

**Olancha/Cartago Four-Lane Project**  
**Inyo County Board of Supervisors**  
**September 21, 2010**

**Handout includes:**

- Notice for public hearing/open house
- Alternatives
- Cost; Right of way impacts
- Safety
- Survey results by MOU partner
- Survey results by Owens Valley communities
- Environmental summary
- Relinquishment
- Estimated time frame for meetings and preferred alternative decision





# PUBLIC NOTICE



## Notice of Intent to Adopt a Mitigated Negative Declaration and Announcement of Public Hearing/Open House

Study Results Available

### US 395 Olancha/Cartago 4-Lane Project

#### WHERE AND WHEN?

**Date:** Wednesday, September 22, 2010  
**Time:** 4:00 p.m. to 7:00 p.m. (Open House Format)  
**Place:** Olancha School, Multipurpose Room  
 123 School Road, Olancha, CA 93549

#### WHAT IS BEING PLANNED?

The California Department of Transportation (CALTRANS), as CEQA lead agency, and the Federal Highway Administration, as NEPA lead agency, and with support from the Inyo County Local Transportation Commission propose to convert approximately 12.6 miles of the existing U.S. Highway 395 from a two-lane conventional highway into a four-lane expressway or partial four-lane conventional highway conventional four-lane highway from post mile 29.2 to post mile 41.8 in Inyo County. The project proposes five build alternatives with varying amounts of construction on new alignments. The new facility would have four 12-foot lanes with a median of variable width. The proposed project would improve highway operation and safety for both the interregional and local traveler.

#### WHY THIS PUBLIC NOTICE?

CALTRANS has studied the effects this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. The results of our studies are explained in a report called a Proposed Negative Declaration and Initial Study/Environmental Assessment. This notice is to tell you of the preparation of this report and of its availability for you to read. A hearing will be held to give you an opportunity to talk about the report and proposed project alternatives with CALTRANS staff before the preferred alternative is selected. The tentative project schedule will be presented, including the environmental process and project construction.

#### WHAT'S AVAILABLE?

The Proposed Negative Declaration and Initial Study/Environmental Assessment are available for review and copying at the CALTRANS District 9 Office, 500 South Main Street, Bishop, on weekdays from 8:00 a.m. to 5:00 p.m. The document is also available at the Lone Pine Library, located at the corner of Washington and Bush Streets in Lone Pine. The library is open at various times, so please call ahead at (760) 876-5031. The document is also available at the following web page: <http://www.4Lane395.com>.

#### WHERE YOU COME IN

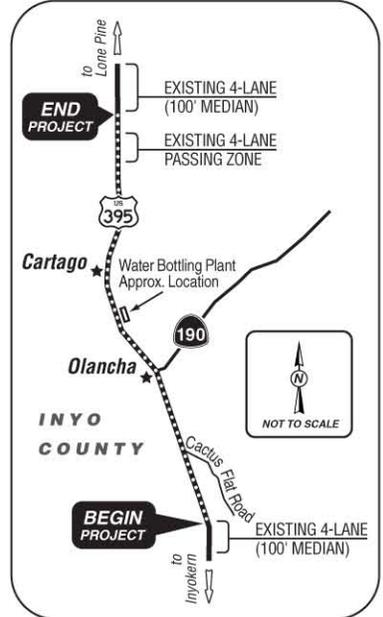
Do you have any comments about processing the project with a Negative Declaration and the Initial Study/Environmental Assessment? Do you disagree with the findings of our study as set forth in the Proposed Negative Declaration? Would you care to make any other comments on the project? Please submit your comments in writing no later than October 1, 2010 to CALTRANS, 2015 E. Shields Avenue, Suite 100, Fresno, CA 93726-5428, Attention: Kirsten Helton. The date we will be accepting comments is September 2, 2010. If there are major comments, CALTRANS will respond in the final environmental document and will consider the recommendations when designing the project. If there are no major comments, CALTRANS will proceed with the project design.

#### CONTACT

For more information about this project, please contact Cedrik Zemitis, Project Manager, at 500 South Main Street, Bishop, CA 93514 or by email at [cedrik\\_zemitis@dot.ca.gov](mailto:cedrik_zemitis@dot.ca.gov). For all other State Highway matters, please contact District 9 Public Affairs Office at (760) 872-0603.

#### SPECIAL ACCOMMODATIONS

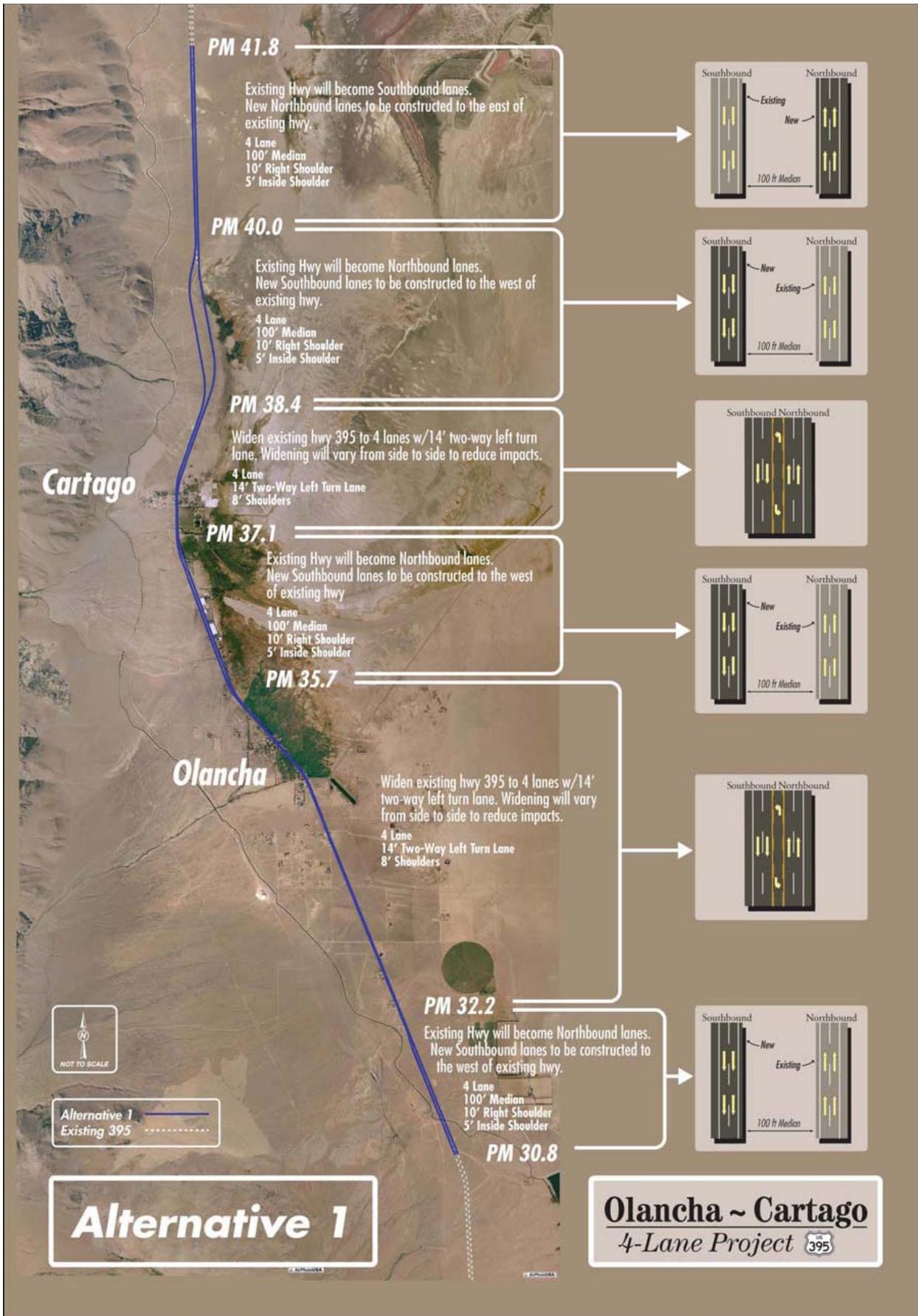
Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact District 09 Public Affairs Office at (760) 872-0603 at least 5 days before the scheduled hearing date. Telecommunications Device for the Deaf (TDD) users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.



## Alternatives

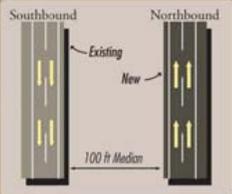
Five Build Alternatives and a No-Build Alternative have been considered for this project. The five Build Alternatives include the following:

- Alternative 1 – Combined controlled access divided expressway and all-pave conventional highway following the existing highway alignment.
- Alternative 2 – Controlled access divided expressway constructed adjacent to the existing highway.
- Alternative 2A – Controlled access divided expressway constructed adjacent to the existing highway through Olancha and passing west of Cartago.
- Alternative 3 – Controlled access divided expressway passing west of Olancha and adjacent to the existing highway through Cartago.
- Alternative 4 – Controlled access divided expressway passing west of both Olancha and Cartago.
- No-Build Alternative – This alternative would leave U.S. 395 in its current configuration as a two-lane conventional highway. This would not address the project purpose and need to increase safety, improve level of service, and provide four-lane route continuity. As traffic volumes increase, the level of service will continue to deteriorate and the number of accidents would be expected to continue to increase.



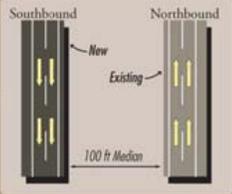
**PM 41.8**

Existing Hwy will become Southbound lanes.  
 New Northbound lanes to be constructed to the east of existing hwy.  
 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



**PM 40.0**

Existing Hwy will become Northbound lanes.  
 New Southbound lanes to be constructed to the west of existing hwy.  
 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



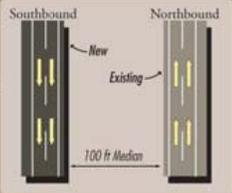
**PM 38.4**

Widen existing hwy 395 to 4 lanes w/14' two-way left turn lane. Widening will vary from side to side to reduce impacts.  
 4 Lane  
 14' Two-Way Left Turn Lane  
 8' Shoulders



**PM 37.1**

Existing Hwy will become Northbound lanes.  
 New Southbound lanes to be constructed to the west of existing hwy.  
 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



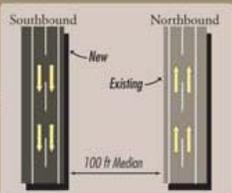
**PM 35.7**

Widen existing hwy 395 to 4 lanes w/14' two-way left turn lane. Widening will vary from side to side to reduce impacts.  
 4 Lane  
 14' Two-Way Left Turn Lane  
 8' Shoulders



**PM 32.2**

Existing Hwy will become Northbound lanes.  
 New Southbound lanes to be constructed to the west of existing hwy.  
 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



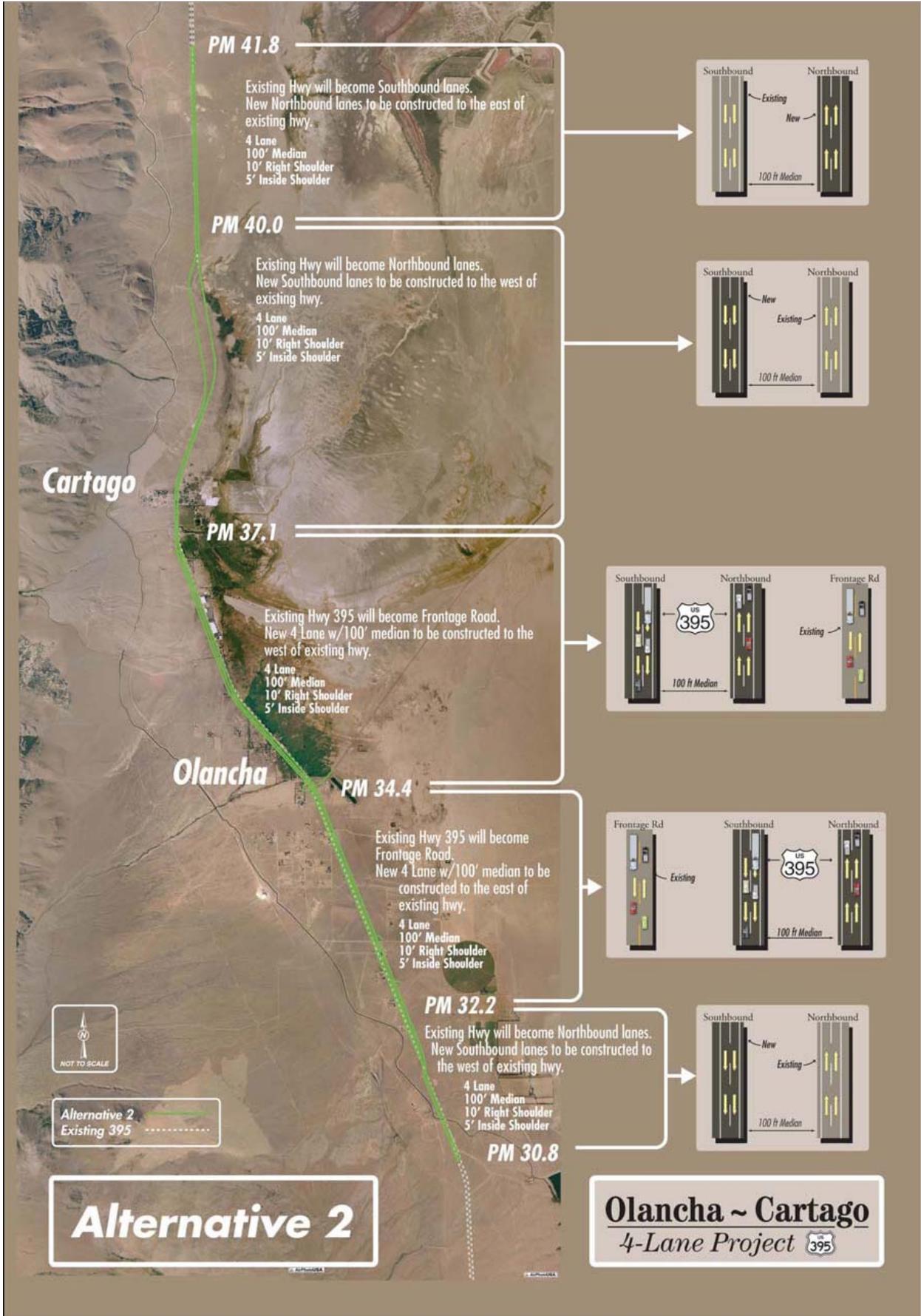
**PM 30.8**



Alternative 1 ———  
 Existing 395 - - - - -

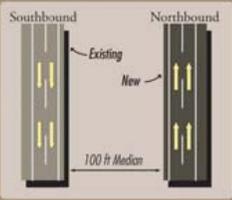
**Alternative 1**

**Olancha ~ Cartago**  
 4-Lane Project



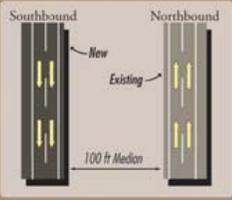
**PM 41.8**

Existing Hwy will become Southbound lanes.  
 New Northbound lanes to be constructed to the east of existing hwy.  
 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



**PM 40.0**

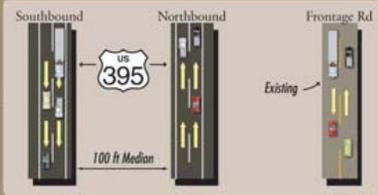
Existing Hwy will become Northbound lanes.  
 New Southbound lanes to be constructed to the west of existing hwy.  
 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



**Cartago**

**PM 37.1**

Existing Hwy 395 will become Frontage Road.  
 New 4 Lane w/100' median to be constructed to the west of existing hwy.  
 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



**Olancha**

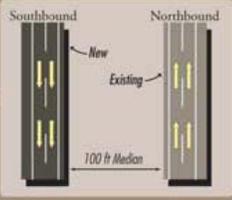
**PM 34.4**

Existing Hwy 395 will become Frontage Road.  
 New 4 Lane w/100' median to be constructed to the east of existing hwy.  
 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



**PM 32.2**

Existing Hwy will become Northbound lanes.  
 New Southbound lanes to be constructed to the west of existing hwy.  
 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



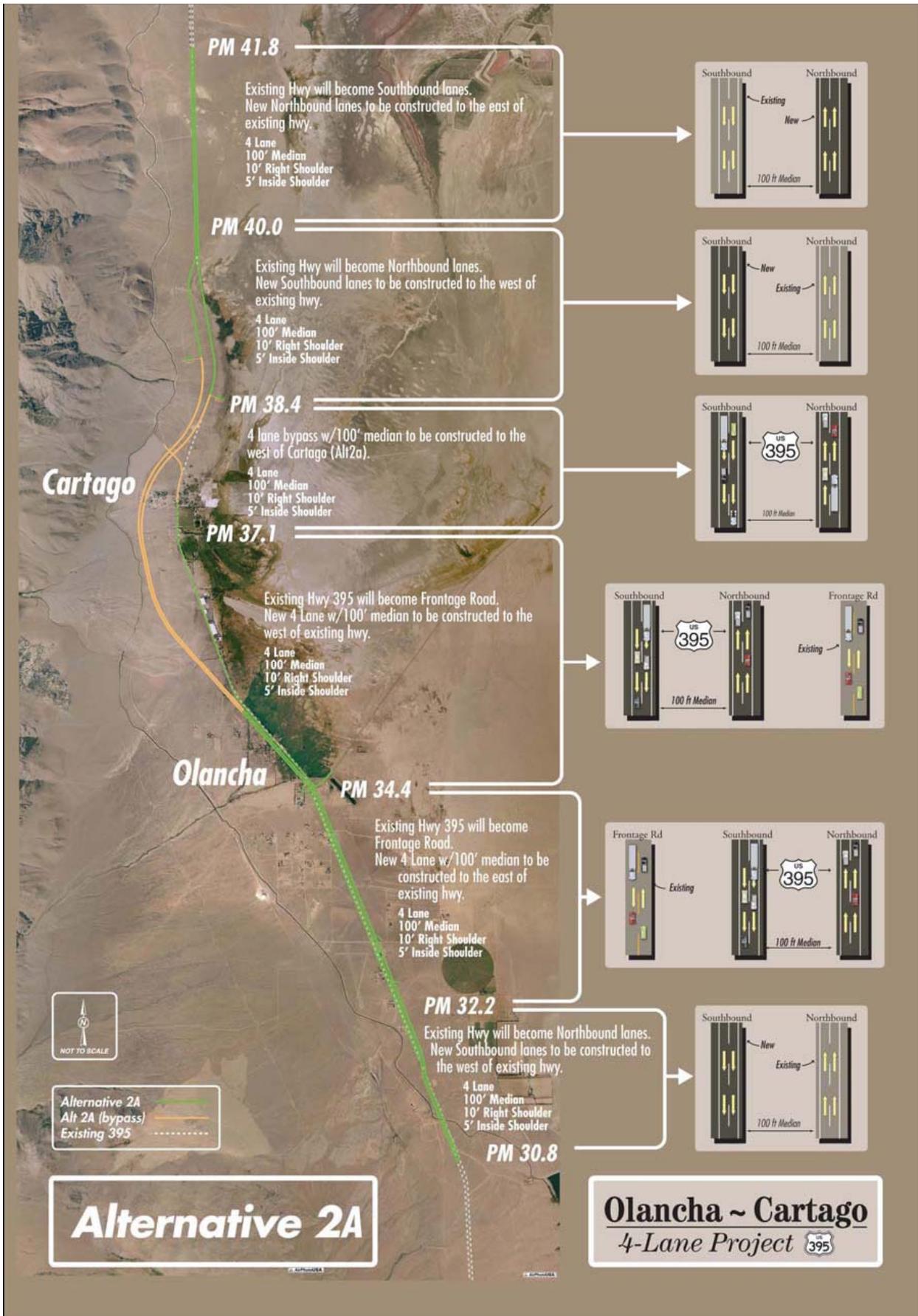
**PM 30.8**

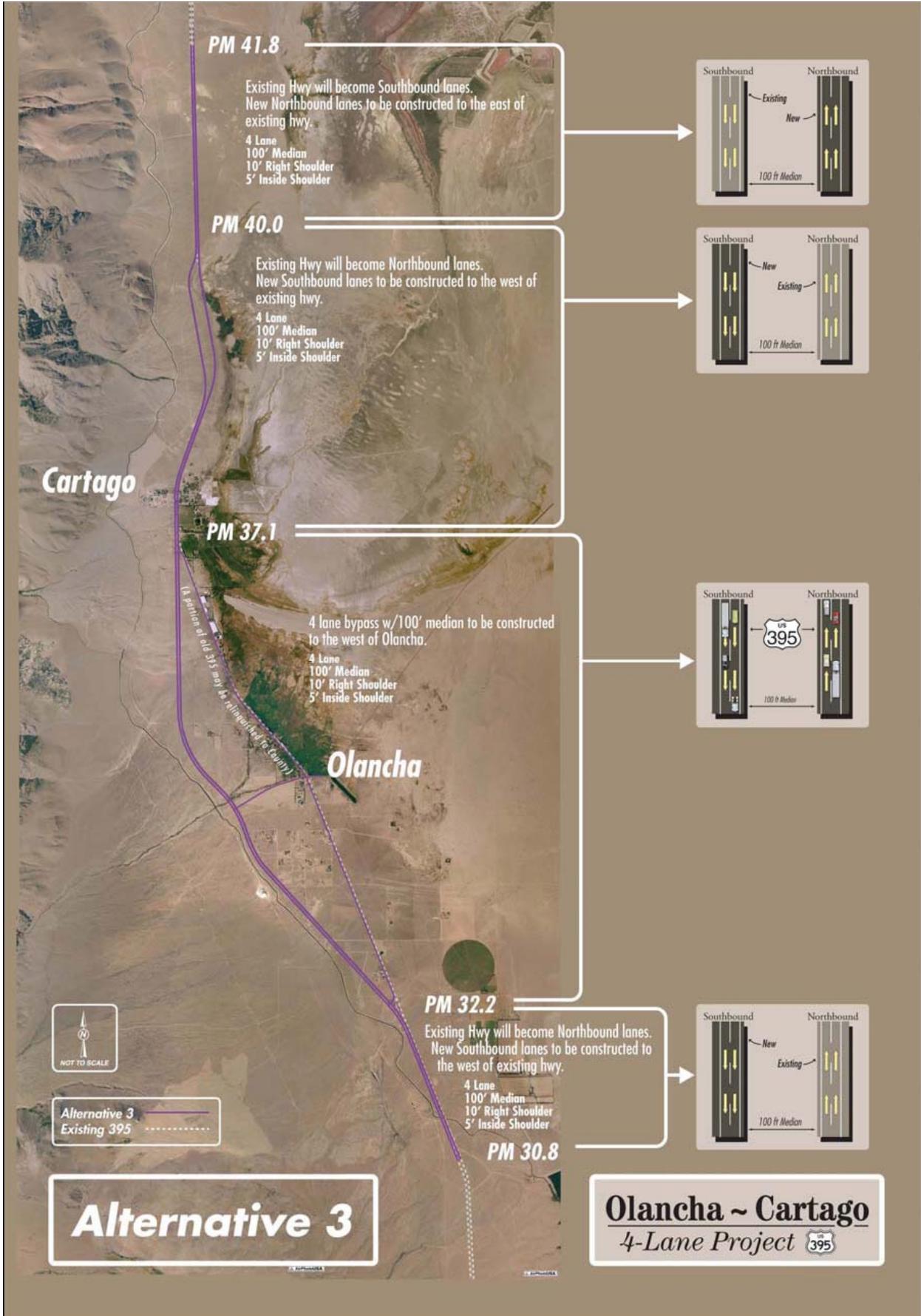


Alternative 2 ———  
 Existing 395 - - - - -

**Alternative 2**

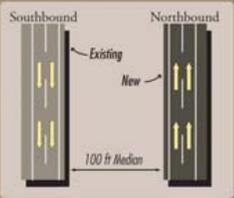
**Olancha ~ Cartago**  
 4-Lane Project





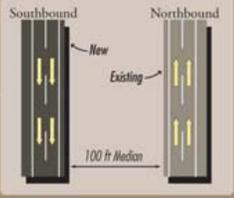
**PM 41.8**

Existing Hwy will become Southbound lanes.  
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 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



**PM 40.0**

Existing Hwy will become Northbound lanes.  
 New Southbound lanes to be constructed to the west of existing hwy.  
 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



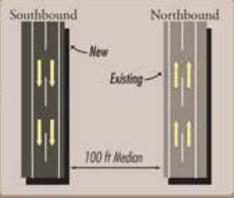
**PM 37.1**

4 lane bypass w/100' median to be constructed to the west of Olancho.  
 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



**PM 32.2**

Existing Hwy will become Northbound lanes.  
 New Southbound lanes to be constructed to the west of existing hwy.  
 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



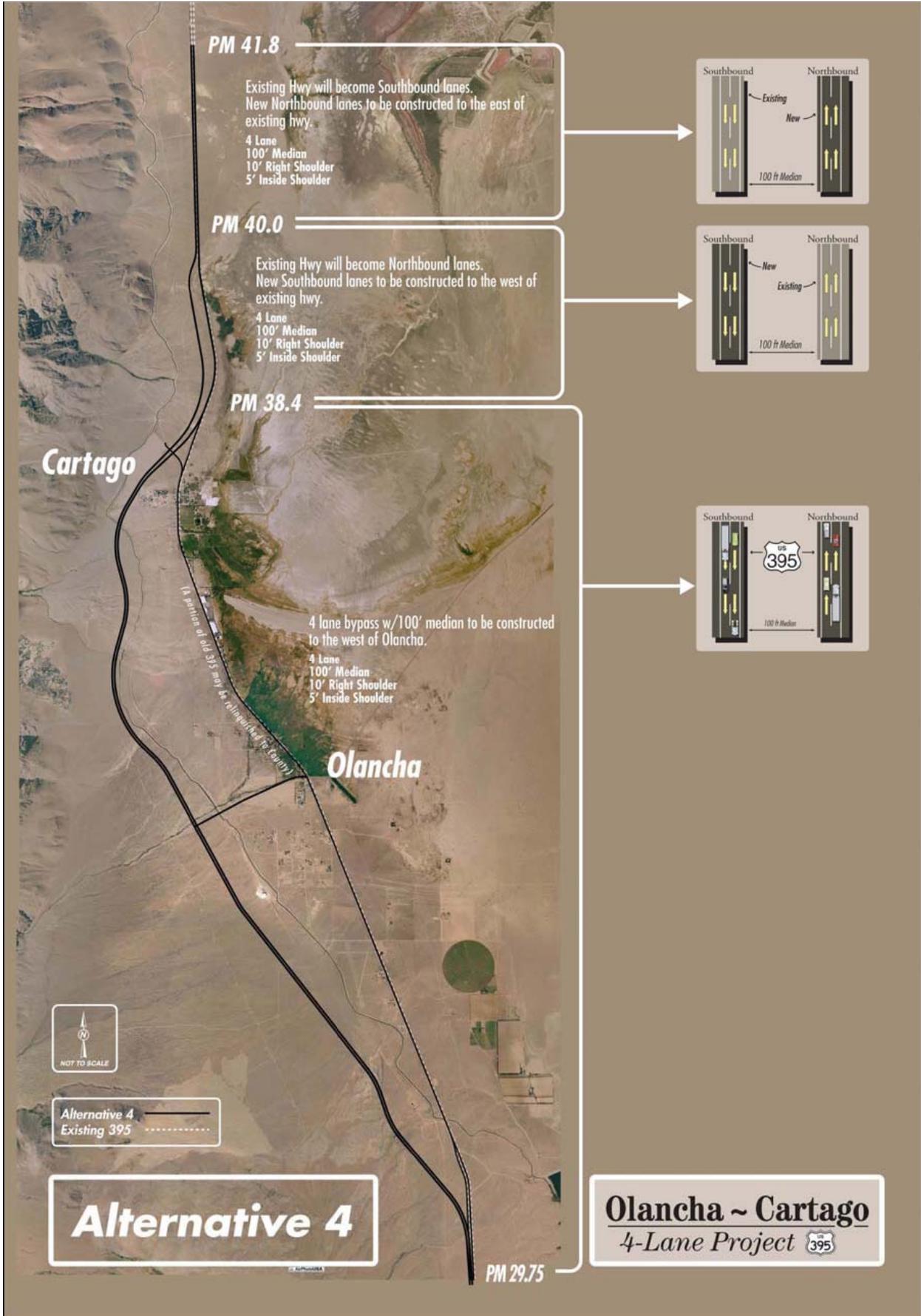
**PM 30.8**



Alternative 3 ———  
 Existing 395 - - - - -

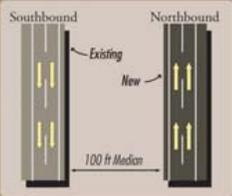
**Alternative 3**

**Olancho ~ Cartago**  
 4-Lane Project



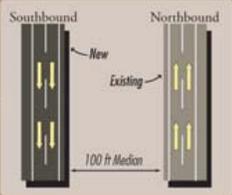
**PM 41.8**

Existing Hwy will become Southbound lanes.  
 New Northbound lanes to be constructed to the east of existing hwy.  
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 100' Median  
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 5' Inside Shoulder



**PM 40.0**

Existing Hwy will become Northbound lanes.  
 New Southbound lanes to be constructed to the west of existing hwy.  
 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



**PM 38.4**

4 lane bypass w/100' median to be constructed to the west of Olancho.  
 4 Lane  
 100' Median  
 10' Right Shoulder  
 5' Inside Shoulder



**Cartago**

**Olancho**



Alternative 4 ———  
 Existing 395 - - - - -

**Alternative 4**

**Olancho ~ Cartago**  
 4-Lane Project

PM 29.75

### ESTIMATED CAPITAL COSTS

(\$ in thousands)

Alternative	1	2	2A	3	4
Roadway costs	\$65,672	\$78,755	\$82,381	\$78,207	\$107,948
Structure costs	\$1,340	\$2,680	\$2,680	\$2,680	\$6,700
Right of Way Costs	\$27,122	\$28,978	\$19,301	\$12,018	\$13,764
<b>Total Capital Costs</b>	<b>\$94,100</b>	<b>\$110,400</b>	<b>\$104,400</b>	<b>\$92,900</b>	<b>\$128,400</b>

*Note: costs are escalated to 2016 (mid-point of construction)*

### ESTIMATED CAPITAL COSTS BY FUNDING PARTNER

(\$ in thousands)

Alternative	1	2	2A	3	4
Caltrans	\$37,640	\$44,160	\$41,760	\$37,160	\$51,360
Inyo County LTC	\$37,640	\$44,160	\$41,760	\$37,160	\$51,360
Mono County LTC	\$9,410	\$11,040	\$10,440	\$9,290	\$12,840
KernCog	\$9,410	\$11,040	\$10,440	\$9,290	\$12,840

### ESTIMATED RIGHT OF WAY REQUIREMENTS

Alternative	1	2	2A	3	4
<b>Total Disturbed Parcels *</b>	108	137	74	81	46
<b>Residences Affected **</b>	7	6	7	4	1
<b>Businesses Affected **</b>	5	9	8	3	0
<b>Mitigation Lands (Acres)***</b>	645	804	837	805	888
<b>Utility Relocation Costs (Millions)*</b>	\$14.2	\$16.2	\$7.0	\$2.3	\$2.8
<b>Property acquisition costs (Millions)*</b>	\$5.1	\$5.3	\$5.4	\$3.5	\$0.9

\* Information taken from Right of Way Data Sheets, dated 3/16/10, costs escalated

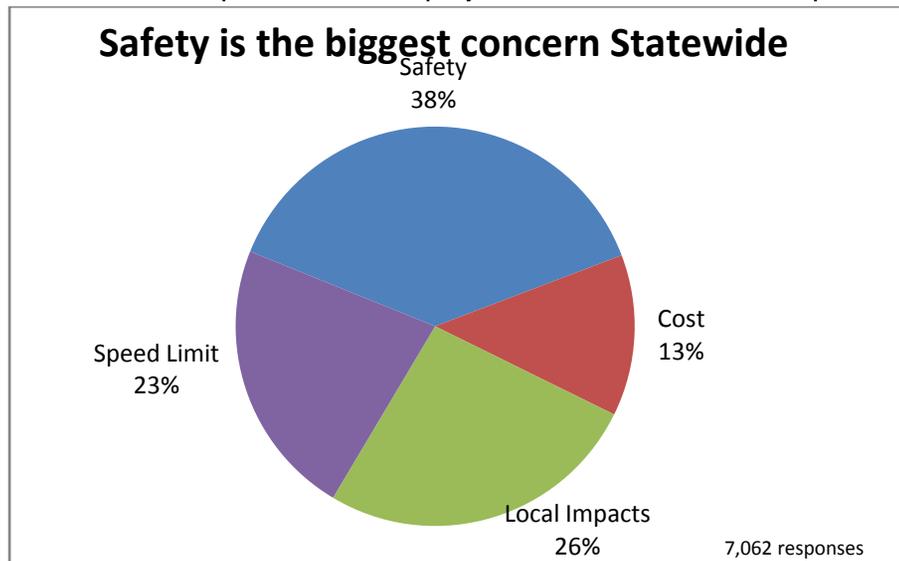
\*\* Information taken from Relocation Impact Study, dated 5/7/08

\*\*\* Information taken from Mitigation Cost Compliance Estimate Form, dated 7/11/08

# Safety

Alternative 1	Alternative 2	Alternative 2A	Alternative 3	Alternative 4
Posted speed: 65mph*	Posted speed: 65 mph	Posted speed: 65 mph	Posted speed: 65 mph	Posted speed: 65 mph
<p>Alternative 1 is expected to be safer than the current 2-lane roadway</p> <ul style="list-style-type: none"> <li>Provides a 14 foot paved median/two-way left-turn lane</li> <li>However, has largest number of conflict points compared with other alternatives</li> </ul>	<p>Alternative 2 is expected to be safer than Alternative 1:</p> <ul style="list-style-type: none"> <li>a ~100 foot dirt median separates traffic</li> <li>provides for dedicated left-turn lanes</li> <li>reduces conflict points in the project area</li> </ul>	<p>Alternative 2A is expected to be safer than Alternative 1 or 2:</p> <ul style="list-style-type: none"> <li>a ~100 foot dirt median separates traffic</li> <li>provides for dedicated left-turn lanes</li> <li>reduces conflict points in the project area, especially through Cartago</li> </ul>	<p>Alternative 3 is expected to be safer than Alternatives 1 or 2/2A:</p> <ul style="list-style-type: none"> <li>a ~100 foot dirt median separates traffic</li> <li>provides for dedicated left-turn lanes</li> <li>reduces conflict points in the project area, especially through Olancha</li> </ul>	<p>Alternative 4 is expected to be the safest of all Alternatives:</p> <ul style="list-style-type: none"> <li>a ~100 foot dirt median separates traffic</li> <li>provides for dedicated left-turn lanes</li> <li>provide the least amount of conflict points through Olancha and Cartago</li> </ul>

\*Although the initial posted speed is expected to be 55 mph (in middle of project) to 65 mph (north and south ends), the speed limit is likely to increase to 65 mph in the whole project area based on future speed surveys



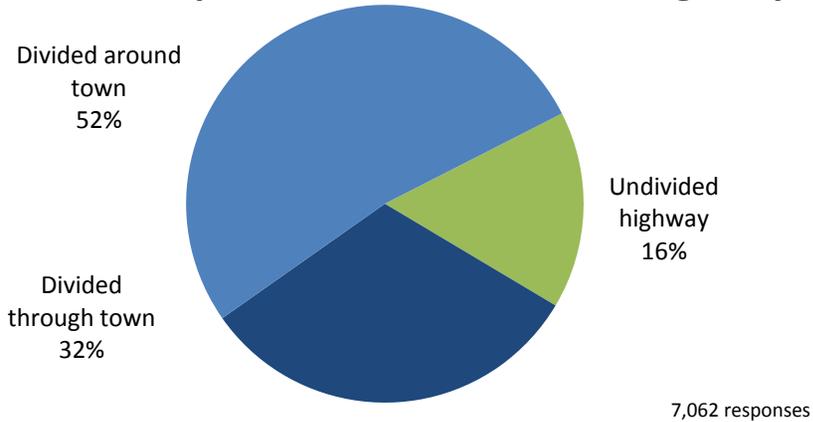
Every year, over 2 million vehicles travel this section of roadway.

In the project area, from January 1999 to December 2008, there were

- 135 accidents
- **16 fatalities**
- 121 injuries

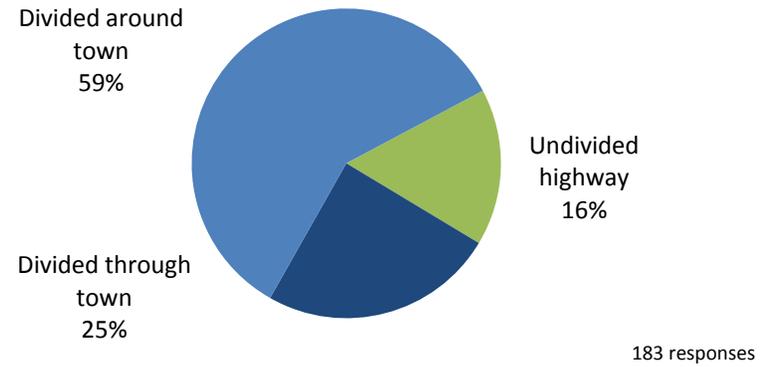
### Statewide

**84% of respondents want a divided highway**



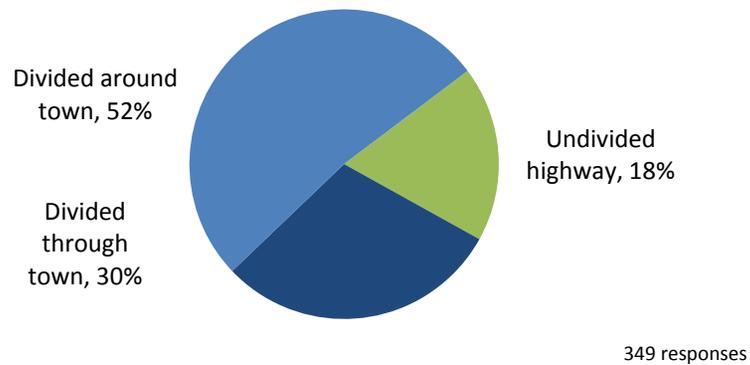
### Kern County

**84% want a divided highway**



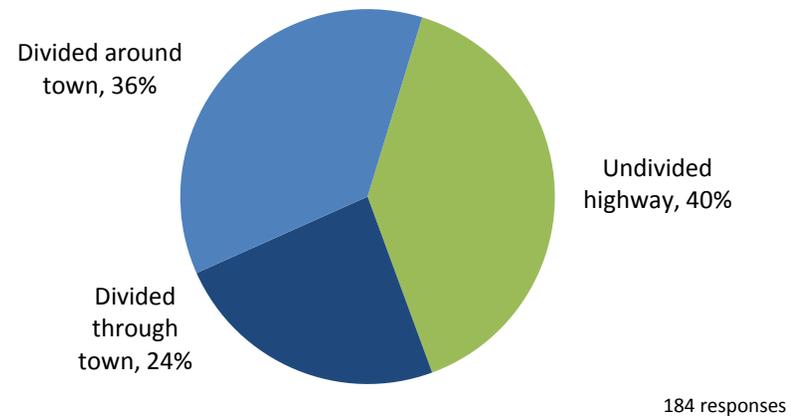
### Mono County

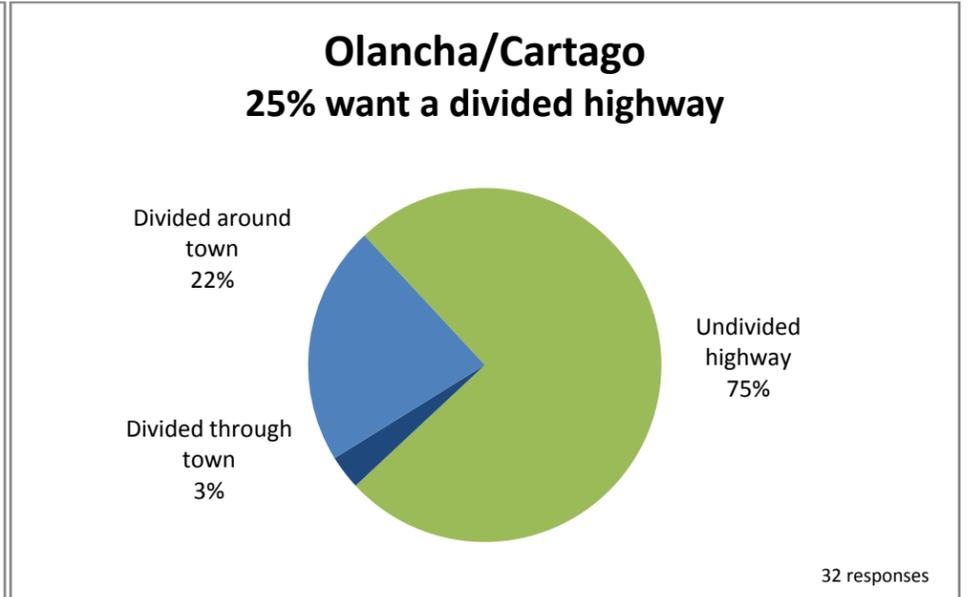
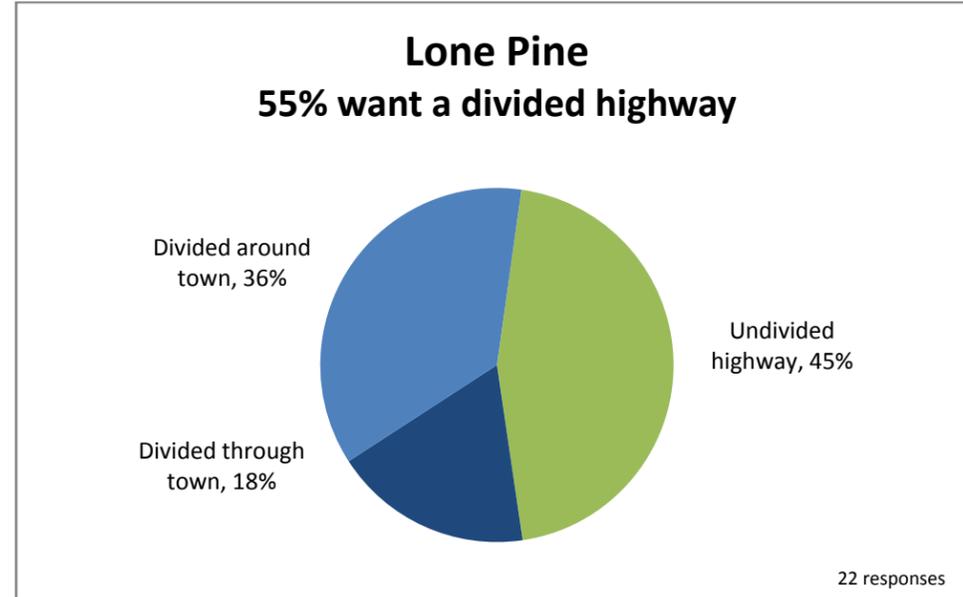
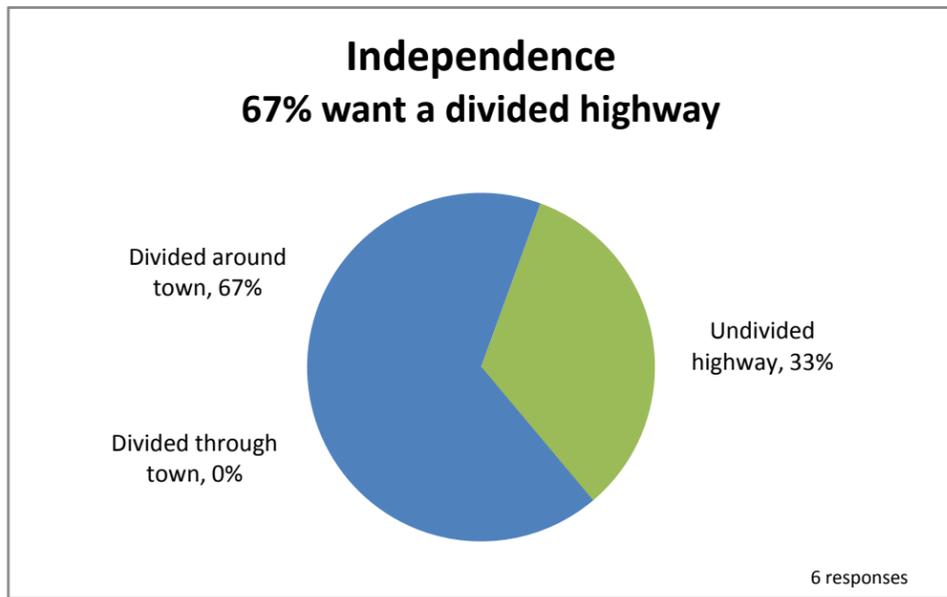
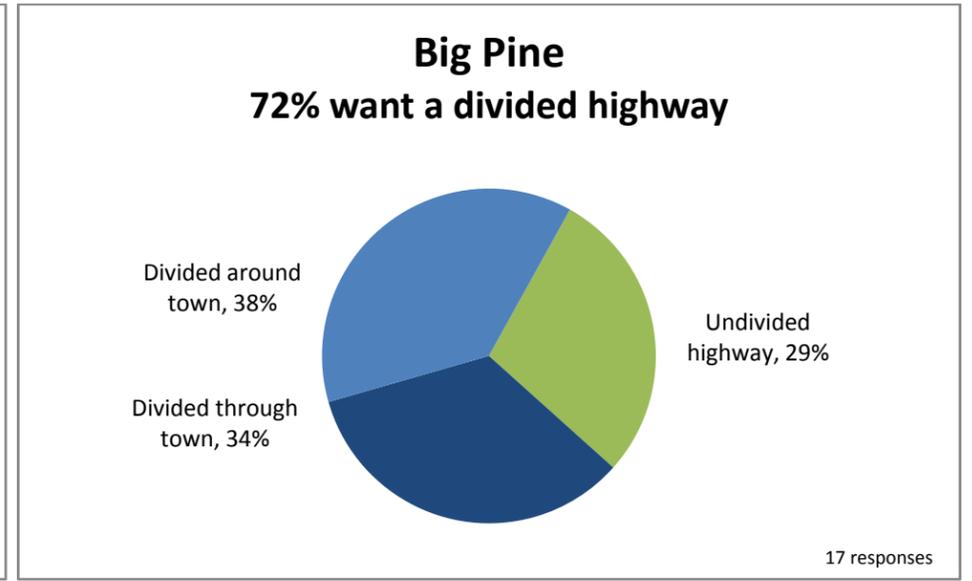
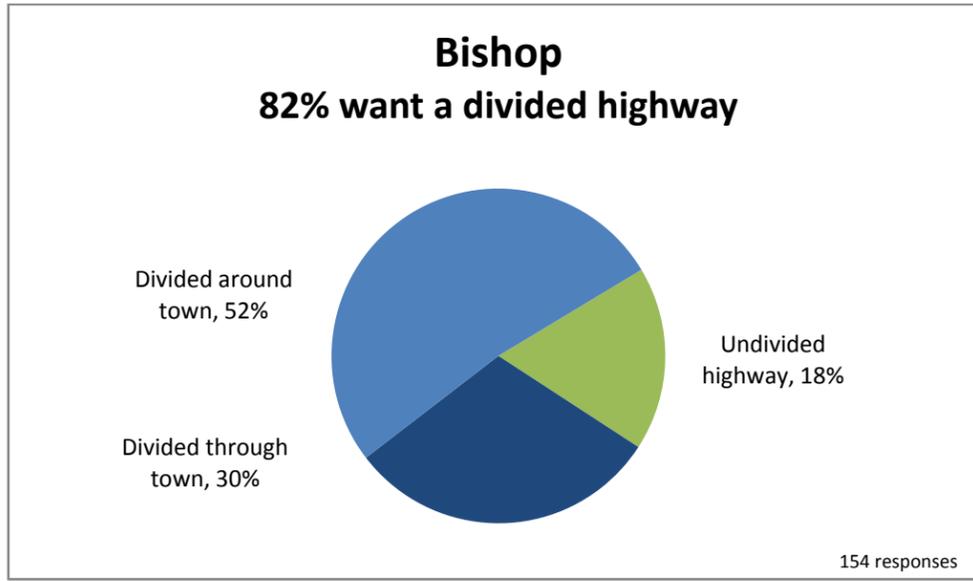
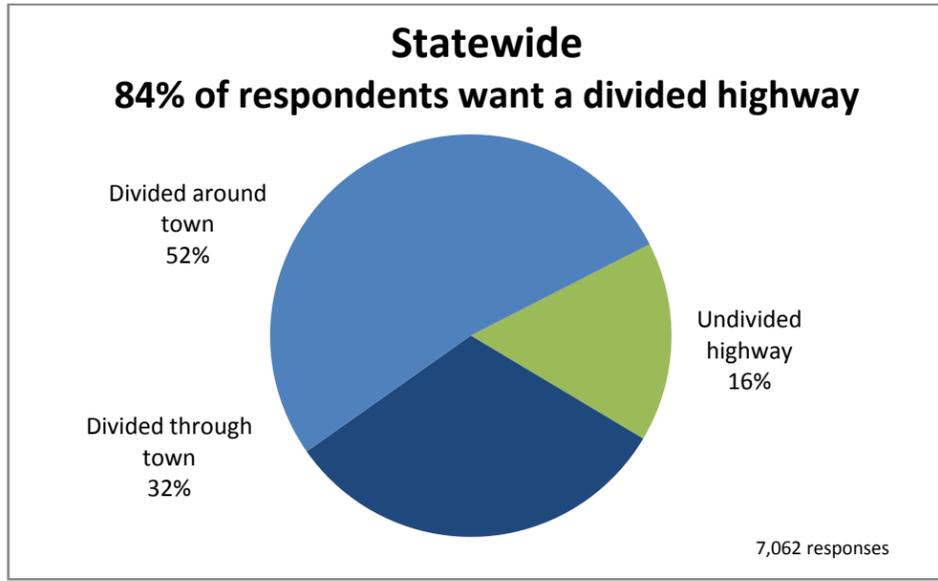
**82% want a divided highway**



### Inyo County

**60% want a divided highway**

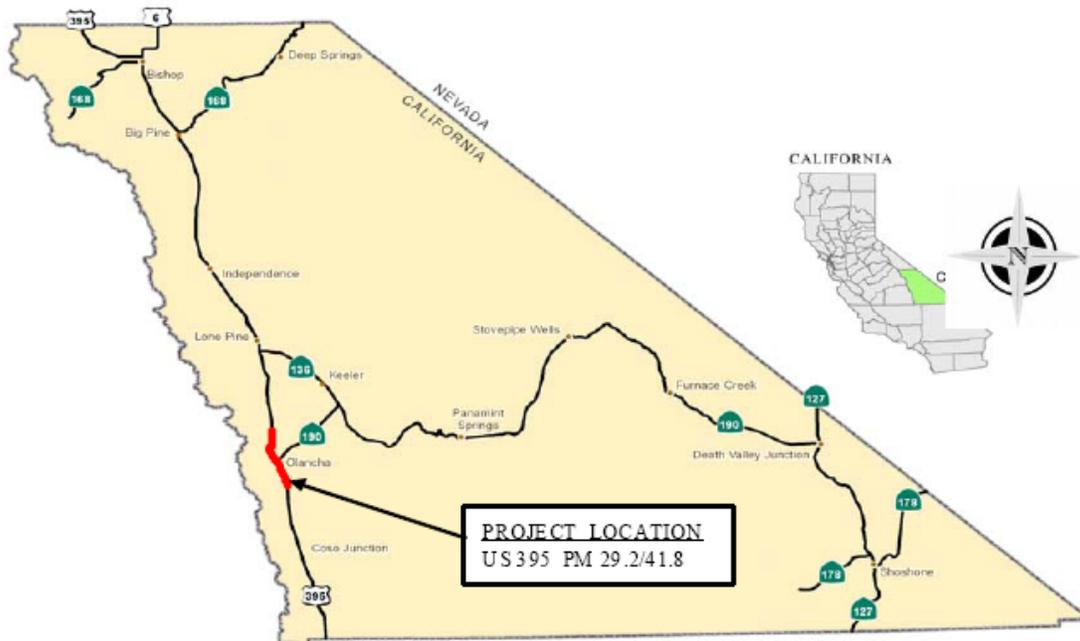




## Summary of Environmental Effects

Potential Impact	Alternative 1	Alternative 2	Alternative 2A	Alternative 3	Alternative 4
<b>Trees</b>	Removes ~177 trees (including ~68 cottonwoods)	Removes ~335 trees (including ~90 cottonwoods)	Removes ~279 trees (including ~83 cottonwoods)	Removes ~131 trees (no cottonwoods removed)	Removes ~20 trees (no cottonwoods removed)
<b>Visual/Aesthetics</b>	Native vegetation and cottonwood trees would be disturbed and removed during construction	Native vegetation and cottonwood trees would be disturbed and removed during construction	Native vegetation and cottonwood trees would be disturbed and removed during construction	Native vegetation would be disturbed and removed during construction	Native vegetation would be disturbed and removed during construction
<b>Cultural Resources</b>	12 eligible sites could be affected	12 eligible sites could be affected	4 eligible and 38 additional sites that will be evaluated if this alternative is selected.	12 eligible and 38 additional sites that will be evaluated if this alternative is selected.	10 eligible and 24 additional sites that will be evaluated if this alternative is selected.
<b>Paleontology</b>	Excavations for structures and the borrow site may have a paleontological impact.	Excavations for structures and the borrow site may have a paleontological impact.	Excavations for structures and the borrow site may have a paleontological impact.	Excavations for structures and the borrow site may have a paleontological impact.	Excavations for structures and the borrow site may have a paleontological impact.
<b>Hazardous Waste/Materials</b>	7 locations may contain hazardous waste / materials	7 locations may contain hazardous waste / materials	6 locations may contain hazardous waste / materials	1 location may contain hazardous waste / materials	1 locations may contain hazardous waste / materials
<b>Noise and Vibration</b>	No impacts	No impacts	No impacts	Noise would increase by 12 dBA or more at 5 locations	No impacts
<b>Natural Communities</b>	.59 acres of Greasewood, .25 acre of Fremont cottonwood, .53 acre of bulrush, .53 acres of mixed willow, and .53 acres of saltgrass habitats would be affected	1.8 acres of Fremont cottonwood, .53 acre of bulrush, .53 acres of mixed willow, and .53 acres of saltgrass habitats would be affected	2.5 acres of Fremont cottonwood, .53 acre of bulrush, .53 acres of mixed willow, and .53 acres of saltgrass habitats would be affected	2.5 acres of Fremont cottonwood, .53 acre of bulrush, .53 acres of mixed willow, and .53 acres of saltgrass habitats would be affected	2.4 acres of Fremont cottonwood, .53 acre of bulrush, .53 acre of mixed willow, and .53 acre of saltgrass habitats would be affected
<b>Wetlands</b>	0.72 acre of wetlands would be affected	0.53 acre of wetlands would be affected	0.53 acre of wetlands would be affected	0.53 acre of wetlands would be affected	0.53 acre of wetlands would be affected
<b>Other Waters of U.S.</b>	0.66 acre of other waters of the U.S. would be affected	0.63 acre of other waters of the U.S. would be affected	0.26 acre of other waters of the U.S. would be affected	0.69 acre of other waters of the U.S. would be affected	1.49 acres of other waters of the U.S. would be affected
<b>Plant Species</b>	Parish's popcorn flower and Owens Valley checkerbloom would be affected	Sanicle cymopterus, Parish's popcorn flower and Owens Valley checkerbloom would be affected	Pygmy poppy, Sanicle cymopterus, Parish's popcorn flower and Owens Valley checkerbloom would be affected	Parish's popcorn flower and Owens Valley checkerbloom would be affected	Crowned muilla, Parish's popcorn flower and Owens Valley checkerbloom would be affected
<b>Animal Species</b>	Bats, Alkali Skipper, and Owens Valley vole would be affected	Bats, Alkali Skipper, and Owens Valley vole would be affected	Bats, Alkali Skipper, and Owens Valley vole would be affected	Bats, Alkali Skipper, and Owens Valley vole would be affected	Mule deer, bats, Alkali Skipper, and Owens Valley vole would be affected
<b>Threatened and Endangered Species</b>	Swainson's hawk, least Bell's vireo, Owens Valley Checkerbloom, desert tortoise, and Mojave ground squirrel may be affected.	Swainson's hawk, least Bell's vireo, Owens Valley Checkerbloom, desert tortoise, and Mojave ground squirrel may be affected.	Swainson's hawk, least Bell's vireo, Owens Valley Checkerbloom, desert tortoise, and Mojave ground squirrel may be affected.	Swainson's hawk, least Bell's vireo, Owens Valley Checkerbloom, desert tortoise, and Mojave ground squirrel may be affected.	Swainson's hawk, least Bell's vireo, Owens Valley Checkerbloom, desert tortoise, and Mojave ground squirrel may be affected.

## OLANCHA-CARTAGO FOUR-LANE EXPRESSWAY RELINQUISHMENT FACT SHEET (Short)



Alternatives 2, 2A, 3 and 4 for the Olancha Cartago project require relinquishment of a portion of US 395 to Inyo County. Relinquishment is defined as “the act of turning over to another entity the property rights, liability and maintenance responsibilities of a portion of a state highway”. Relinquishments are made in accordance with an agreement with or by resolution of the Inyo County Board of Supervisors.

For the Olancha Cartago 4-Lane project, the length of relinquished state highway varies between alternatives. Here is the current estimate:

<b>Miles of Relinquishment for Alternatives</b>					
<u>Alternative</u>	1	2	2A	3	4
<u>Miles of Relinquishment</u>	0	5.3	6.2	4.8	7.6

The viability of each project alternative is contingent upon many factors including, but not limited to, the following:

- |   |   |
|---|---|
| 1) Satisfaction of the purpose and need | 2) Regulatory feasibility                 |
| 3) Financial constraints                | 4) Cooperation from sponsors and partners |

In order for the benefits of Alternatives 2, 2A, 3, and 4 to be realized, the State must relinquish those portions of the existing highway that would no longer be required. If portions of U.S. 395 cannot be relinquished to the County, the viability of the project alternatives may come into question prior to selection of the preferred alternative. As a partner with Caltrans on this project, it is critical that Inyo County participate in this relinquishment process. While a formal agreement is not required at this time, a resolution of the Board supporting a future

relinquishment would demonstrate the County's support of the project and would be required to maintain the viability of the alternatives.

There are a number of benefits to Inyo County in accepting the relinquishment of U.S. 395 near Olancha and Cartago.

- **Potential for development.** The county may allow more access openings to the facility to promote densification and parcel subdivision.
- **Preservation of existing business and residences.** Alternatives 2A, 3, and 4 are designed to alleviate impacts to existing businesses and residences in the towns, but require relinquishment to be feasible.
- **Benefits to Regional and Interregional Traveler** – Alternatives 2, 2A, 3 and 4 and portions of Alternative 1 would convert U.S. 395 within the project limits to expressway standards, a higher design standard than the current conventional highway designation. The separation of traffic, reduction in access openings, and additional lanes will minimize conflicts, providing the safest facility for both the regional and interregional traveler.
- **The highway is in good condition.** The existing structural section of U.S. 395 within the project limits consists of 0.61 feet to 0.89 feet of asphalt concrete pavement over at least 0.5 feet of base material. The highway was recently rehabilitated in 2006. Once the trucks are off of the roadbed, loading related failure will be greatly reduced and long-term maintenance needs would be minimal.
- **The character of the existing corridor can be maintained.** The county may decide to reduce the speed limit. Trees may be allowed to remain. Business may be allowed to encroach into the county right of way perpetuating a "country feel". Aesthetics can be changed to suit the County's desires. Community cohesion and continuity can be enhanced.
- **Existing access can be maintained.** Parcels with access openings to the existing facility can be perpetuated. The relinquished highway would act as a frontage road or a collector to the new U.S. 395.
- **More federal and state funds.** STIP funds and RSTP funds are allocated in part based upon the miles of road in the County road inventory. Similarly, State Gas Tax funds are also allocated in part by the length of road miles. Relinquished highway would add to these sources of funding.
- **State of good repair.** Section 73 of the California Streets and Highway Code states that the CTC shall not relinquish to any county or city any portion of any state highway that has been superseded by relocation until Caltrans has placed the highway, as defined in Section 23, in a state of good repair.
- **Consistency with existing MOU activities**

Recent and local examples of relinquishment in Inyo and Mono Counties include:

- Town of Crowley Lake in Mono County – The state highway bisected Crowley Lake from 1931 until the state relinquished the highway to Mono County and constructed the present day divided 4 lane expressway in 1970.
- Aberdeen in Inyo County – The state highway was adjacent to Aberdeen until the state highway was realigned in 1966.
- Paradise in Mono County and Round Valley in Inyo County – The state highway relocated to the east side of Lower Rock Creek in 1956.

# Timeline

**9/2/10-10/1/10:** public comment period

**9/8/10:** Inyo LTC meeting

**9/21/10:** Inyo County Supervisors meeting

**9/22/10:** Public Hearing

**October 2010:** Caltrans team reviews public comments and develops responses

**November 2010:** Project Development Team<sup>1</sup> meets and recommends a preferred alternative to District 9 Director Tom Hallenbeck. The Project Report formalizes the preferred alternative.

**November 2011:** tentative date for completion of the Project Report, Final Environmental Document, and Project Approval/Environmental Document (PA&ED); depending on the preferred alternative, additional time may be needed for archaeological studies

**2014:** Design and Right-of-Way complete; project ready to go to bid

**2015:** Construction (pending construction funding)

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<sup>1</sup> Inyo LTC representative, Inyo County representative, Mono LTC representative, KernCog representative, Caltrans Maintenance & Operations Deputy, Caltrans Program/Project Management Deputy, Caltrans Planning Deputy, Caltrans Design, Caltrans Environmental, Caltrans Right-of-Way, California Highway Patrol, U.S. Bureau of Land Management, Los Angeles Department of Water and Power; additional Caltrans functional units and staff will be available to answer questions as needed