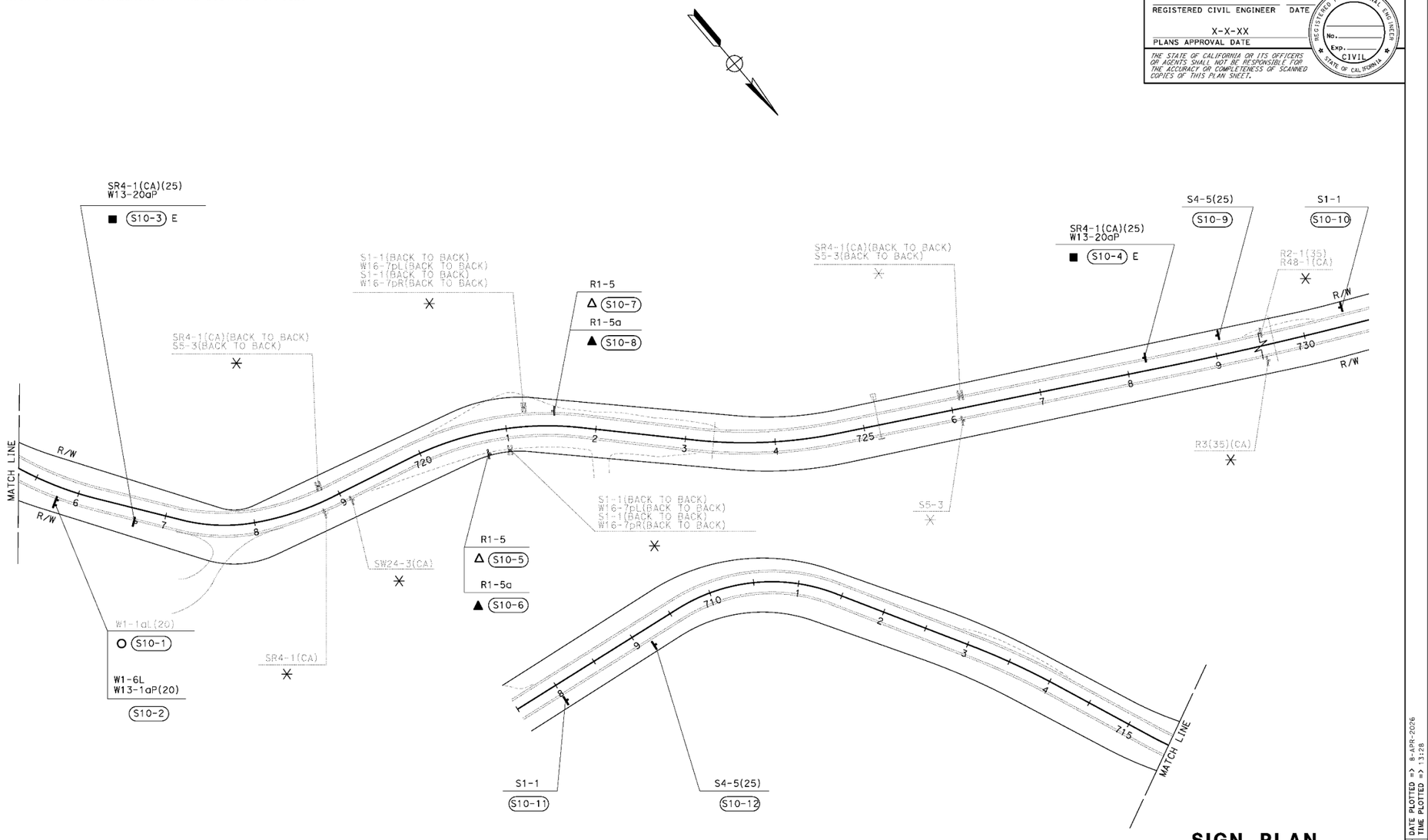
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



SIGN PLAN
NO SCALE

S-10

APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
TRAFFIC
FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN
REVISED BY: XX
DATE REVISED: XX-XX-XX
LAST REVISION: XX-XX-XX
DATE PLOTTED => 8-APR-2026
TIME PLOTTED => 13:28

BORDER LAST REVISED 1/4/2023
USERNAME => P311143
DGN FILE => 0424000307oa010.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0698
PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

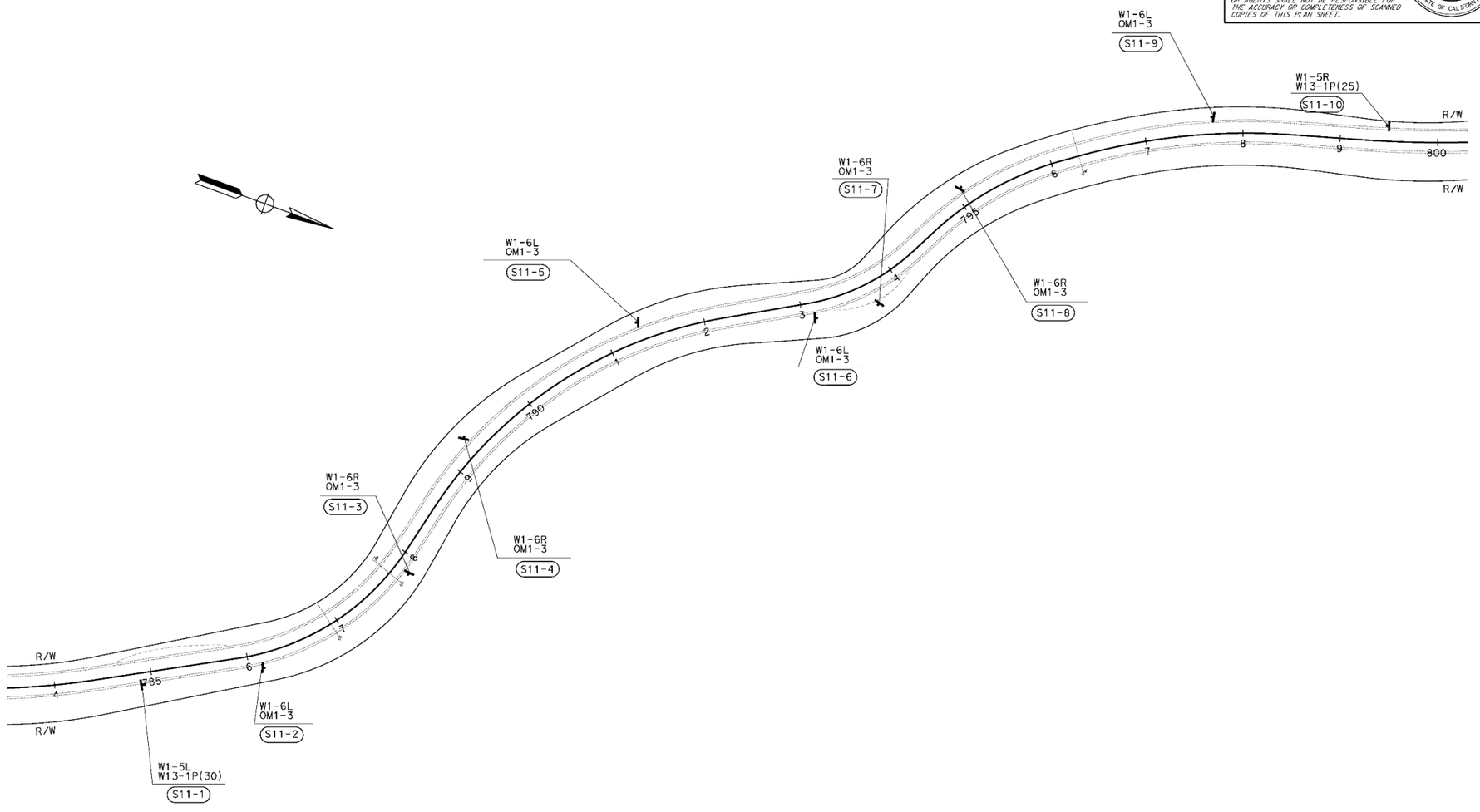
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-11

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans TRAFFIC
FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN
REVISED BY: XX
DATE REVISED: XX-XX-XX
LAST REVISION: XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:05

BORDER LAST REVISED 1/4/2023 | USERNAME => P311143 | DGN FILE => 0424000307oa011.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0698 | PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

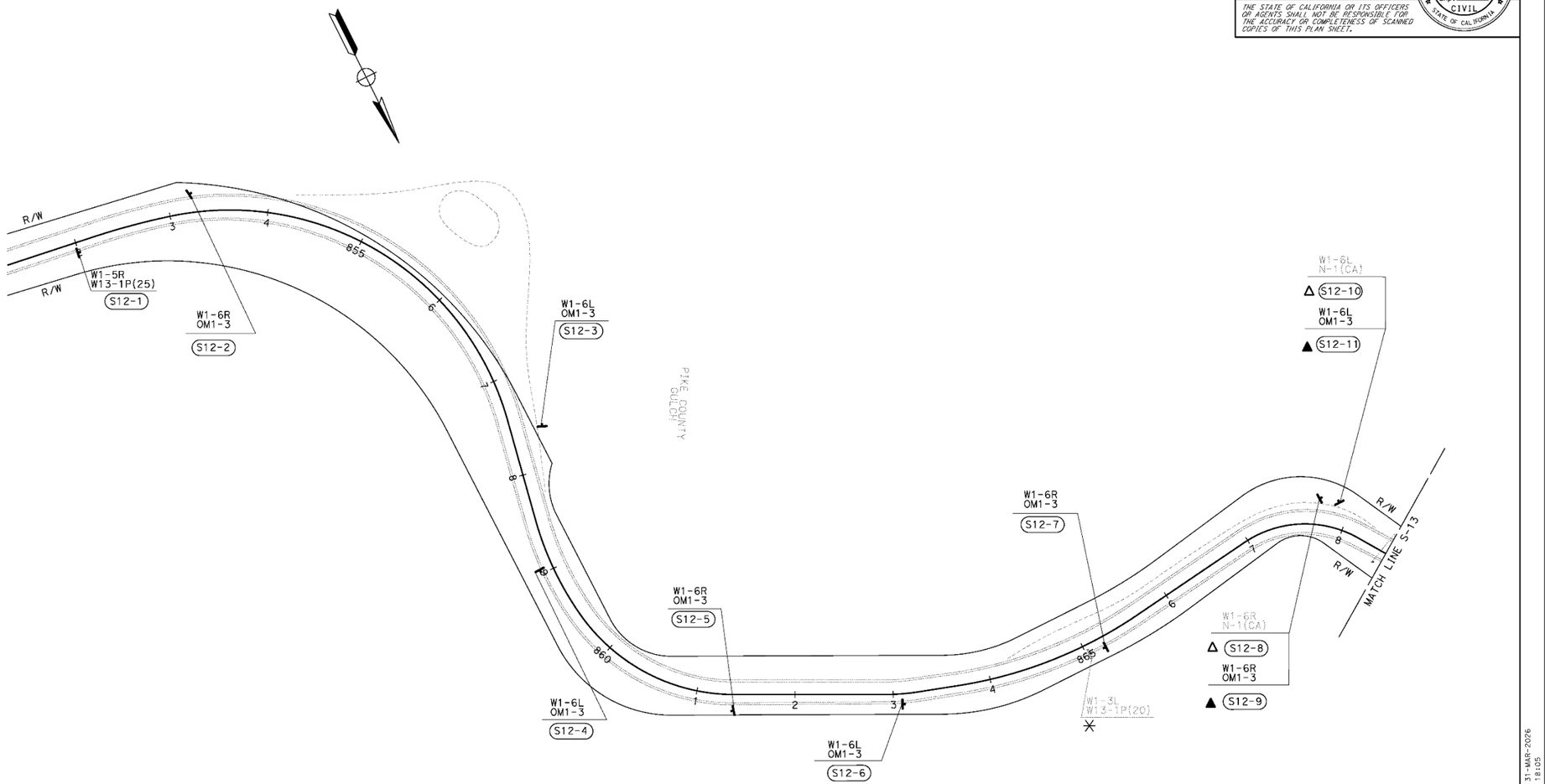
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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SIGN PLAN
NO SCALE

S-12

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FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC

FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN
REVISED BY: XX
DATE REVISED: XX-XX-XX

LAST REVISION: XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:05

BORDER LAST REVISED 1/4/2023
USERNAME => P311143
DGN FILE => 0424000307od012.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0698
PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

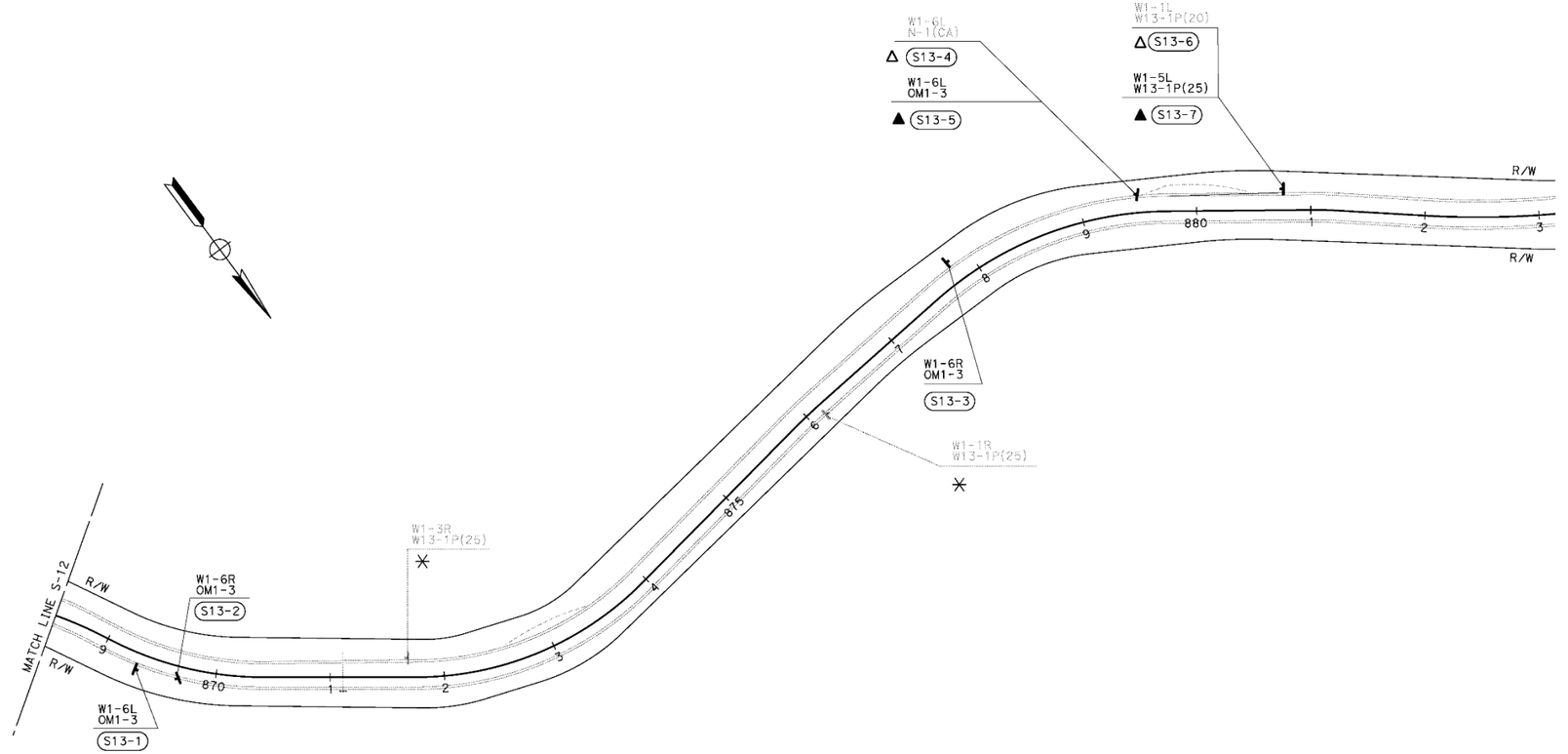
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC

FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN
REVISED BY: XX
DATE REVISED: XX-XX-XX

LAST REVISION XX-XX-XX | DATE PLOTTED => 31-MAR-2026 | TIME PLOTTED => 18:05

BORDER LAST REVISED 1/4/2023 | USERNAME => P311143 | DGN FILE => 0424000307od013.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0698 | PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

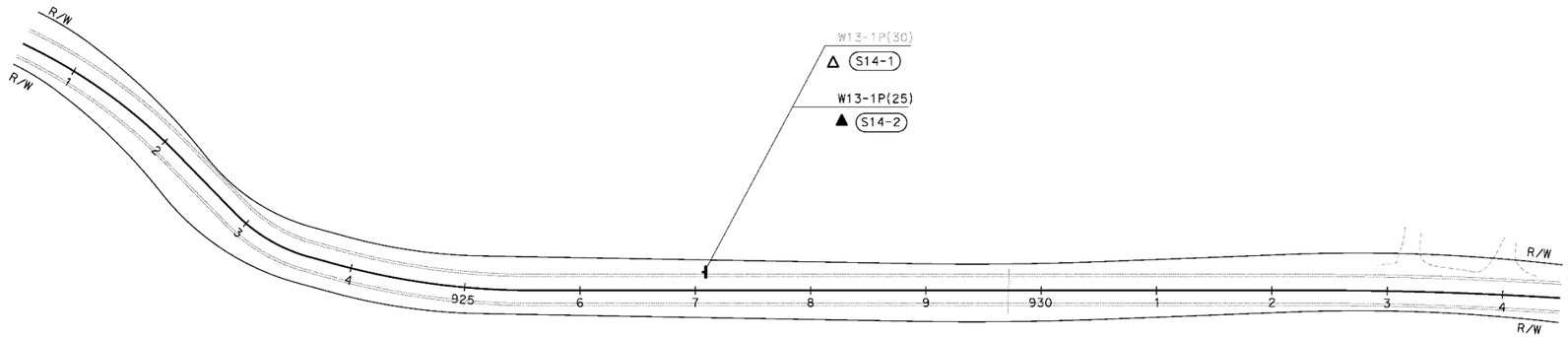
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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APPROVED FOR SIGN WORK ONLY

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SIGN PLAN
NO SCALE

S-14

CALCULATED-DESIGNED BY	RUNLIN RUAN	REVISED BY	XX	
CHECKED BY	GEORGE GIN	DATE REVISED	XX-XX-XX	
FUNCTIONAL SUPERVISOR	CHALIT SUNTHUDKAM			
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	TRAFFIC			

LAST REVISION XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:06

BORDER LAST REVISED 1/4/2023 | USERNAME => P311143 DGN FILE => 0424000307ca014.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0698 | PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

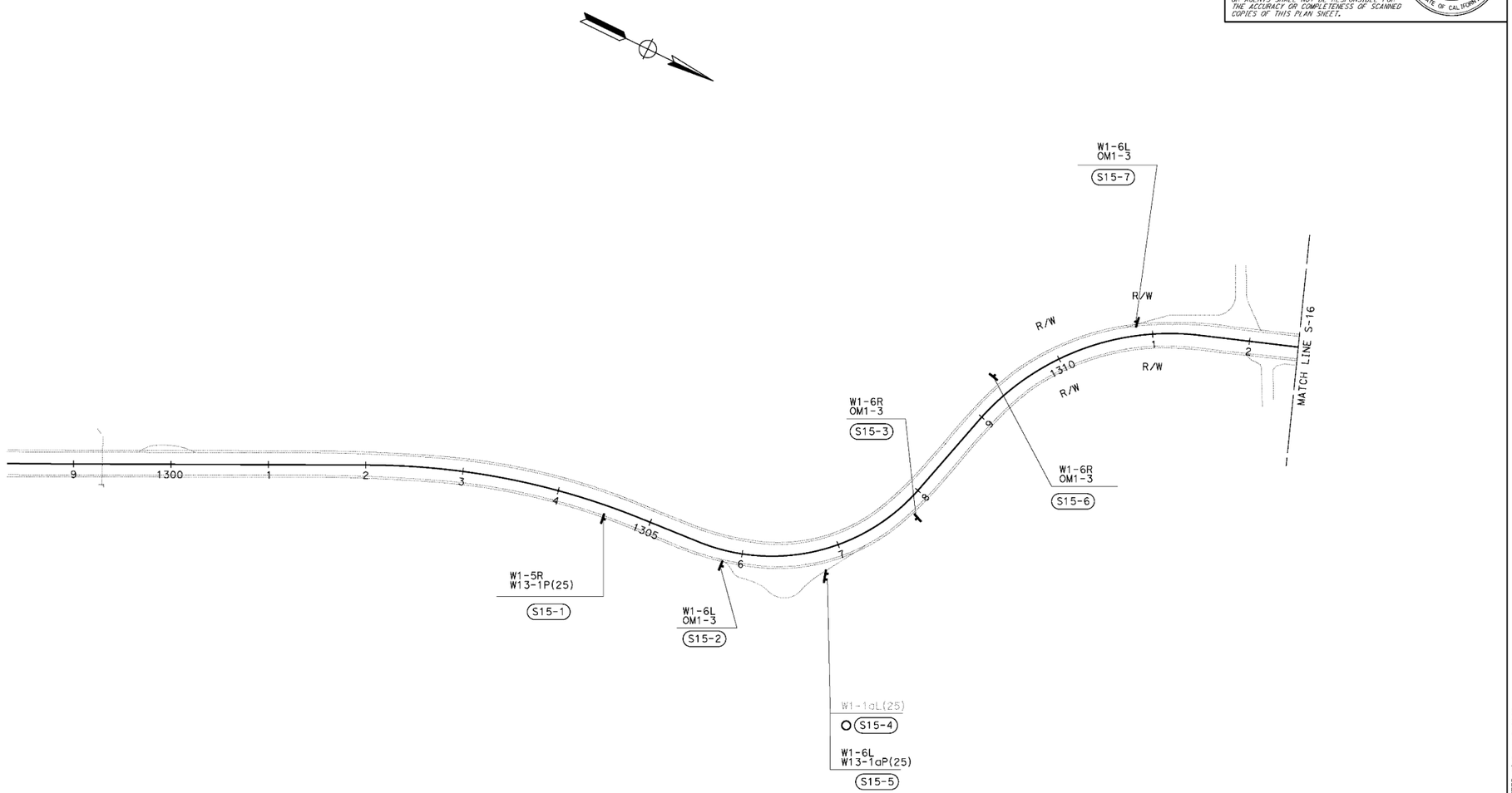
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
No.
Exp. CIVIL
STATE OF CALIFORNIA



SIGN PLAN
NO SCALE

S-15

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FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC

FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN

REVISED BY	DATE REVISED
XX	XX-XX-XX

LAST REVISION XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:06

BORDER LAST REVISED 1/4/2023

USERNAME => P311143
DGN FILE => 0424000307aa015.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0698

PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

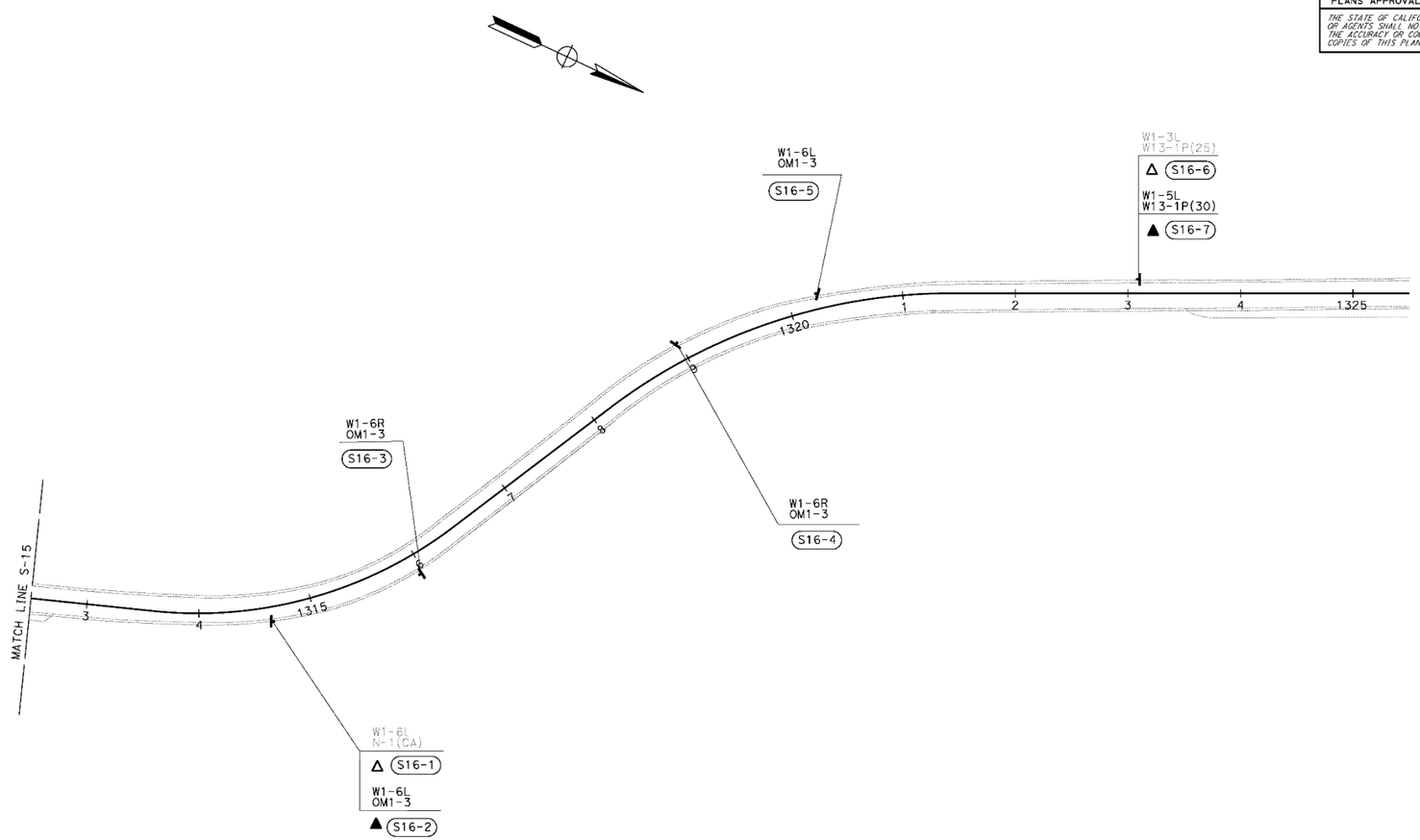
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-16

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
TRAFFIC
FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN
REVISED BY: XX
DATE REVISED: XX-XX-XX
LAST REVISION: XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:06

BORDER LAST REVISED 1/4/2023
USERNAME => P311143
DGN FILE => 0424000307od016.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0698
PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

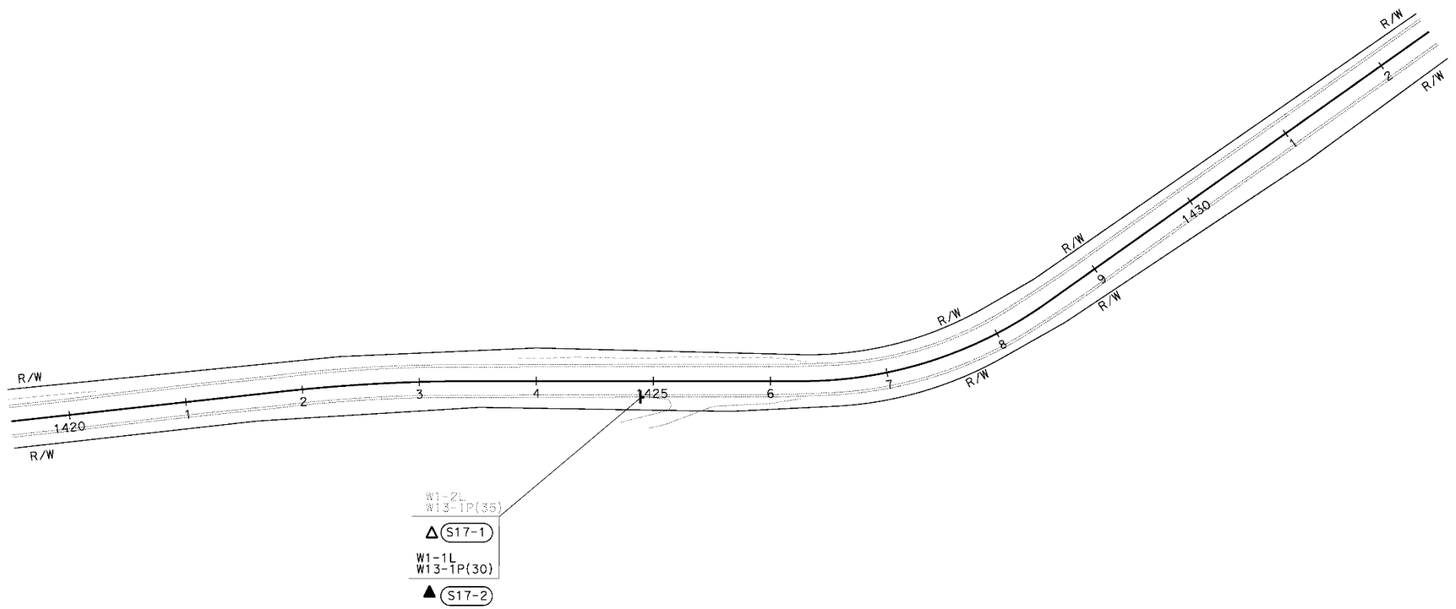
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-17

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	XX
Caltrans	CHALIT SUNTHUDKAM	CHECKED BY	DATE REVISED	XX-XX-XX
TRAFFIC		RUNLIN RUAN		
		GEORGE GIN		

LAST REVISION XX-XX-XX DATE PLOTTED => 31-MAR-2026 TIME PLOTTED => 18:06

BORDER LAST REVISED 1/4/2023 | USERNAME => P311143 DGN FILE => 0424000307oa017.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0698 | PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

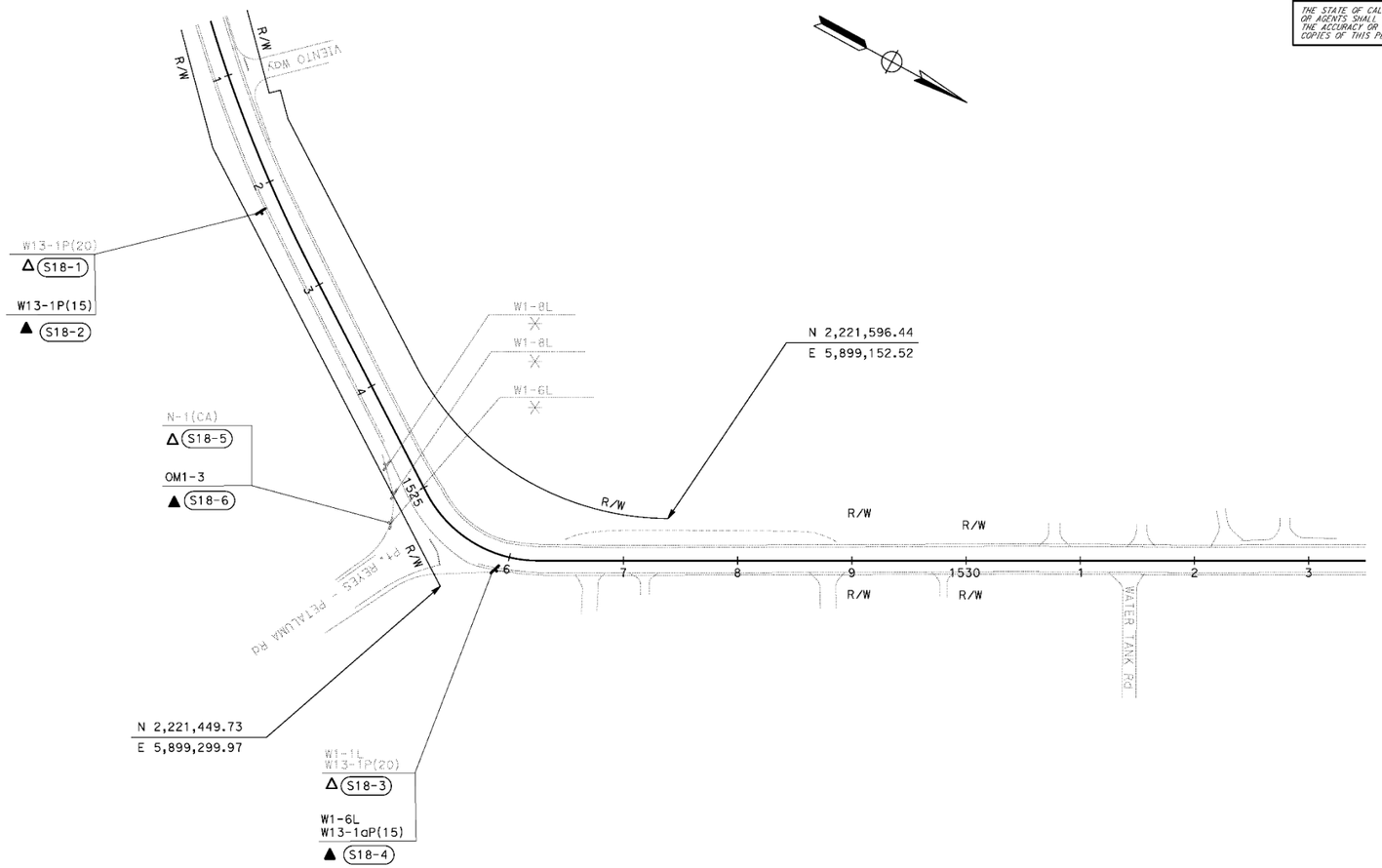
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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SIGN PLAN
NO SCALE

S-18

APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC

FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM

CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN

REVISED BY	DATE REVISED
XX	XX-XX-XX

LAST REVISION XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:06

BORDER LAST REVISED 1/4/2023

USERNAME => P311143
DGN FILE => 0424000307ca018.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0698

PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

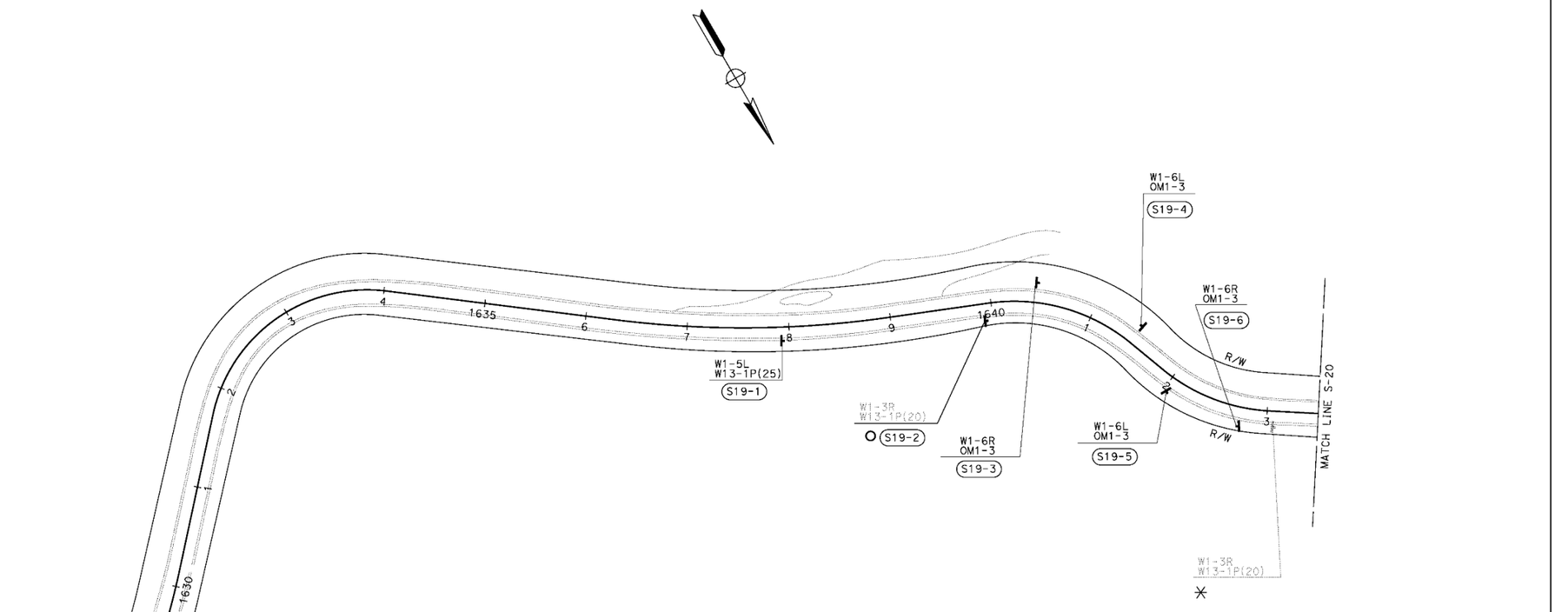
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-19

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans TRAFFIC
FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN
REVISED BY: XX
DATE REVISED: XX-XX-XX
LAST REVISION: XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:07

BORDER LAST REVISED 1/4/2023 | USERNAME => P311143 | DGN FILE => 0424000307sa019.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0698 | PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

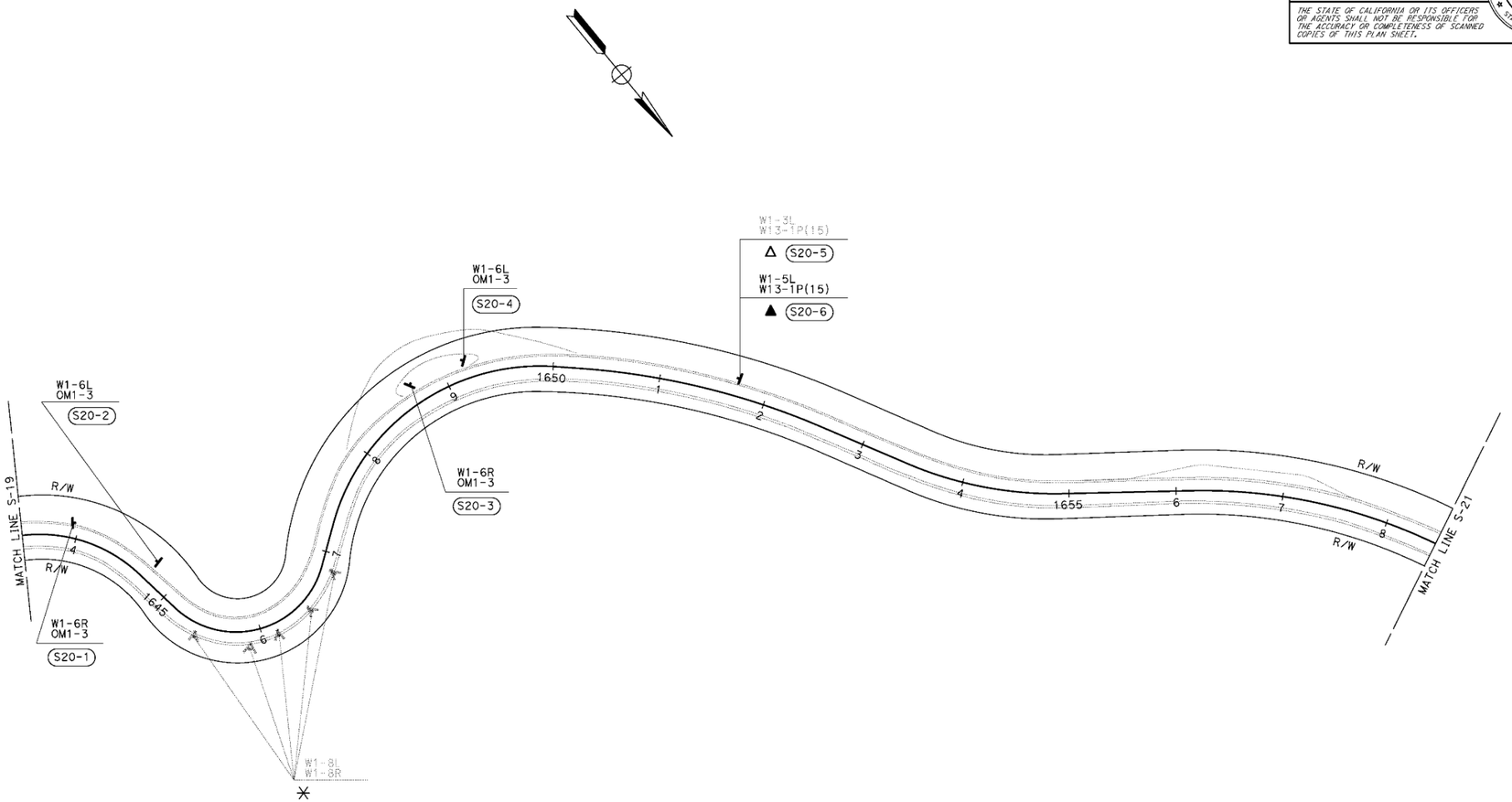
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA



APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-20

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC
FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN
REVISED BY: XX
DATE REVISED: XX-XX-XX

BORDER LAST REVISED 1/4/2023
USERNAME => P311143
DGN FILE => 0424000307oa020.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0698
PROJECT NUMBER & PHASE 0424000307
LAST REVISION XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:07

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

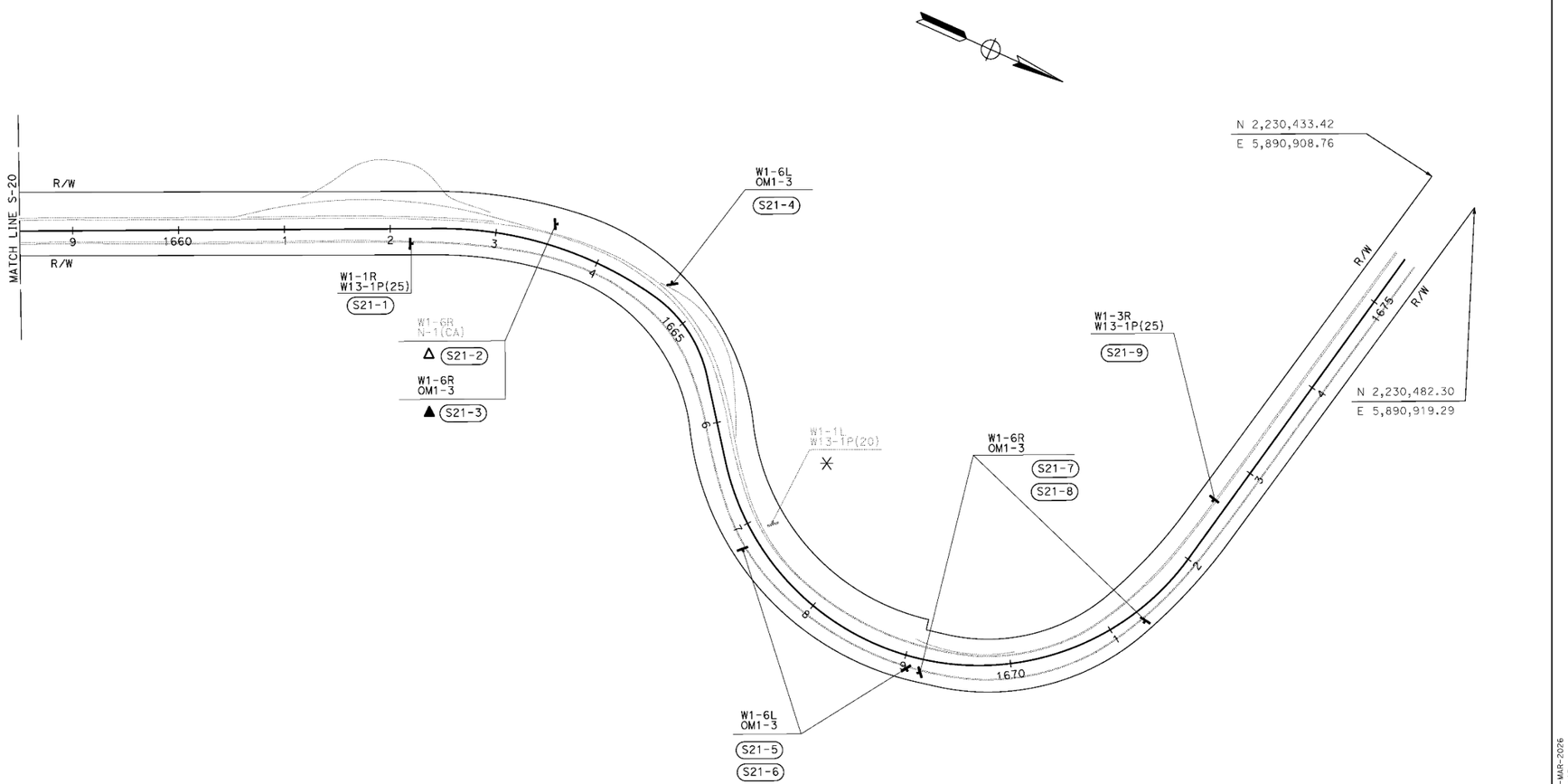
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-21

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
TRAFFIC
FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN
REVISED BY: XX
DATE REVISED: XX-XX-XX
LAST REVISION: XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:07

BORDER LAST REVISED 1/4/2023
USERNAME => P311143
DGN FILE => 0424000307oa021.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0698
PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

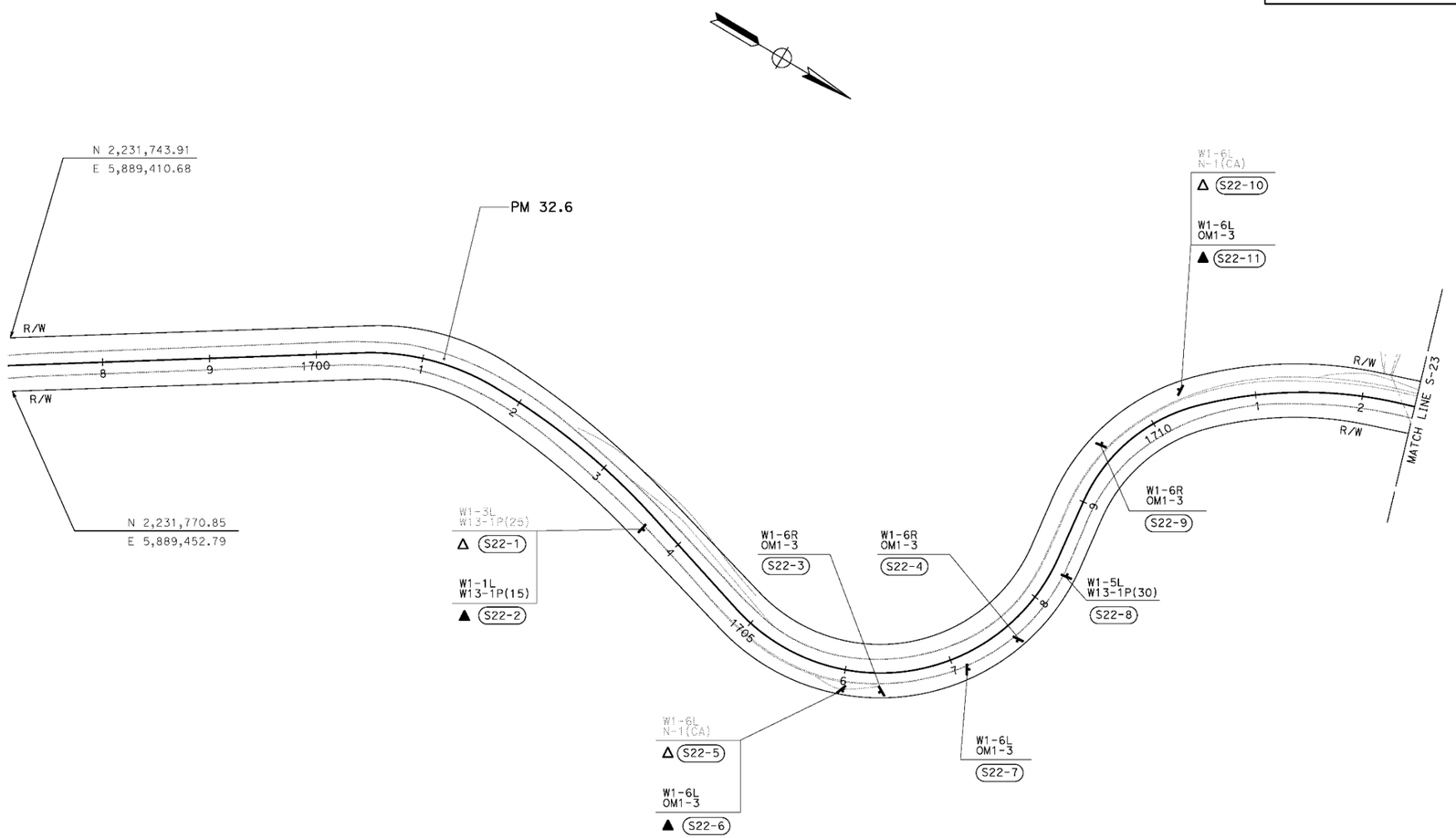
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



SIGN PLAN
NO SCALE

APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

S-22

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC
FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
XX
XX-XX-XX

LAST REVISION XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:07

BORDER LAST REVISED 1/4/2023
USERNAME => P311143
DGN FILE => 0424000307oa022.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0698
PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

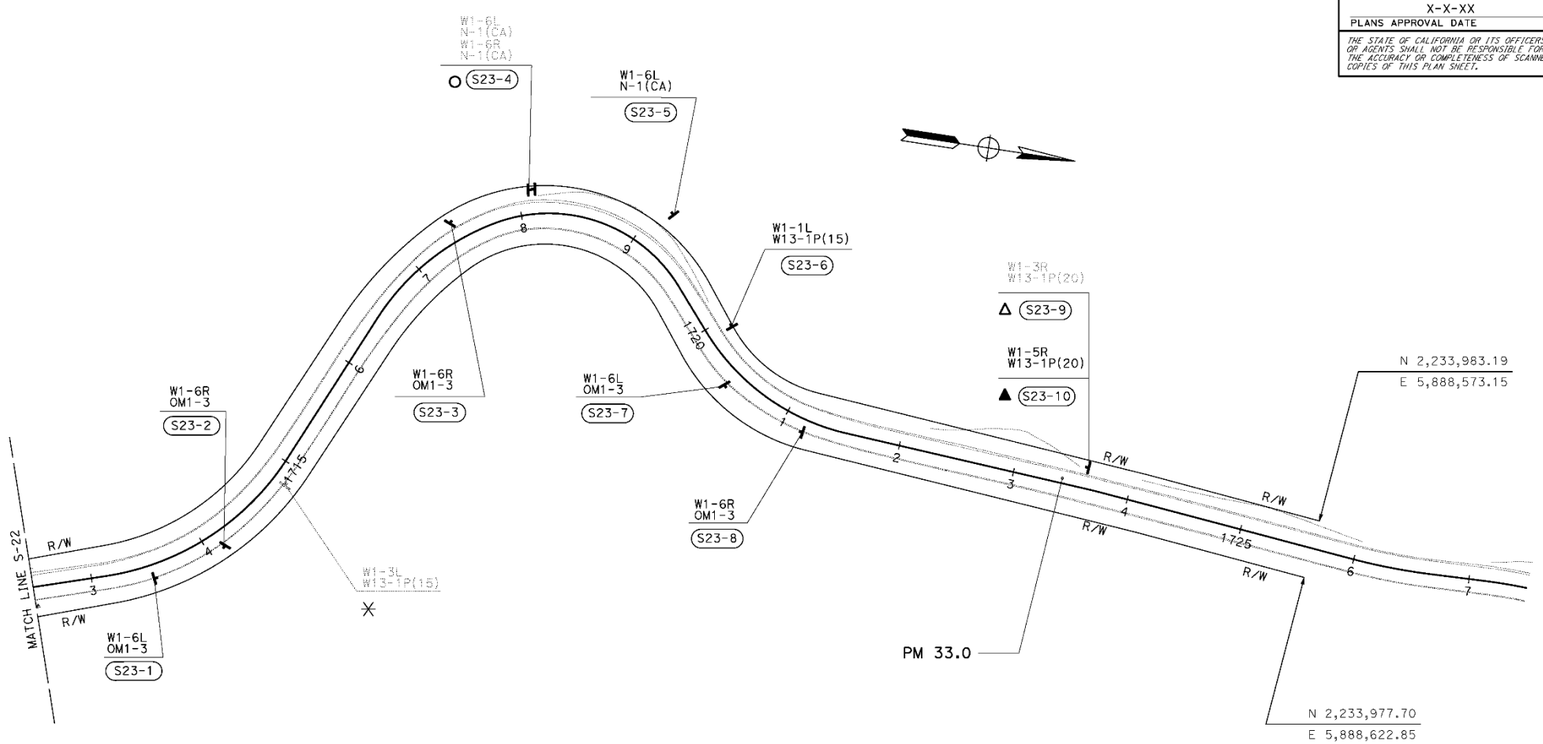
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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SIGN PLAN
NO SCALE

S-23

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC

FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN
REVISED BY: XX
DATE REVISED: XX-XX-XX

LAST REVISION: DATE PLOTTED => 8-APR-2026 TIME PLOTTED => 13:28

BORDER LAST REVISED 1/4/2023

USERNAME => P311143
DGN FILE => 0424000307oa023.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0698

PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

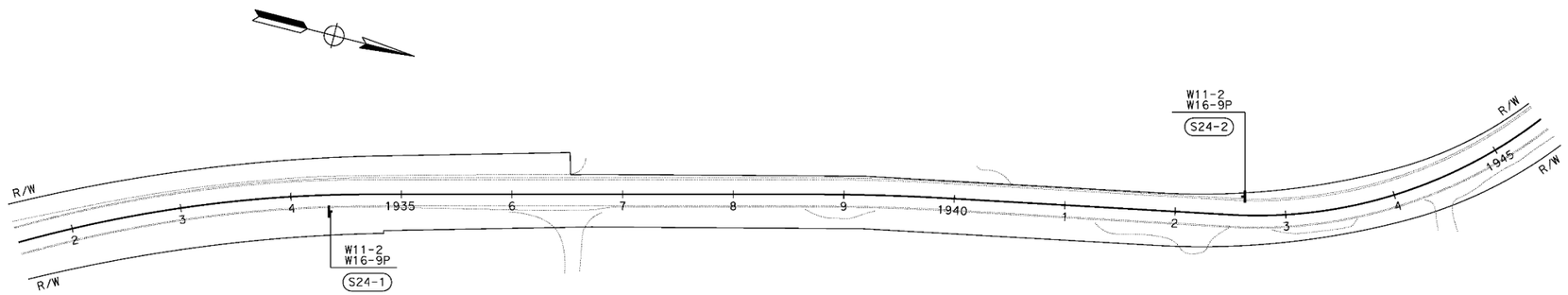
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-24

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
TRAFFIC
FUNCTIONAL SUPERVISOR: CHALIT SUNTHUKAM
CALCULATED-DESIGNED BY
CHECKED BY
RUNLIN RUAN
GEORGE GIN
REVISED BY
DATE REVISED
XX
XX-XX-XX

LAST REVISION XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:08

BORDER LAST REVISED 1/4/2023

USERNAME => P311143
DGN FILE => 0424000307od024.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0698

PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

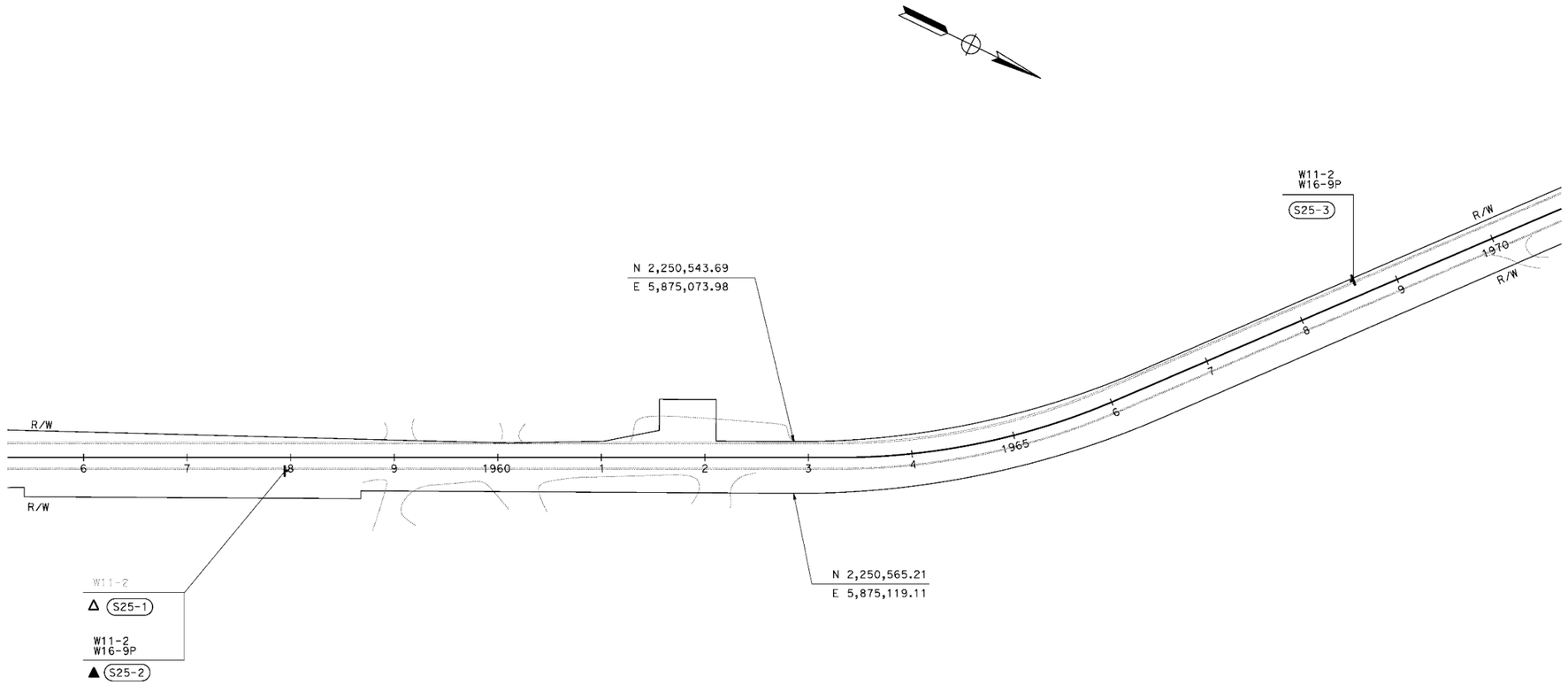
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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SIGN PLAN
NO SCALE

S-25

APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC

FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM

CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN

REVISED BY: XX
DATE REVISED: XX-XX-XX

LAST REVISION: XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:08

BORDER LAST REVISED 1/4/2023

USERNAME => P311143
DGN FILE => 0424000307aa025.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0698

PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

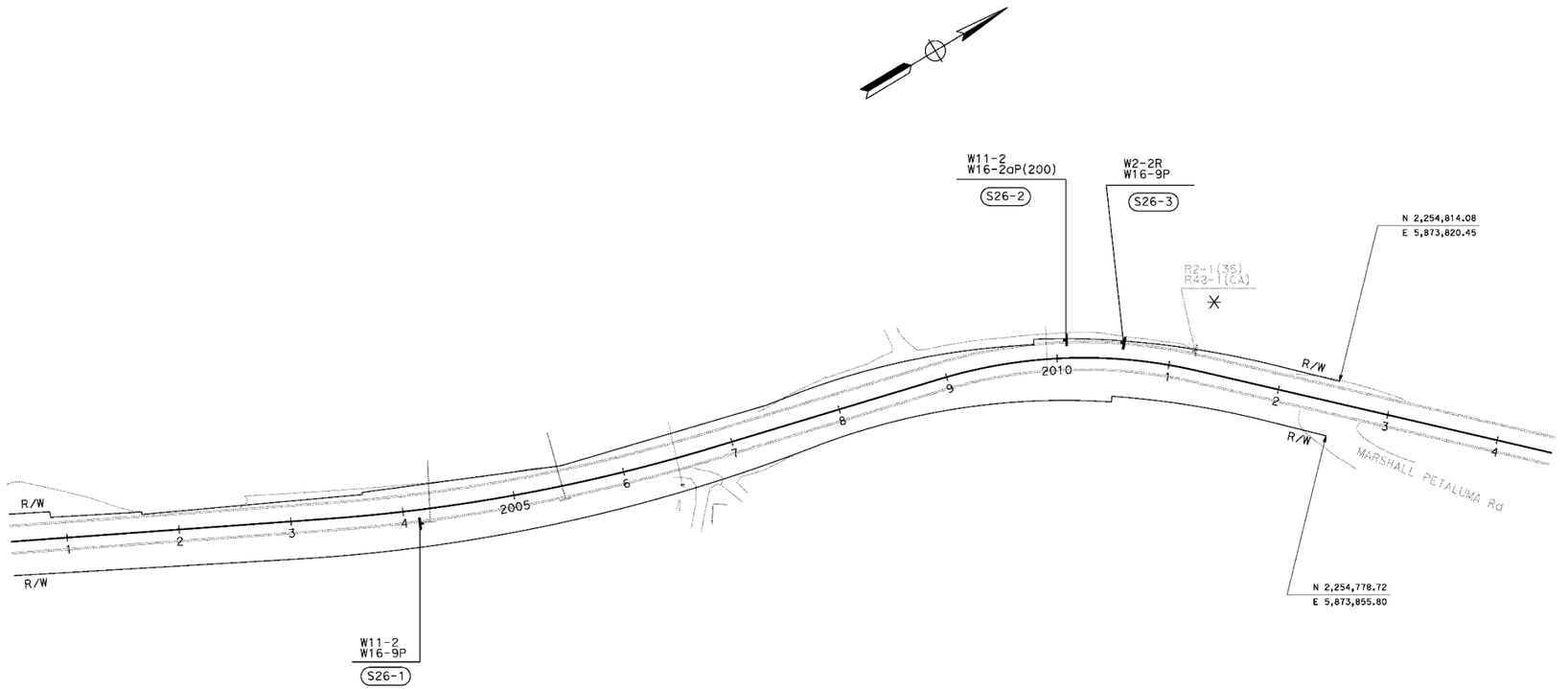
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



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FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-26

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
TRAFFIC
FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY
CHECKED BY
RUNLIN RUAN
GEORGE GIN
REVISED BY
DATE REVISED
XX
XX-XX-XX

LAST REVISION XX-XX-XX DATE PLOTTED => 31-MAR-2026 TIME PLOTTED => 18:08

BORDER LAST REVISED 1/4/2023

USERNAME => P311143
DGN FILE => 0424000307od026.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0698

PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

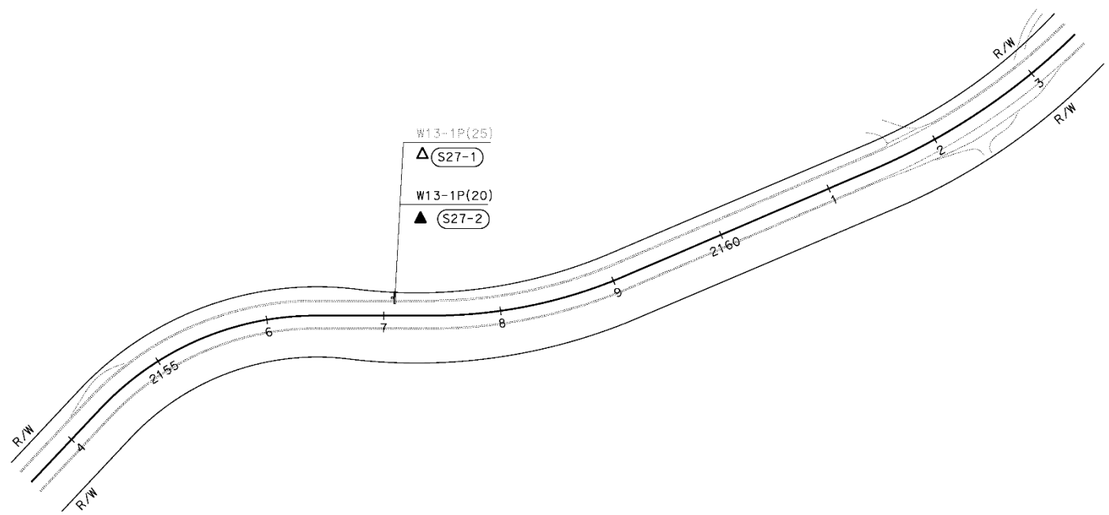
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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SIGN PLAN
NO SCALE

S-27

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	
Caltrans	CHALIT SUNTHUDKAM	CHECKED BY	
TRAFFIC			

REVISED BY	DATE REVISED
XX	XX-XX-XX

RUNLIN RUAN
GEORGE GIN

LAST REVISION XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:08

BORDER LAST REVISED 1/4/2023

USERNAME => P311143
DGN FILE => 0424000307ca027.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0698

PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

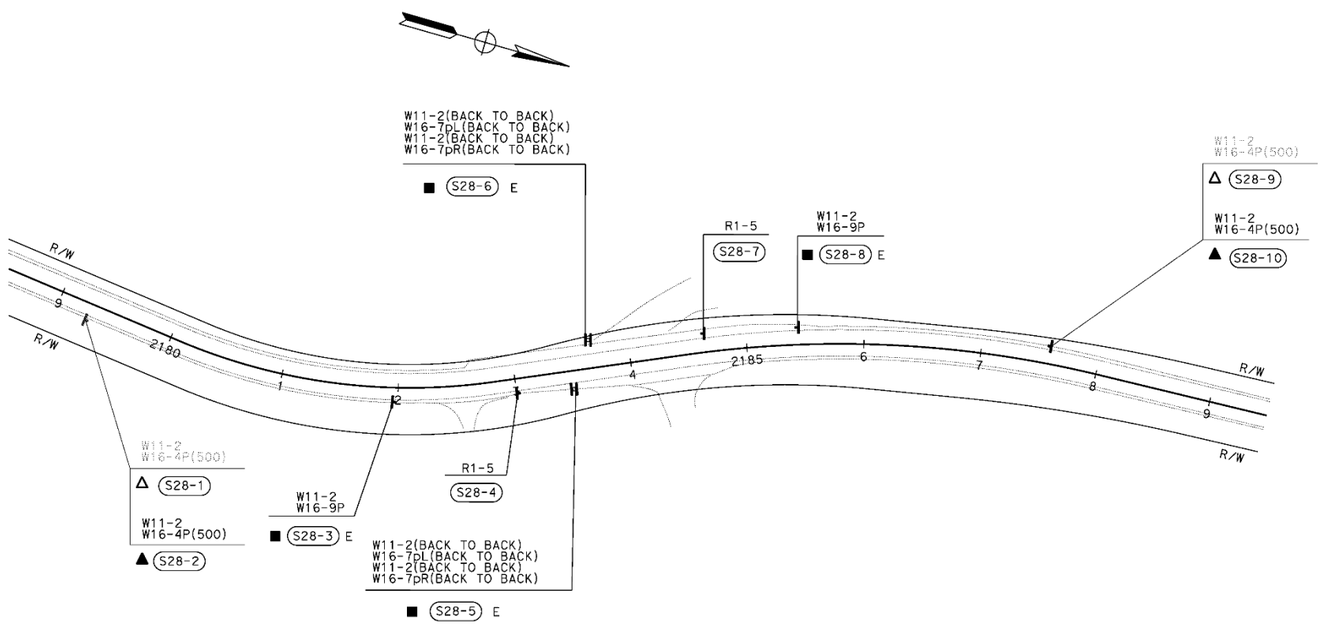
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN

NO SCALE

S-28

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC

FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM

CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN

REVISED BY | XX
DATE REVISED | XX-XX-XX

LAST REVISION: DATE PLOTTED => 31-MAR-2026 TIME PLOTTED => 18:09
XX-XX-XX

BORDER LAST REVISED 1/4/2023

USERNAME => P311143
DGN FILE => 0424000307oa028.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0698

PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

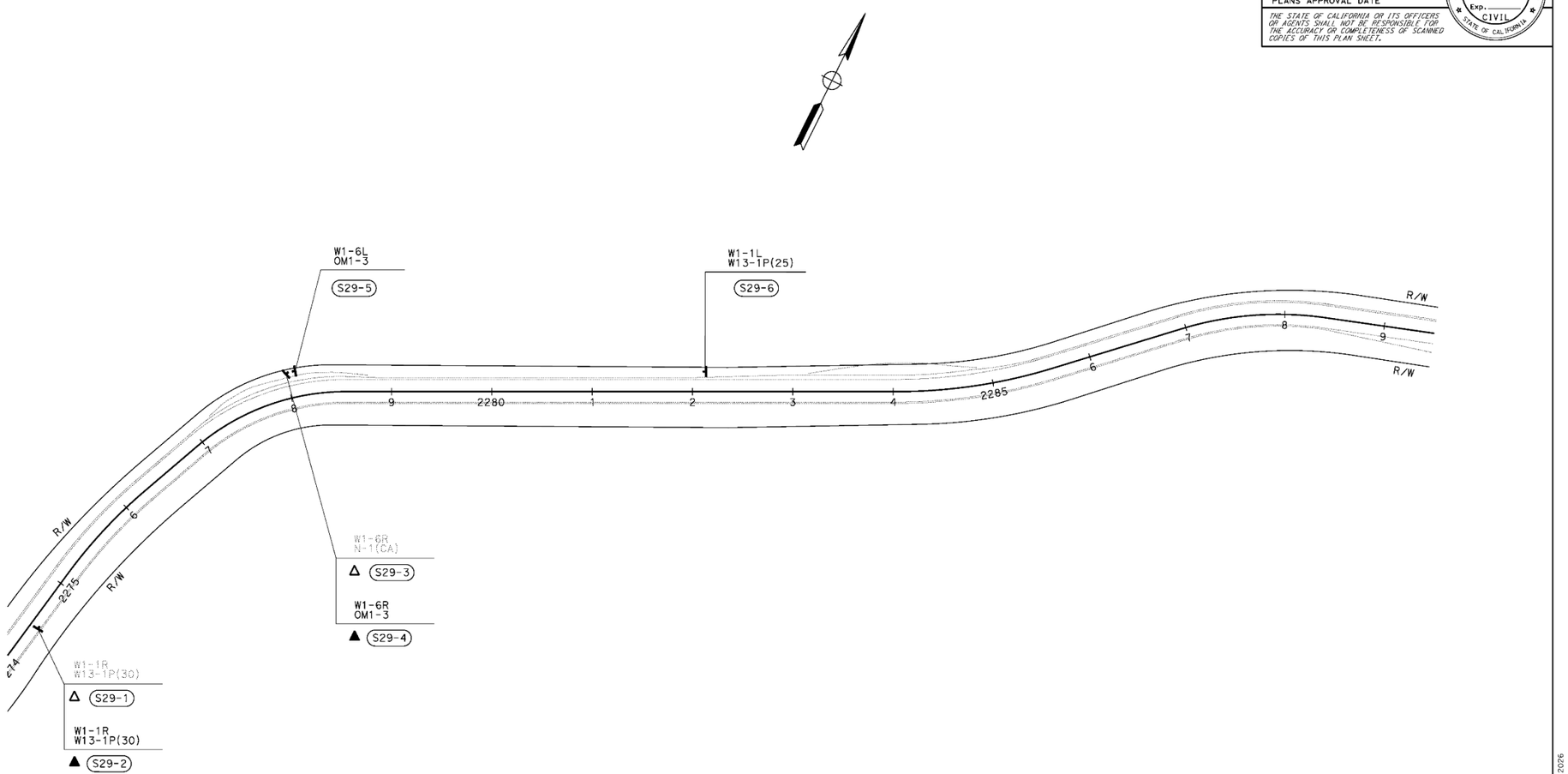
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-29

CALCULATED-DESIGNED BY	RUNLIN RUAN
CHECKED BY	GEORGE GIN
FUNCTIONAL SUPERVISOR	CHALIT SUNTHUDKAM
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	TRAFFIC
REVISED BY	XX
DATE REVISED	XX-XX-XX
LAST REVISION	XX-XX-XX
DATE PLOTTED	=> 31-MAR-2026
TIME PLOTTED	=> 18:09

BORDER LAST REVISED 1/4/2023

USERNAME => P311143
DGN FILE => 0424000307oo029.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0698

PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

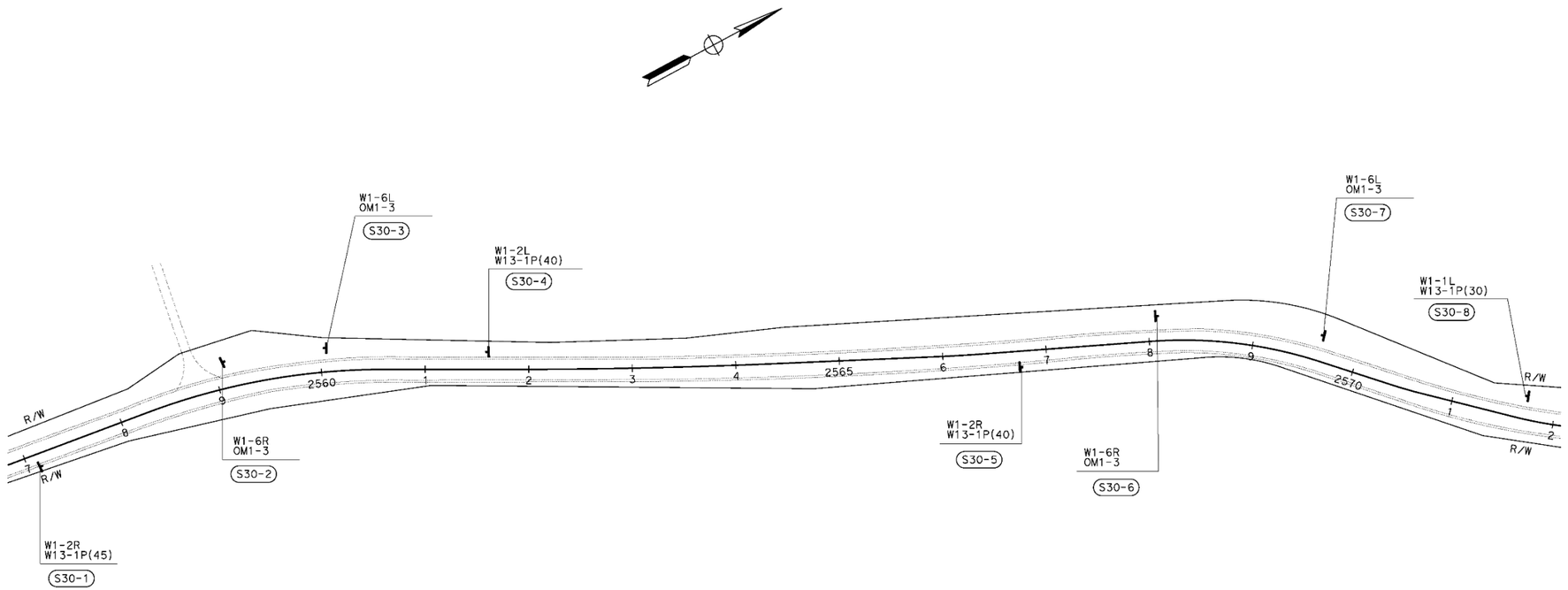
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA



APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-30

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
TRAFFIC
FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN
REVISED BY: XX
DATE REVISED: XX-XX-XX
LAST REVISION: XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:09

BORDER LAST REVISED 1/4/2023
USERNAME => P311143
DGN FILE => 0424000307od030.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0698
PROJECT NUMBER & PHASE 0424000307

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

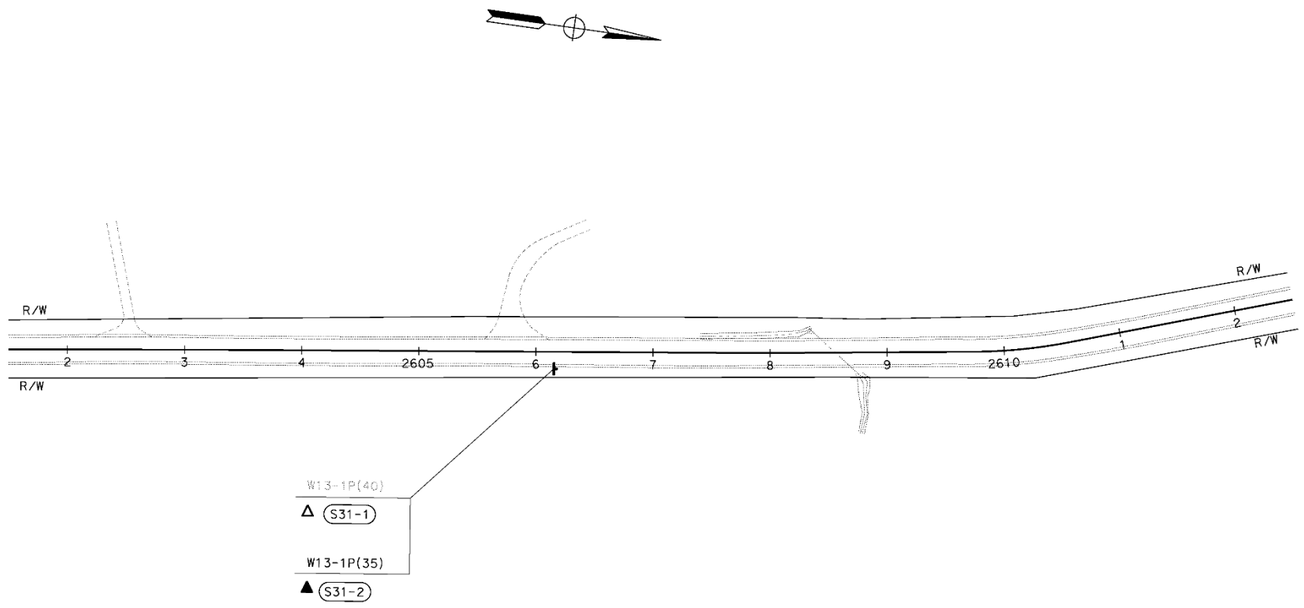
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	0/50.50		

REGISTERED CIVIL ENGINEER DATE

X-X-XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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APPROVED FOR SIGN WORK ONLY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET S-1

SIGN PLAN
NO SCALE

S-31

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
TRAFFIC

FUNCTIONAL SUPERVISOR: CHALIT SUNTHUDKAM
CALCULATED-DESIGNED BY: RUNLIN RUAN
CHECKED BY: GEORGE GIN
REVISED BY: XX
DATE REVISED: XX-XX-XX

LAST REVISION: XX-XX-XX
DATE PLOTTED => 31-MAR-2026
TIME PLOTTED => 18:09

BORDER LAST REVISED 1/4/2023
USERNAME => P311143
DGN FILE => 0424000307aa031.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0698
PROJECT NUMBER & PHASE 0424000307