

Little Walker Shoulders

09-Mono-395-PM 93.4-95.7

EA 09-357800/ID #09-1300-0007

SCH No.:

Initial Study with Proposed Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation

April 2015



General Information About This Document

Please read this Initial Study. Additional copies of this document are available for review at the Caltrans district office at 500 South Main Street, Bishop, CA 93514.

The document can also be accessed electronically at the following website: www.dot.ca.gov .

After comments are received from the public and 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 build all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Angela Calloway, 500 South Main Street Bishop, CA 93514; 760-872-2424, or use California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711

Shoulder Widening on US Route 395, from post miles 93.4 to 95.7, in Mono 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

May 1, 2015
Date of Approval


Angela Calloway
Senior Environmental Planner
California Department of Transportation

- If you have any concerns about the project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:
Angela Calloway
Eastern Sierra Environmental Branch
California Department of Transportation
500 South Main Street
Bishop, CA 93514
- Submit comments via email to: Angela.Calloway@dot.ca.gov.
- Submit comments by the deadline: June 12, 2015.

Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to widen the shoulders on U.S. Route 395 between the post miles (PM) of 93.4 to 95.7, Mono County, California. In this location shoulders will be widened from two feet to eight feet, the existing metal beam guard rail (MBGR) will be removed and replaced to comply with the latest standards, a drainage dike will be installed, a steel crib wall will be constructed at post miles 93.4 and 95.1 and coated with context sensitive stain color, the existing drainage inlets will be raised, three curves will be constructed to comply with current super elevation requirements, slopes will be stabilized at two locations by constructing anchored wire mesh and the project location will be re-vegetated with native species.

Widening shoulders to eight feet and installing rumble strips have been shown to reduce run-off-the-road accidents by providing drivers more recovery area and alerting motorists to stay in the traveled way. Widening the pavement will also provide more area for motorists to pull off of the traveled way, facilitate a safer route for bicyclists and pedestrians, and allow Caltrans' Maintenance forces to better maintain the highway.

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 on the project is final. This Mitigated Negative Declaration is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons.

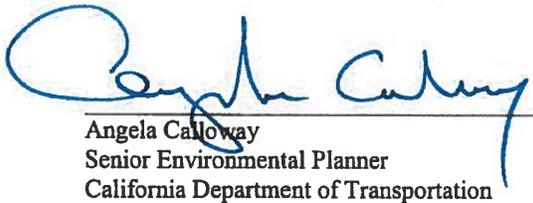
Caltrans has prepared an Initial Study for this project and, following public review, has determined from this study that the project would not have a significant effect on the environment for the following reasons.

The proposed project would have no effect on: Agriculture, Air Quality, Geology, Greenhouse Gases, Hazardous Waste, Hydrology, Land Use, Mineral Resources, Noise, Population, Public Services, Recreation, Transportation, Traffic, or Utilities.

In addition, the proposed project would have no significant effect on: Cultural Resources.

In addition, the proposed project would have no significantly adverse effect on Biological or Visual Resources because the following mitigation measures would reduce potential effects to insignificance:

- Impacts to wetland areas shall be mitigated. Mitigation will include either conservation banking or the purchase of mitigation land in partnership with Land Trusts or the California Department of Fish and Wildlife (CDFW) as well as Lahontan Regional Water Quality Control Board (RWQCB) and the U.S. Army Corps of Engineers (ACOE). Impacts to wetland habitat will require a ACOE Section 404 permit and a Lahontan RWQCB 401 Certification. Impacts to riparian vegetation will require a CDFW 1602 Lake and Streambed Alteration Agreement (SAA).
- In order to prevent impacting sensitive habitat outside of the project impact area, Caltrans will establish environmentally sensitive area (ESA) fencing around sensitive areas and biological monitoring will be conducted of the ESA's during construction.
- Other avoidance and minimization measures, as well as Best Management Practices, such as pre-construction surveys, construction windows, and training will further prevent impacts to special-status species or their habitat.
- Visual issues will be minimized by re-vegetation with native plants and by aesthetic treatments to allow aspects of the project to blend in with the surrounding natural environment.


Angela Calloway
Senior Environmental Planner
California Department of Transportation

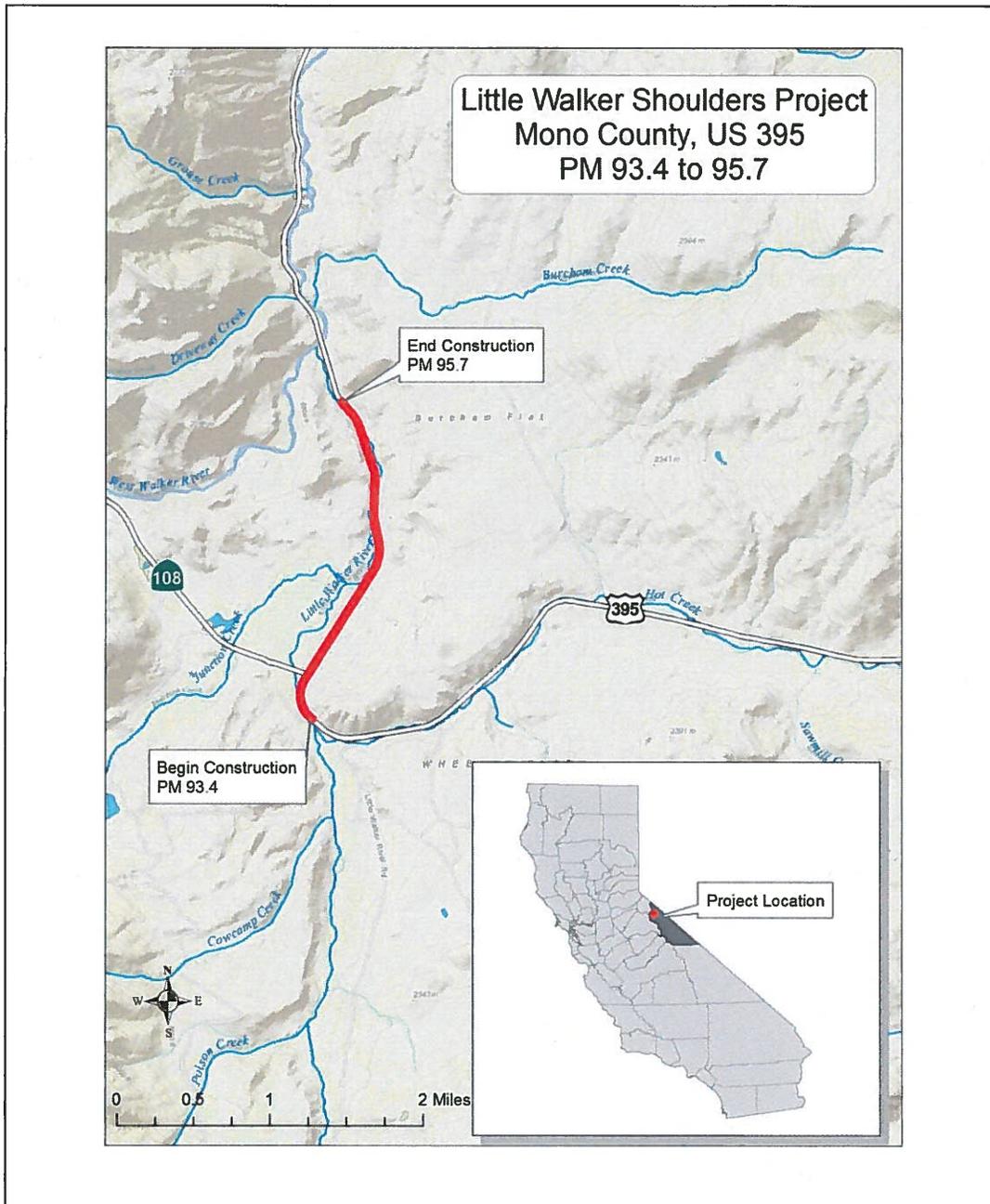
May 1, 2015
Date

Project Description and Background

Project Title

Little Walker Shoulders

Project Location and Vicinity Map



Description of Project

The California Department of Transportation (Caltrans) proposes improvements on U.S. Route 395 between the post miles (PM) of 93.4 to 95.7, Mono County, California. In this location shoulders will be widened from two feet to eight feet, the existing metal beam guard rail (MBGR) will be removed and replaced to comply with the latest standards, a drainage dike will be installed, a steel crib wall will be constructed at post miles 93.4 and 95.1 and coated with context sensitive stain color, the existing drainage inlets will be raised, three curves will be constructed to comply with current super elevation requirements, slopes will be stabilized at two locations by constructing anchored wire mesh and the project location will be re-vegetated with native species.

Widening shoulders to eight feet and installing rumble strips have been shown to reduce run-off-the-road accidents by providing drivers more recovery area and alerting motorists to stay in the traveled way. Widening the pavement will also provide more area for motorists to pull off of the traveled way, facilitate a safer route for bicyclists and pedestrians, and allow Caltrans' Maintenance forces to better maintain the highway.

Surrounding Lands Uses and Setting

The project is located in a highly rural setting with virtually no human development and abundant open space. The zoning by Mono County is OS- Open Space; RS- Resource Management; and SH-State Highway.

Other Public Agencies Whose Approval is Required

California Department of Fish and Wildlife (CDFW); Army Corp of Engineers (ACOE); Lahontan Regional Water Quality Control Board (RWQCB)

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	Mitigation	In progress
California Department of Fish and Wildlife	1602 Permit	In progress
Army Corp of Engineers	Section 404 permit	In progress
Regional Water Quality Control Board	401 Permit/Cert	In progress

CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicated no impacts. A NO IMPACT answer in the last column reflects this determination. Where a clarifying discussion is needed, the discussion either follows the applicable section in the checklist or is placed within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA—not NEPA—impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

Potential impacts to the scenic corridor may occur to the Scenic Highway within the project limits between PM 93.4 and PM 95.7; however they will be minimized through context sensitive design solutions. See "Additional Explanations for Questions in the Impacts Checklist" on page 18.

II. AGRICULTURE AND FOREST 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, Forest Legacy Assessment Project, and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide 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?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Conflict with existing zoning for, 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))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

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?

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

a) Conflict with or obstruct implementation of the applicable air quality plan?

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

d) Expose sensitive receptors to substantial pollutant concentrations?

e) Create objectionable odors affecting a substantial number of people?

IV. BIOLOGICAL RESOURCES: Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 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 or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Explanation:

Impacts to riparian and wetland habitat will occur with the construction of the proposed project between PM 93.4 and PM 95.7. See Natural Environmental Study (April 2015) and “*Additional Explanations for Questions in the Impacts Checklist*” on page 17.

V. CULTURAL RESOURCES: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VI. GEOLOGY AND SOILS: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VII. GREENHOUSE GAS EMISSIONS: Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

- 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?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- 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?
- 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 for people residing or working in the project area?
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

IX. HYDROLOGY AND WATER QUALITY: Would the project:

- a) Violate any water quality standards or waste discharge requirements?
- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?
- f) Otherwise substantially degrade water quality?

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- j) Inundation by seiche, tsunami, or mudflow?

X. LAND USE AND PLANNING: Would the project:

- a) Physically divide an established community?
- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

XI. MINERAL RESOURCES: Would the project:

- 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?
- 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?

XII. NOISE: Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- 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 expose people residing or working in the project area to excessive noise levels?

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial 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)?

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

XIV. 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?

Police protection?

Schools?

Parks?

Other public facilities?

XV. 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?

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?

XVI. TRANSPORTATION/TRAFFIC: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to 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?

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)?

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Additional Explanations for Questions in the Impacts Checklist

I. Aesthetics (checklist questions c)

Affected Environment

Minor visual impacts to the roadside along the Eastern Sierra Scenic Byway will occur as a result of construction of the proposed project between PM 93.4 and PM 95.7.

Environmental Consequences

The paved shoulders within the project limits will be widened to a standard eight feet. This will increase the paved surface of the roadway by a total width of 16 feet. The addition of anchored wire mesh/cable drape will add two large manmade features visible from the roadway at two locations. The existing cut slopes will be re-contoured and will require the removal of vegetation since the last time the cut slopes were excavated. A small retaining wall will be constructed below the roadway on a fill slope which may be visible to recreationalists along the Little Walker River.

Avoidance, Minimization, and/or Mitigation Measures

The cable drape/wire mesh will be aesthetically treated with color (such as Natina) to allow it to blend in with the surrounding natural environment. Disturbed slopes will be reseeded with native plant species commonly found within the project area. The retaining wall will be aesthetically treated to help it blend in with the natural environment.

IV. Biological Resources (checklist questions a, b, c and d) –Deer, Riparian, and Wetlands

Affected Environment

Impacts to deer migration, riparian, and wetland habitat will occur as a result of construction of the proposed project between PM 93.4 and PM 95.7.

Environmental Consequences

It is anticipated that this project is not likely to adversely impact mule deer. It is anticipated that permanent removal of some minor riparian and wetland areas will result due to constructing the proposed project.

Avoidance, Minimization, and/or Mitigation Measures

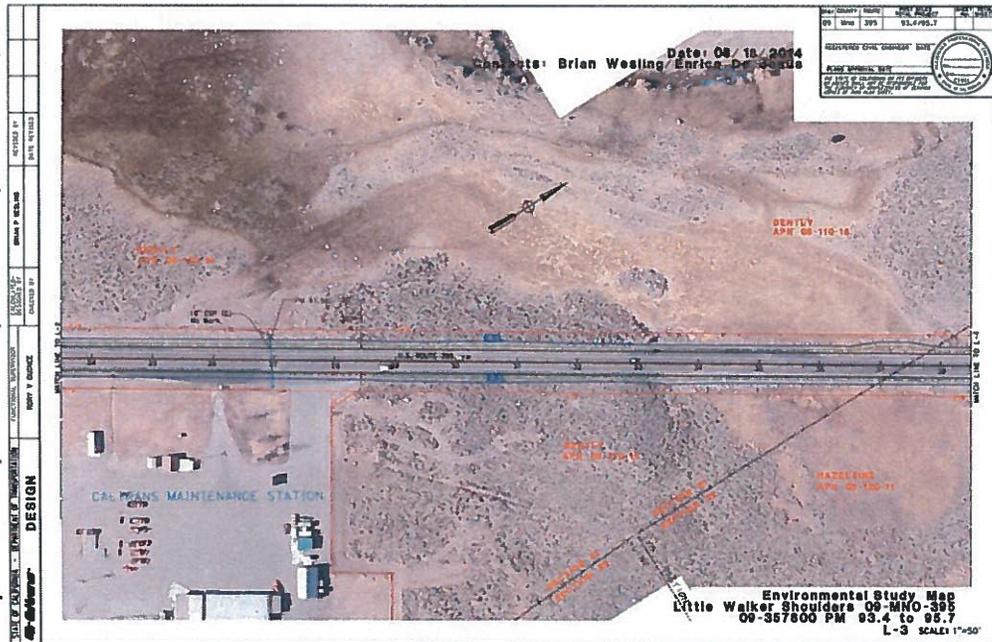
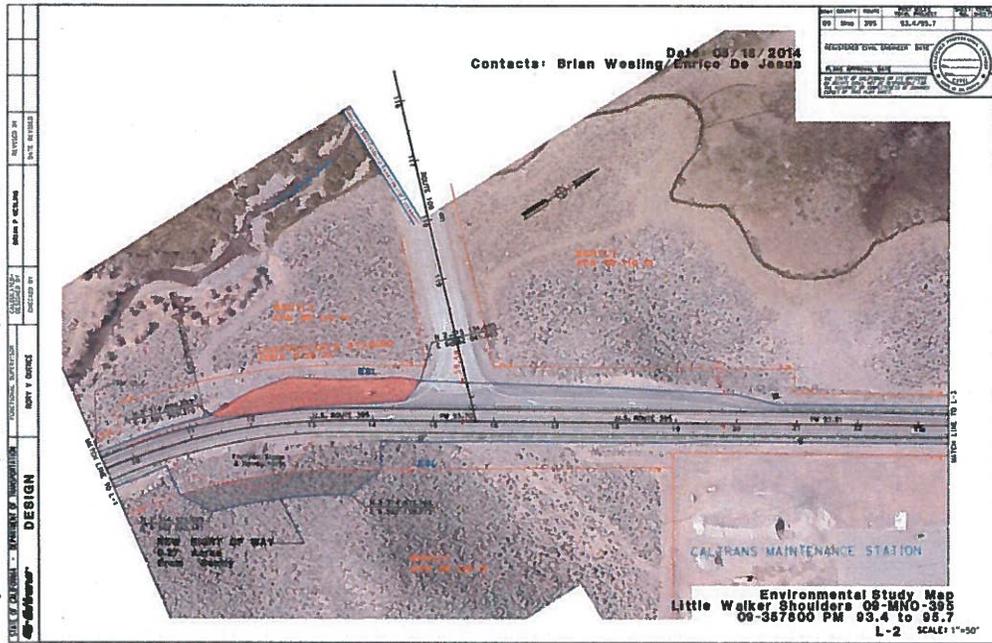
Riparian and Wetlands

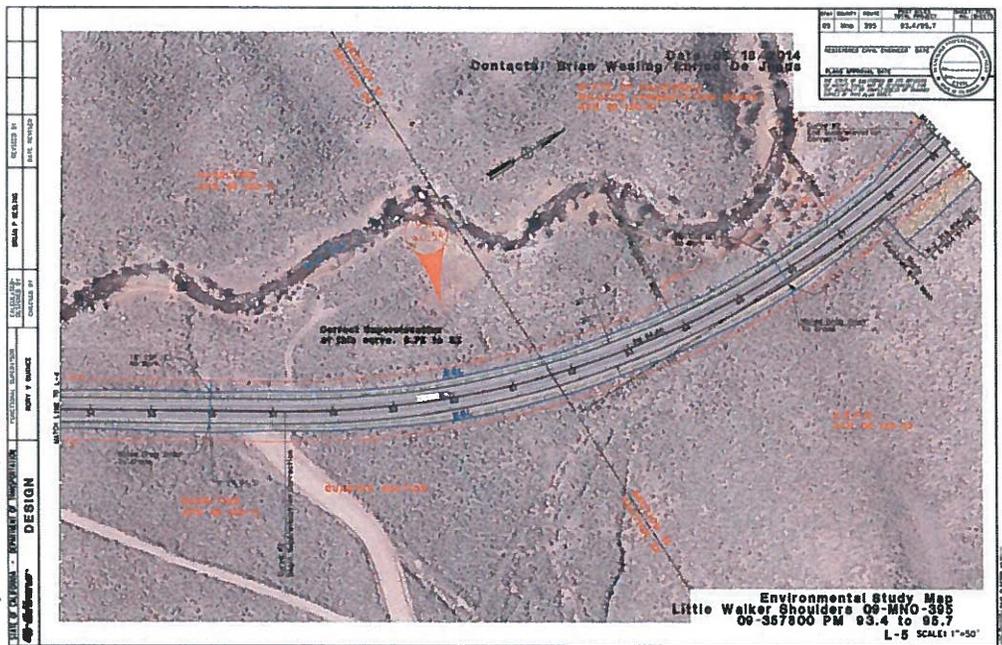
Environmentally sensitive area (ESA) fencing will be installed to protect wetlands and waters that occur outside of the Project Impact Area (PIA). Implementation of water pollution control Best Management Practices (BMPs) will occur prior to and during construction.

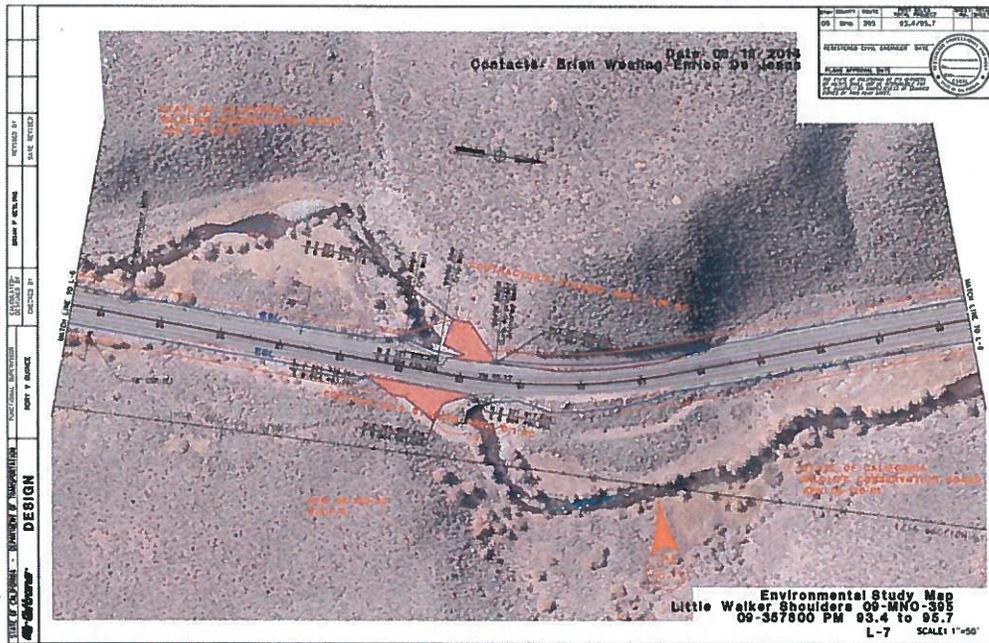
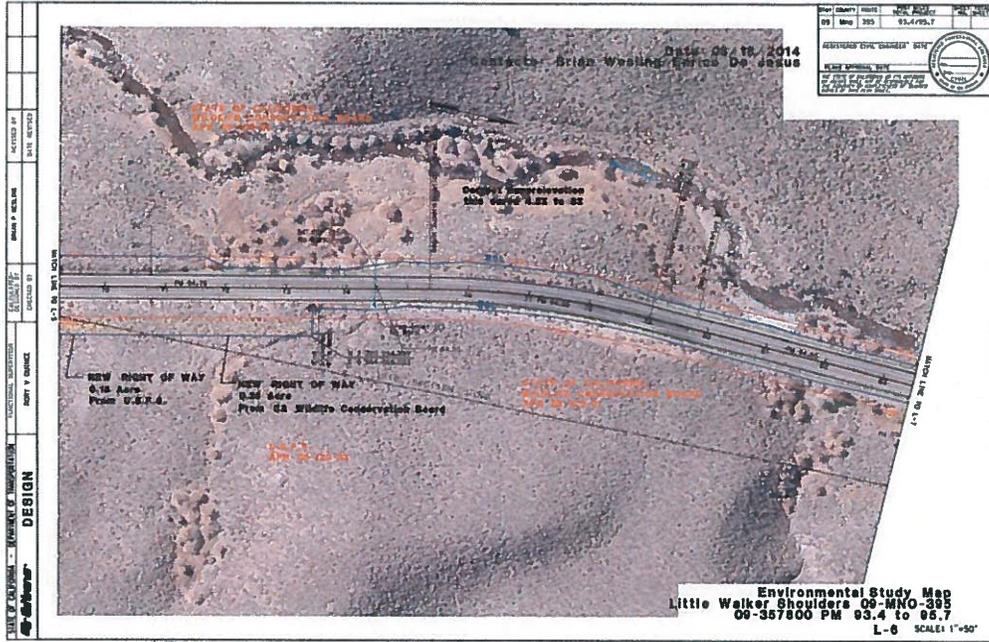
Compensatory mitigation for permanent impacts to wetlands and riparian vegetation within the PIA will be in the form of permanent conservation easements, or through purchase of credits at a mitigation bank or in-lieu fee program. Compensatory mitigation will be conducted within the same watershed that project impacts will occur. Mitigation acreage will be replaced at a minimum ratio of 1.5:1 (1.5 compensation acres for each impacted acre) (personal communication Bud Amorfini, LRWQCB: August 8, 2014).

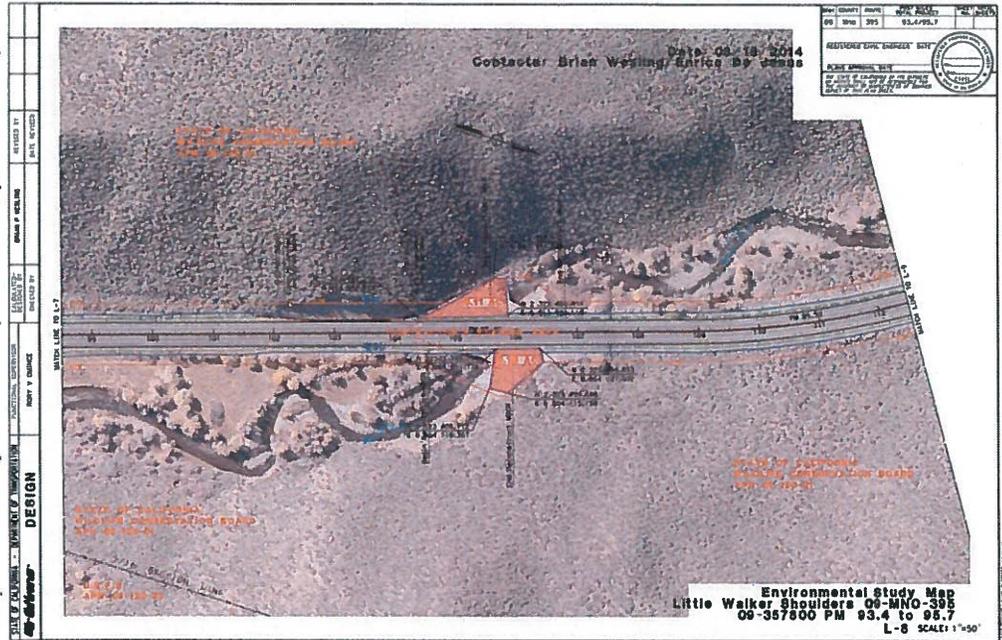
Mule Deer

The proposed project is located in the summer range of the West Walker deer herd and are likely to be crossing the highway a number of times during construction project. A collaborative determination was made that the proposed project is not likely to severely impact migratory deer in the area. Construction windows were proposed as an avoidance and minimization measure by CDFW and will be implemented by Caltrans.









Appendix B List of Studies Completed

- Scenic Resource Evaluation and Visual Impact Assessment- April 2015
- Biological Natural Environmental Study- April 2015
- Archaeological Screened Undertaking Memo- April 2015
- Air Quality Analysis- December 2014
- Hazardous Waste Analysis- December 2014
- Noise Analysis- December 2014
- Storm Water Data Report (Long Form)- February 2015
- Right of Way Data Sheet Report- May 2013
- Traffic Index Calculations and Design Designation- November 2012
- Traffic Data Report- November 2012

Appendix C Title VI Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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March 2013

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

Appendix D Agency Coordination

- Caltrans has been in coordination with the CDFW regarding special status species, riparian, and wetland habitats.
- Caltrans has discussed deer migration with Tim Taylor of CDFW.
- Caltrans has been in coordination with the US Department of Fish and Wildlife regarding special status species and proposed critical habitat.
- Caltrans has been in coordination with the California Lahontan RWQCB regarding water quality issues and permitting.
- Caltrans has notified the local Native American Tribes as required under AB 52 and Section 106 National Historic Preservation Act. Tribes that Caltrans has contacted so far are:
 - Bishop Paiute Tribe
 - Big Pine Paiute Tribe
 - Tuolumne Band of Me-Wuk
 - Washoe Tribe of Nevada
 - Bridgeport Indian Colony
 - Benton Paiute Reservation
 - Mono Lake Indian Community
 - Mono Lake Kutzadika'a
- Caltrans has been approved to proceed with this project by the Mono County Local Transportation Commission under the SHOPP program.
- Caltrans has been in coordination with the Toiyabe Unit of the United States Forest Service (USFS)