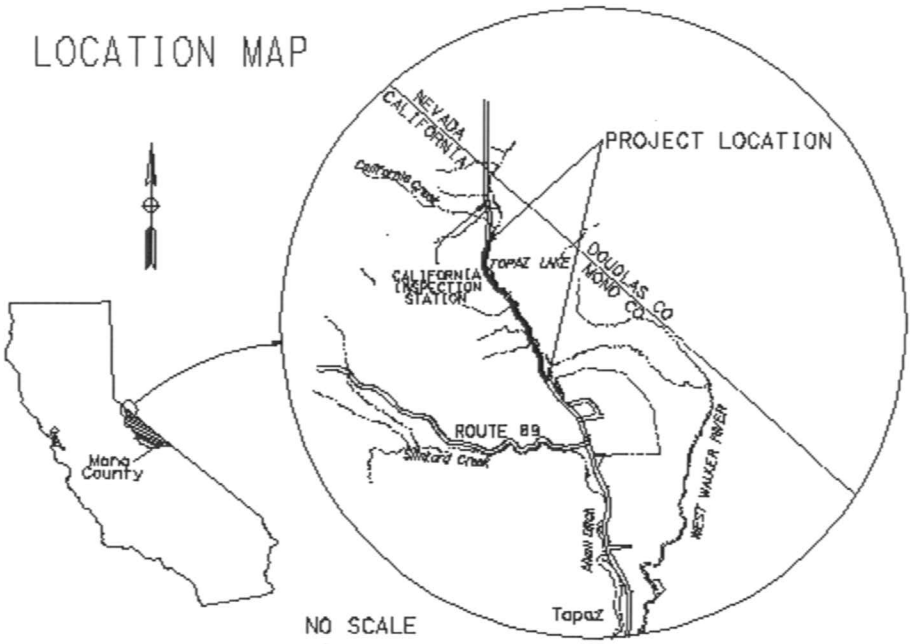
09-MNO-395, PM 117.8/119.6
06-230 EA 09-237700
RIP 20.10.075.600
IIP 20.10.025.700
November, 2007

HIGH POINT CURVE REALIGNMENT
PROJECT REPORT



In Mono County Near Topaz Lake from 0.8 mi north of SR 89 to 0.9 mi south of the Nevada border

I have reviewed the right of way information contained in this Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:

for SPIROS KARIMBAKAS — 11/21/07
Acting District Division Chief, Right Of Way — DATE

APPROVAL RECOMMENDED: CEDRIK ZEMITIS — 11/21/07
Project Manager — DATE

APPROVED: THOMAS P. HALLENBECK — 11/21/07
District Director — DATE
District 09

This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

November 20, 2007

REGISTERED CIVIL ENGINEER *DATE*

CONTENTS

1. INTRODUCTION

The California State Department of Transportation intends to improve mobility and safety along 1.8 miles of US 395 by realigning horizontal and vertical curves to increase design speed and by increasing shoulder width from 2 to 8 feet. The proposed project is located adjacent to Topaz Lake, between the highway's junction with State Route 89 and the California-Nevada border, PM 117.8 to 119.6. The current non-escalated construction cost ranges from $36,400,000 (Alternative 1) to $33,900,000 (Alternative 2). Right-of-way and utility relocation cost is $1,451,000 escalated to 2010. A Memorandum of Understanding (MOU) has been signed between Inyo, Mono, and Kern County RTPA's, in which parties agreed to program future components of this project. This project has been assigned to Project Development Category 4A as it will require new right-of-way.

There are two viable Build Alternatives, and a No-Build Alternative. Alternative 1 will widen shoulders to 8 feet and realign curves, using a cut and fill approach, to increase the design speed to 60 mph. Significant cuts will be made. Retaining walls will be used to keep fill out of Topaz Lake. Alternative 2 will widen shoulders to 8 feet and realign curves to increase the design speed to 60 mph, using a 505-foot concrete bridge to avoid one curve, one considerable cut and one retaining wall.

2. RECOMMENDATION

It is recommended that this project be approved using the preferred alternative, Alternative 1, and that the project proceed to the design phase. The Project Development team is in general concurrence with the preferred alternative. The Mono County Local Transportation Commission, Mono County Department of Public Works, Mono County Board of Supervisors, the Department of Fish and Game, the Bureau of Land Management, the Great Basin Unified Air Pollution Control District, the Lahontan Regional Water Control Board, the Walker River Irrigation District and the Antelope Valley Regional Planning Advisory Committee have been consulted in respect to the recommended alternative, their views have been considered, and the local agencies are in general accord with the plan as presented.

3. BACKGROUND

A. Project History

The Project Study Report (Project Development Support) was approved March 16, 2000. The project was delayed until recently due to a lack of funding. A Value Analysis (VA) report was completed June 2004. The survey data was updated and converted to US Customary units by December 2006. A preliminary geotechnical report was received May 2006. No Right of Way has been acquired to date.

Preliminary geometrics have been completed for the alternatives. Suggestions for further consideration include: 1) exclude the middle curve correction from the project as recommended by the Value Analysis team; 2) Lower the design speed to 55 mph to provide additional flexibility in the horizontal alignment design within the difficult geographic constraints; 3) Using slope stabilization strategies as a less obtrusive alternative to flatter cut slopes and catchment area; 4) Accelerate the project and reduce

cost using full closure of Route 395 during portions of the day with signed detours on existing highways.

B. Community Interaction

In the early phases of this project, the Departmental planners and designers were in contact with agencies such as the Mono County Local Transportation Commission and the US Bureau of Land Management to gain their input. In a 1999 letter, the Mono County Local Transportation Commission originally asked the Department to look at this section of US 395 to "consider increasing the radii of the curves to provide a more consistent driving speed" to "review curves that are against north facing slopes to see if possibilities exist to minimize icy conditions" to "consider improvements that will have the potential to reduce the type of accidents that are occurring" and include "additional improvements that focus on traveler safety and/or enhancements that could be included." The US Bureau of Land Management requested an upgraded roadway connection for "Fish Camp" a pullout used for fishing in Topaz Reservoir at PM 119.35. Alternatives 1 and 2 will increase the radii of the curves and make improvements that tend to decrease accidents by increasing sight distance. The slope cuts created by the new alignments may increase the amount of sunlight on the north facing curves, thereby reducing the roadway ice. Improving the roadway connection for "Fish Camp" would be an enhancement for travelers and residents.

According to the Mono County Regional Transportation Plan adopted 2001, the residents of Antelope Valley are most concerned about the safety on US 395 and one other local road. If given a choice, the community would rather have improvements like shoulder widening than turning US 395 into a four-lane highway. The residents would also like to keep the scenic quality of the area. Alternatives 1 and 2 will widen the shoulders for this segment of US 395. According to the Visual Impact study completed 2006, "The project alternatives will not result in significant visual impacts to views of sensitive receptors including residents living to the north and south of the project site, fishermen at lake edge vantage points, users of Topaz Lake Park on the east side of the lake and boaters on the lake."

This project was discussed in a meeting with the Nevada Department of Transportation in July 2006, and they didn't have any concerns or needs regarding this project.

The Draft Environmental Document was circulated for review and public comment between August 8, 2007 and September 6, 2007. Public and local agency comments from that review are incorporated in the Final Environmental Document, Attachment F.

A public hearing was held on August 29, 2007 at the Walker Community Center in the town of Walker. This project was also presented at Antelope Valley Regional Advisory Planning Committee meetings on September 6, 2007 and on November 1, 2007 at the Walker Community Center in the town of Walker. Public comments are incorporated in the Final Environmental Document, Attachment F.

C. Existing Facility

US 395 has been the transportation backbone of the Eastern Sierra for many years. It has provided a way for goods and services to travel from the urbanized areas to the communities along its path, as well as a means for visitors to explore the area.

The highway started out as trails and wagon wheel ruts, which eventually were graded and paved. As it stands now, US 395 is a conventional 2-lane highway for the length of the project, paved with asphalt concrete. The terrain for the length of the project is rolling to mountainous terrain with elevations ranging from 5031 to 5050 feet at the highest point ("High Point"). The width of the traveled way is 24 feet. It has varying shoulder widths that average 2 feet wide and there are several turnouts.

According to the Preliminary Geotechnical Report dated May 8, 2006, most of the existing cut and fill slopes are 1:1 or steeper and do not have slope stabilizing materials on them. The Department's Maintenance forces have to clean up the rock fall periodically. Very little vegetation has grown back since the existing cuts were made. However, the vegetation is sparse on the entire hillside due to a fire in 2002.

There are several curves that require a recommended speed lower than the posted speed limit of 55 mph. According to the 2006 Traffic Data Report, "There are two curve speed advisories within the limits of this project. The first recommends a speed of 45 MPH for the curves between approximate PM 117.95 and PM 118.20 while the second recommends a speed of 35 MPH for the curves between approximate PM 119.00 and PM 119.25."

Recent projects that have occurred that included the limits of this project are: in 2004 a project placed a 4-inch asphalt concrete overlay (EA 09-282504) and another project installed flashing advisory speed signs at High Point Curve (installed by Caltrans Maintenance crews); in 2005 a project installed centerline rumble strip through the entire project limits (EA 09-328904); and in 2006 a project placed a 1.25-inch rubberized asphalt concrete overlay (EA 09-317604). Maintenance seals the cracks on this section of highway occasionally.

The adjacent property owners are the US Bureau of Land Management and the Walker River Irrigation District. Some utility relocation will be required as part of this project.

4. NEED AND PURPOSE

A. Problem, Deficiencies, Justification

The purpose of this project is to:

- Improve the safety of U.S. Highway 395.
- Improve the Level of Service on this segment of U.S. Highway 395.

Safety improvements to U.S. Highway 395 would be accomplished by realigning horizontal and vertical curves, widening of outside shoulders, and installing rumble strips. Along this section of US 395 the fatal accident rate is 960% higher than the state wide average. The total accident rate with injuries is 300% above the statewide average. With a more consistent driving speed, increased sight distance and a wider paved cross section as proposed in both Alternatives 1 and 2, safety will be improved.

Maintenance currently needs to monitor the existing road cuts and push aside the rocks that fall into the road quite often during the wetter months. The new road cuts will be at a flatter slope with catchment areas below them or will have slope stabilization applied, such as erosion control blanket and anchored mesh.

The project would also improve the overall Level of Service by constructing curve corrections and providing a consistent design speed throughout the segment. For this section of US 395 the Level of Service (LOS), a measure to compare the quality of service for travelers, is currently at "D," defined as Approaching Unstable Flow in A Policy on Geometric Design of Highways and Streets from AASHTO, and is predicted to fall to "E," Unstable Flow, before this project is scheduled for construction. Improving the alignment will result in a LOS of "C," which is defined as Stable Flow and is the design level the Traffic Concept Report recommends for US 395.

U.S. Highway 395 in the project area follows a winding alignment and mountainous terrain adjacent to Topaz Lake. The proximity of the highway to the lake and microclimate conditions contributes to the icing that occurs on the roadway surface during the colder months. The existing alignment, along with the icy conditions, has contributed to accidents on this segment of the highway.

Currently, the 85th percentile speed for the area around this project is 61 mph, but there are several curves within the project limits that have recommended speeds below the posted speed limit of 55 mph.

B. Regional & System Planning

US 395 is on the Federal Aid Primary (FAP) system, the State Freeway and Expressway System and the State Scenic Highway Master Plan. This Route is also considered a High Emphasis Focus Route as part of the Interregional Road System (IRRS) and connects transportation systems across four states. It is included in the SHELL (Subsystem of Highways for the Movement of Extra Legal Permit Loads) system, and is a Federal STAA (Surface Transportation Assistance Act) route.

The US 395 Transportation Concept Report states, "In Mono County, US 395 is expected to be 4-laned between the Inyo/Mono County line and Lee Vining during the 20-year planning horizon. The concept LOS of B or better will be maintained in the 4-lane sections. North of Lee Vining, the concept LOS is reduced to C to reflect the change in concept facility from 4-lane expressway to fully improved 2-lane roadway with a minimum of 8-foot shoulders and passing lanes. A concept LOS of B was considered and rejected for these segments as unattainable due to the concept facility standards and topographic constraints. Some segments north of Lee Vining could be 4-laned during the 20-year planning horizon, however, lack of available funding and public support in some areas may not allow the areas to be upgraded during this period. For those areas, the LOS is expected to drop to as low as E."

According to the Mono County Regional Transportation Plan adopted 2001, the county's goal for Antelope Valley is to, "Provide and maintain an orderly, safe, and efficient transportation system that preserves the rural character of the Antelope Valley." The plan's recommendation is to, "Support operational improvements to the existing 2-lane Hwy. 395," and, "Promote shoulder widenings along Hwy. 395 to allow for bike, pedestrian and equestrian use." Alternatives 1 and 2 will widen the shoulders and improve the operations for this segment of US 395, consistent with the Regional Transportation Plan.

This project is identified in the Mono County Regional Transportation Plan as a financially constrained project. The project is currently programmed through PS&E,

although the programmed amount for PS&E, $1.258 million, is less than the $2.331 million estimated to complete project design. The Mono County Local Transportation Commission is currently determining its funding priorities and is expected to support providing additional funding for this project in the 2008 STIP.

C. Traffic

The Eastern Sierra is a recreational haven that attracts many people who travel up and down US 395. Topaz Reservoir, the eastern border for most of this project, is a popular place for residents and visitors to fish. Commuters who use this segment of US 395 include residents in the southern part of Antelope Valley who work in Nevada and military personnel who live in the communities north of the California-Nevada border and commute to the Marine base at Sonora Junction.

The following is a summary of various current and projected traffic data, based on 2004 Traffic Volumes and the 2004 Annual Average Daily Truck Traffic. The future traffic volumes are based on a growth rate of 0.5% per year. AADT stands for Annual Average Daily Traffic and DDHV stands for Directional Design Hourly Volume.

	2004	2012	2017	2022	2032
AADT	4000	4160	4270	4380	4600
Peak Hour Volume	550				
Peak Hour Direct. Split	54%				
DDHV		310	320	320	340
% Trucks	6.3				
Traffic Index			8.0	9.0	9.5

Current, construction year and projected Levels of Service are presented below, according to the US 395 Traffic Concept Report, updated 2000.

	2004	2012	2017
LOS – No Improvement	D	E	E
LOS – Improved 2-Lane Conventional Highway	C	C	C

The total five-year (4/01/00 through 3/31/05) accident rate along the project is 4.19 Accidents per Million Vehicle Miles (ACCS/MVM) with a total statewide average of 1.40 ACCS/MVM. The following table shows a breakdown of accidents during this period. The TASAS and Table B information sheets are included in the attachments.

Five Year Accident Table – Mono 395 PM 117.9/119.4				
Type and Number of Accidents		Accidents /MVM		
Fatal	3		Actual	Statewide Average
Injury	9	Fatal	0.299	0.031
Property Damage Only	30	Fatal + Injury	1.20	0.68
Total	42	Total	4.19	1.40

In the five-year period there were 3 fatal accidents in the project area resulting in 3 persons killed. The Fatal Accident rate is 9.6 times higher than the Statewide Average. The primary causes of the accidents along this segment were as follows; 33% unsafe speed, 33% failure to maintain vehicle, 10% improper turn, 7% driving under the influence, 2% following too close, 2% driving left of a solid double yellow line, 2% unsecured/spilled load, 2% operating a combination of unsafe vehicles, 2% failure to drive on the right half of the roadway, 2% deer and 2% bear.

Over half of the accidents (52%) were hit object type collisions, 29% were overturn collisions, 7% were head-on collisions, 7% were sideswipe collisions and 5% were rear end collisions. The majority (83%) of the collisions occurred when the weather was clear versus 17% when it was either raining, snowing or foggy. 67% occurred when the pavement was dry versus 33% when it was snowy or icy.

Most of the accidents have been concentrated at two locations within the limits of the project: at PM 119.1 "High Point Curve" at the north end; and at PM 118.1 "Palmer Curve" at the south end of the project.

As discussed in the Background section, due to the higher than expected accident rate, traffic safety enhancement projects near PM 119.1 "High Point Curve" have installed a flashing curve warning sign, centerline rumble strip and curve chevrons. Since those safety enhancements have been installed, the fatality rate has gone down but the accident rate still remains high at nearly 6 times the expected rate for a similar facility. The total two-year (9/15/04 through 12/31/06) accident rate in that vicinity within the project limits is 8.11 Accidents per Million Vehicle Miles (ACCS/MVM) with a total statewide average of 1.39 ACCS/MVM. Typically, a three-year accident rate is used for accident analysis; however, three years of data are not yet available. The following table shows a breakdown of accidents during this period.

Two Year Accident Table – Mono 395 PM 118.5/119.2				
Type and Number of Accidents		Accidents /MVM		
Fatal	0		Actual	Statewide Average
Injury	5	Fatal	0.000	0.031
Property Damage Only	13	Fatal + Injury	2.25	0.67
Total	18	Total	8.11	1.39

Alternatives 1 and 2 are expected to improve safety for this segment of US 395 by improving the horizontal and vertical alignments, widening shoulders, and creating flatter slopes/embankments, all of which will raise the design speed and increase sight distance.

5. ALTERNATIVES

A. Viable Alternatives

Three alternatives were evaluated for the proposed U.S. Highway 395 High Point Curve Corrections project: two Build alternatives and one No-Build alternative. Alternatives 1 and 2, the build alternatives, propose to raise the design speed to 60 miles per hour for the length of the project by correcting several horizontal and vertical curves and also to widen the existing shoulders from 2 to 8 feet wide each. Alternate 3 is the No-Build Alternative.

Alternative 1:

Alternative 1 proposes to raise the design speed to 60 miles per hour and to widen the existing shoulders from PM 117.8 to 119.6. Refer to Attachment B for Alternative 1 alignment and Attachment C for the typical cross-sections.

Alternative 1 proposes to implement a design speed of the highway for the length of the project of 60 mph by using a cut and fill approach to realign vertical and horizontal curves. Up to nine (9) retaining walls will be used to keep fill out of Topaz Lake. Metal beam guard railing will be installed at these locations. The shoulders will be widened from 2 feet to 8 feet. Catchment areas will be constructed below the cut slopes to keep rock and debris out of the traveled way. Alternative 1 meets mandatory highway geometric standards so mandatory design exceptions will not be required. An advisory design exception for embankment slopes steeper than 4:1 has been approved. Blasting may be necessary in some areas of rock outcroppings.

The proposed cut slopes will be flattened to 1 horizontal to 1 vertical (1:1) from the existing steep slopes to promote revegetation and stability in areas that are not solid rock. The proposed fill slopes will be 1.5:1 or flatter to promote revegetation and stability.

Drainage for the project will be perpetuated and improved. Culvert and downdrain energy dissipators are proposed to prevent erosion and scouring. Traction sand / sediment basins are proposed to treat pavement runoff.

Although scenic pullouts are not included there will be widened areas resulting from the highway realignment that will provide pullout opportunities. Parking will not be prohibited.

Excess excavated material may be generated from this project, which will become the property and disposal responsibility of the Contractor. Potential disposal site(s) will be identified in the plans and specifications.

Alternative 1 Cost Estimate, non-escalated:

Roadway	$36,400,000
R/W Acquisition	$1,215,000
TOTAL	$37,615,000

The escalated costs for the programmed year are shown under the Programming section of this report. A preliminary cost estimate is included in this report as an attachment.

Alternative 2:

This alternative proposes to implement a design speed of 60 miles per hour and to widen the existing shoulders from PM 117.8 to 119.6 as described under Alternative 1. However, it proposes to eliminate one curve along the project by constructing a 505-foot bridge from beginning Station 75+63 just north of "High Point" to 80+68. In doing so, one retaining wall can be avoided and two large cuts above the area of the bridge can be significantly reduced. Alternative 2 meets mandatory highway geometric standards so mandatory design exceptions will not be required. An advisory design exception for embankment slopes steeper than 4:1 has been approved. Blasting may be necessary in some areas of rock outcroppings.

Alternative 2 Cost Estimate, non-escalated:

Roadway	$28,500,000
Structure	$5,400,000
R/W Acquisition	1,215,000
TOTAL	$35,115,000

Alternative 3:

Alternative 3 is the No Build alternative. The No-Build Alternative will leave this segment of U.S. Highway 395 as it is and therefore is not considered a viable alternative. Alternative 3 will not address the project's purpose and need to improve the safety, and Level of Service. As traffic volume increases, the Level of Service and the number of accidents may increase.

Analysis of Proposals:

Each of the two build alternatives will provide improved safety and Level of Service along U.S. Highway 395, from just north of the junction with SR 89 to just south of the California-Nevada border. The two Build alternatives have been estimated at comparable cost. The bridge will allow the highway to be aligned away from the hillside, thereby reducing the slope excavation. Bridge decks have more tendency to develop ice resulting in more de-icing work than would occur on the roadbed. The right of way requirements for both alternatives are equal.

B. Selection of the Preferred Alternative

The Draft Project Report and the Initial Study, referred to as the Draft Environmental Document (DED), were circulated for public comment and a public hearing was held during the comment period. After the public comment period, the Project Development Team (PDT) met on November 2, 2007 to select a preferred alternative. The majority of the PDT members recommended that Alternative 1 be carried forward as the preferred alternative, giving consideration to three provisos: 1) Reducing the number of curve corrections is investigated (e.g., possibly eliminating improvements on the middle curve); 2) Ways to further reduce slope cutting and ways to further lessen the impacts of the slope cuts are investigated; 3) Ways to reduce costs are investigated.

In recommending the preferred alternative, consideration was given to safety and the economic, social, environmental, traffic and community impacts of each alternative. The recommendation of Alternative 1 by the PDT as the preferred alternative considered the following:

- Accident data through the project limits is above the statewide average.
- Less possibility of ice on the traveled way (compared to Alternative 2).
- Less maintenance required (compared to Alternative 2).
- Life cycle cost for hot mix asphalt is generally lower than concrete.
- Aesthetics that is more consistent with the area (compared to Alternative 2).
- Can potentially be completed from 2 to 4 months earlier than Alternative 2.
- Completion could be accelerated by up to 2 months if full closure of Route 395 with detours is used for portions of the work.
- The bridge in Alternative 2 must be constructed in very restrictive space, which will add difficulty and disrupt traffic on a regular basis during construction.
- Comparable estimated construction cost to Alternative 2.
- Fewer permit requirements (compared to Alternative 2).
- Alternative 3, the no-build alternative would not provide the upgrades needed to improve safety and operation of the system.

The PDT recommended alternative 1 as the preferred alternative because it has the greatest project benefits with the least public impacts.

C. Rejected Alternatives

No alternatives were rejected by the Project Development Team.

6. CONSIDERATIONS REQUIRING DISCUSSION

A. Hazardous Waste

No hazardous waste sites were identified in the Initial Site Assessment.

B. Value Analysis

A Value Analysis (VA) study was completed June 2004. According to its synopsis, "The VA Study focused on identifying and developing alternatives to the original design concept that would improve operations, maintain or improve safety, reduce costs if possible and satisfy the local stakeholder issues and concerns."

The VA team proposed three conditionally accepted alternatives to the original project design. The team labeled Alternative 2 in this report as the proposed project, which is to widen shoulders, and raise the design speed to 60 mph by correcting curves and placing a

505-foot bridge. VA Alternative 1.1 is approximately the same as Alternative 1 (No Bridge) in this report. VA Alternative 1.2 proposes to omit the Middle Curve correction on the No Bridge Alternative 1.1. VA Alternative 1.3 is the No Bridge Alternative 1 with an additional retaining wall on the fill slope at the southernmost curve. After analysis, it was determined that a retaining wall is needed at that location to keep the fill out of Topaz Lake for all alternatives. It is no longer considered an Alternative, but is included as part of the build alternatives.

C. Resource Conservation

Both Alternatives 1 and 2 change the vertical alignment so that part of the new profile is above the existing profile and part is below. Where the grade is being lowered, the existing asphalt concrete will be removed and either incorporated in embankments, recycled or stored on State property for future use. Where the new alignment is approximately the same elevation as the existing alignment, but offset in the horizontal direction, the existing alignment may be converted to turnouts.

D. Right of Way Issues

Alternatives 1 and 2 will require new Right of Way. Right of Way Data sheets are included in attachment E. The right of way costs are the same for both alternatives. Utility conflicts include underground fiber optics line (Verizon), and wood power poles (Edison). The fiber optics line may need to be relocated twice to accommodate staged construction.

The right of way costs of $1.215 million (non-escalated) are comprised of $667,000 for utility relocation, $489,000 for visual mitigation, $57,000 for acquisition, and $2,000 for title and escrow fees.

E. Environmental Issues

This project is Categorically Excluded under NEPA. An Initial Study with Proposed Mitigated Negative Declaration was prepared for CEQA. For more information, refer to the Final Environmental Document, Attachment F.

- Biology— Construction-related activities would result in 12.5 acres of permanent impact and 33.5 acres of temporary impact to Pinyon/Juniper Woodland vegetation (Natural Environment Study, June7, 2007).
- Visual— Disturbance and removal of native vegetation would occur during construction. Slope cuts would be visible along the project limits on the west side of the highway. Plant seed shall be scattered for erosion control or revegetation purposes in sections of the project. To avoid the introduction of non-native plants, Caltrans would replant the area disturbed by project activities with vegetation native to the area as specified in the Visual Impact Assessment (March 2, 2006) and in conjunction with the Landscape Revegetation Project administered by the Caltrans District 9 Landscape Architect Branch. Required mitigation for visual impacts is described in the Final Environmental Document, Attachment F. The majority of mitigation costs identified above are needed to restore to the extent possible the original quality and character of the vegetated slopes adjacent to the roadside. A

separate revegetation contract with extended plant establishment period will follow the completion of the project.

- Cultural Resources—There are no archaeological sites or historical properties in the project area (Historic Property Survey Report, April 11, 2007).
- Hydrology and Floodplain—The project is not situated within the 100-year floodplain (Floodplain Evaluation Report and Location Hydraulics Study, February 23, 2007).
- Paleontology—The project is not expected to affect any sensitive paleontologic resources (Paleontology Identification Report, June 1, 2007).
- Noise and Vibration—There are no sensitive receptors within the project vicinity (Noise Summary, April 18, 2007).

F. Air Quality Conformity

According to the Environmental Scoping Checklist, "It is anticipated that the proposed project would be in compliance with the 1990 Federal Clean Air Act." Both Alternatives are fully compatible with the design concept and scope described in the current Regional Transportation Plan (RTP) as well as the current Federal Regional Transportation Improvement Program (FRTIP), which the Regional Agency has determined to conform to the State Implementation Plan (SIP) for air quality.

G. Title VI Considerations

This project will conform to the California State Department of Transportation Title VI Policy Statement. No person on the grounds of race, color, sex and national origin will be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination during the processes of developing and constructing this project. There are no private landowners within or adjacent to the project limits to be discriminated against. The construction of this project will benefit all people regardless of race, color, sex and national origin.

7. OTHER CONSIDERATIONS AS APPROPRIATE

A. Public Hearing Process

This Draft Project Report and the Environmental Document were made available for public comment. A Public Hearing was given during the public circulation process of the environmental document.

B. Permits

A 1602 agreement from the California Department of Fish and Game, a 404 permit from the Army Corps of Engineers, and a 401 permit from the California Water Resources Board will be required for Alternative 2 (bridge). Permits will not be required for Alternative 1 (no bridge).

A National Pollutant Discharge Elimination System (NPDES) general construction permit for storm water discharges issued by the Lahontan Region Water Quality Control Board (part of which is the Storm Water Pollution Prevention Plan (SWPPP)) will be

required. No earthwork will be done in the rainy season, from October 15 through May 1.

C. Transportation Management Plan for Use During Construction

A traffic management plan will be required for Alternatives 1 and 2. See also Section D, Stage Construction.

Full closure of Route 395 during portions of the day with signed detours on existing highways and a public information campaign for a limited time period during sidehill excavation will be evaluated, in the interest of expediting the most difficult work and minimizing the overall disruption to the public during construction. The District Lane Closure Review Committee must approve all closures longer than 20 minutes.

If full closures are used, there are two proposed detour routes. Autos may be directed to CA Route 89 over Monitor Pass through Markleeville, CA and to CA Route 88 in Minden, NV. This detour will add about 20 miles distance and 39 minutes travel time. Monitor Pass is typically open sometime in March or April after winter closure.
Trucks will be directed to Nevada Rte 208 ("Holbrooke Junction") and to CA Rte 182 at Bridgeport. This detour through Nevada will add about 7 miles distance and 25 minutes travel time. If the Route 88/Route 89 detour route is not available, the detour through Nevada for Antelope Valley residents will add up to 45 miles and 65 minutes travel time. Interregional trucks on northbound Route 395 would be advised to take Rte 6 from Bishop.

The residents of Antelope Valley, including the communities of Walker, Coleville and Topaz, CA will be most directly impacted by this project. Many of these residents commute north to Nevada: Topaz Lake, Gardnerville, and Carson City. Public meetings in Antelope Valley will be conducted during project development to advise these residences of the project and associated traffic control strategy.

D. Stage Construction

Constraints of the steep hillside to the west and Topaz Lake to the east will create limited room for detours and challenging traffic control during the construction of the project.

It is proposed to construct the project in four stages. Each stage will require one-lane reversible traffic control. The one direction control will be accomplished using flaggers and temporary signals at each end of the project – a total of 1.8 miles of one-way traffic control.

The duration of the staged one-lane traffic control is estimated to be about 8 to 12 months total. During periods of extended work shutdowns, such as winter suspension, the fully operational two-lane highway will be maintained.

A speed limit of 25 mph through the project will create a minimum 10-minute wait at each end depending on the queue. Additional delays will occur when blasting and/or sidehill excavation will create unsafe passage. Although a 20-minute total maximum delay will be specified, there will likely be extraordinary occasions where delays of up to an additional 50 minutes, for a total of 70 minutes, could occur as excess debris is cleared

and cut slopes are stabilized. To minimize this delay and protect the traveled way, temporary rockfall protection will be deployed at the base of major cut slope excavations.

The minimum clear width for public traffic will be 20 feet (a 12 ft lane and two 4 ft shoulders). This will allow room for opposing emergency vehicles to pass and/or through traffic to pass stranded vehicles. There will be several locations where there will be more width available for pullouts for stranded vehicles. At these locations temporary emergency call boxes may be installed. The 4 ft shoulders will provide for bicycle traffic.

8. PROGRAMMING

This project is identified in the Mono County Regional Transportation Plan as a financially constrained project. The project is currently programmed through PS&E, although the programmed amount for PS&E, $1.258 million, is less than the $2.331 million estimated to complete project design. The Mono County Local Transportation Commission is currently determining its funding priorities and is expected to support providing additional funding for this project in the 2008 STIP. If additional funding is not included in the 2008 STIP, the project schedule will be revised.

Milestones Dates from the Project Status Report are listed as follow:

Approve PSR	03/16/2000
PA&ED	11/21/2007
District PS&E to HQ	07/01/2010
R/W Certification	07/01/2010
Ready to List	11/01/2010
HQ Advertise	12/01/2010
Contract Acceptance	09/01/2012

Proposed Total Project Cost
2008 STIP

(Alternative 1 costs shown)

Project Cost Component	Fiscal Year					Total
	Prior	2007-08	2008/09	2009/10	2010/11	
R/W Capital				1,451		1,451
Construction Capital					44,275	44,275
PA & ED	1,846					1,846
PS&E		2,331				2,331
R/W Support			142			142
Construction Support					3,492	3,492
Total	**1,846**	**2,331**	**142**	**1,451**	**47,767**	**53,537**

Dollar amounts in thousands of dollars; Capital cost and Right of Way escalation rate: 5%; Support cost escalation rate: 3.1%

9. REVIEWS

Ken Cozad, Headquarters Design Coordinator has reviewed and concurred with the project. It is anticipated that this project will be eligible for Federal participation and be administered by a Certification Acceptance Agreement.

10. PROJECT PERSONNEL

Project Manager	Cedrik Zemitis	(760) 872-0250
Design Manager	Truman Denio	(760) 872-0671
Environmental Manager	Sarah Gassner	(559) 243-8243
Environmental Planner	Michael Calvillo	(559) 243-8171
Right of Way Branch Reviewer	Nancy Escallier	(760) 872-0641
Project Engineer	Joe Blommer	(760) 872-0789

11. LIST OF ATTACHMENTS

Location Map	ATTACHMENT A
Layout Sheets	ATTACHMENT B
Typical Cross Sections	ATTACHMENT C
Cost Estimates	ATTACHMENT D
Right of Way Data Sheets	ATTACHMENT E
Final Environmental Document	ATTACHMENT F
Traffic Data	ATTACHMENT G
Storm Water Data Report	ATTACHMENT H
Traffic Management Plan Data Sheet	ATTACHMENT I
Risk Management Plan	ATTACHMENT J

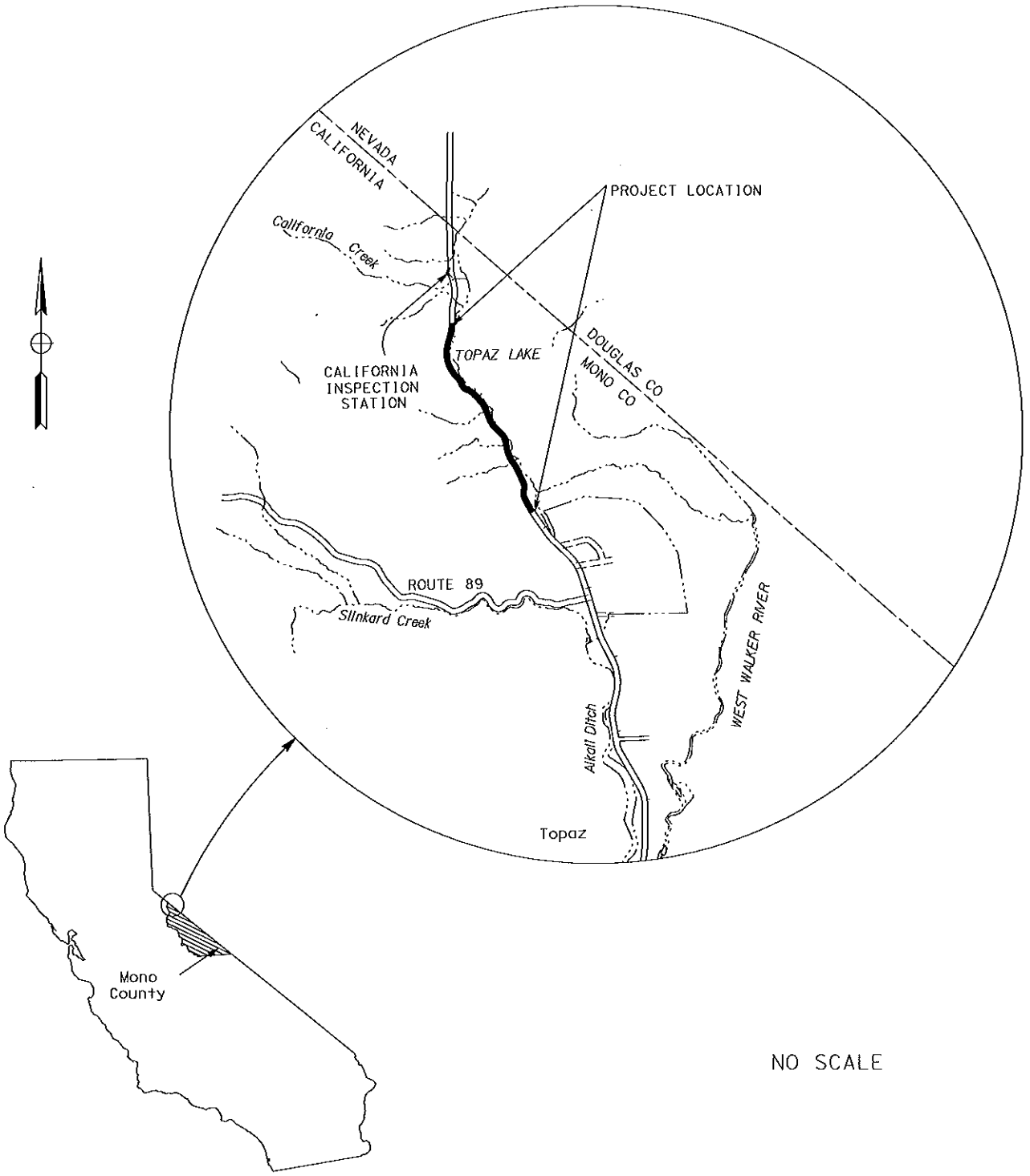
12. DISTRIBUTION LIST

Division of Design (2)
FHWA – Dominic Hoang
HQ Environmental – Bob Pavlik
HQ Maintenance – Patti-jo Dickinson
HQ Design Engineering Services (DES) - Andrew Tan
Design Manager – Truman Denio (3) - Orig + 2 cc's
Environmental Branch – Sarah Gassner
Central Region Environmental – David Hyatt
Project Manager – Cedrik Zemitis
Construction Engineer – Luis Elias
PPM – Sarah Lesnikowski
Central Region Surveys – Hanna Kassis (electronic copy)
Central Region Materials Lab – Dave Dhillon
District 9 Maintenance and Operations- Craig Holste
District 9 Traffic Management - Terry Erlwein
District 9 Right-of-way - Nancy Escallier
District 9 Planning – Brad Mettam
District 9 SFP – Bryan Winzenread
Central Region Records – Victoria Pozuelo

ATTACHMENT A

Location Map

LOCATION MAP



NO SCALE

ATTACHMENT B

Layout Sheets

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	MNO	395	PM 117.8/119.6	01	04

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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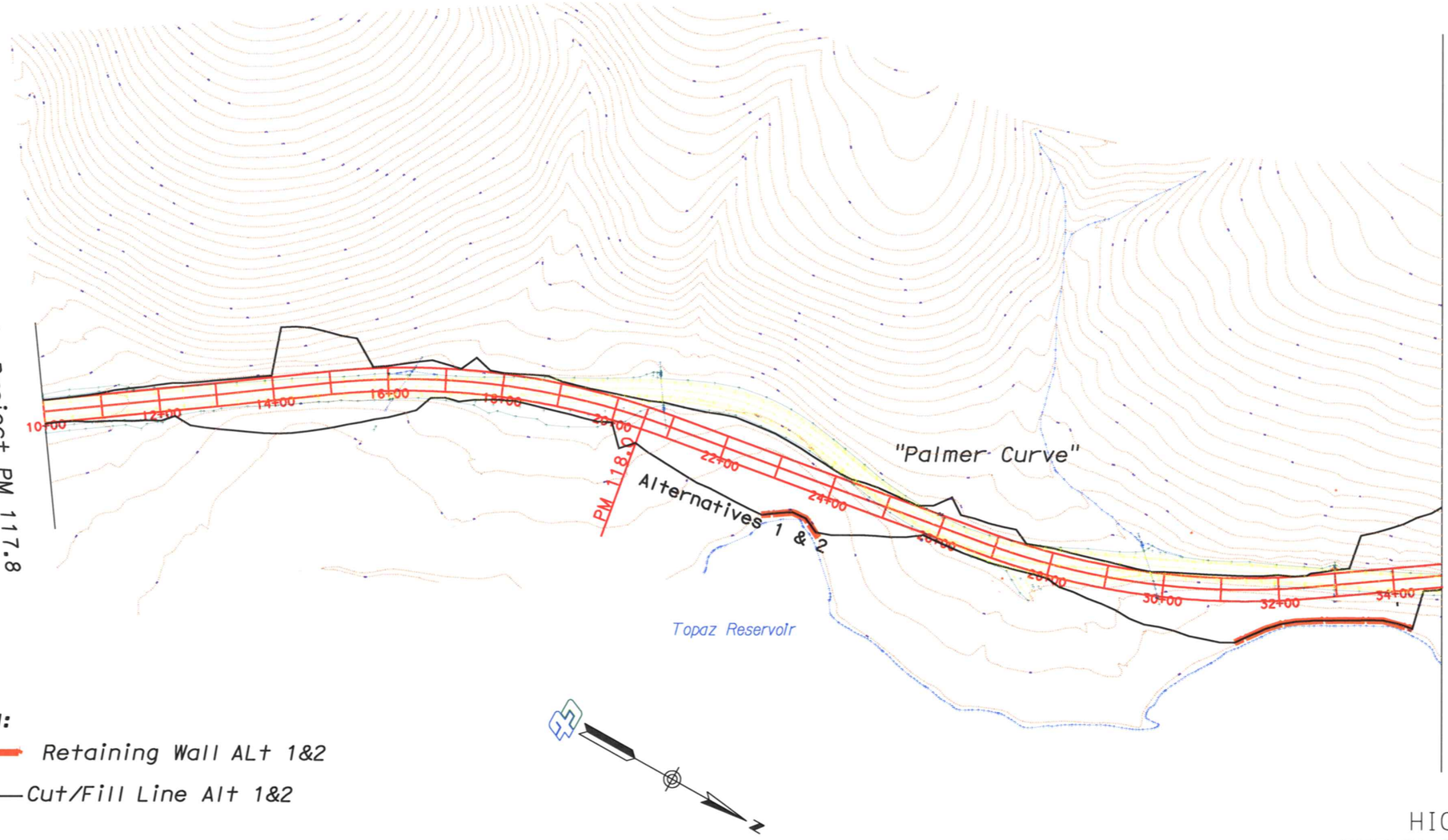

Legend:

Retaining Wall ALt 1&2

Cut/Fill Line Alt 1&2

HIGH POINT CURVE CORRECTIONS

Scale: 200 ft. = 1 in.

L-1

CALCULATED/ DESIGNED BY	Robin A duSaint	DATE	REVISED BY
CHECKED BY			DATE REVISED

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

PROJECT ENGINEER

LAST REVISION 05-20-07

DATE PLOTTED => 07-NOV-2007
TIME PLOTTED => 15:30

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

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DGN FILE => DPR_1.dgn

CU 00000

EA 237700

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	MNO	395	PM 117.8/119.6	02	04

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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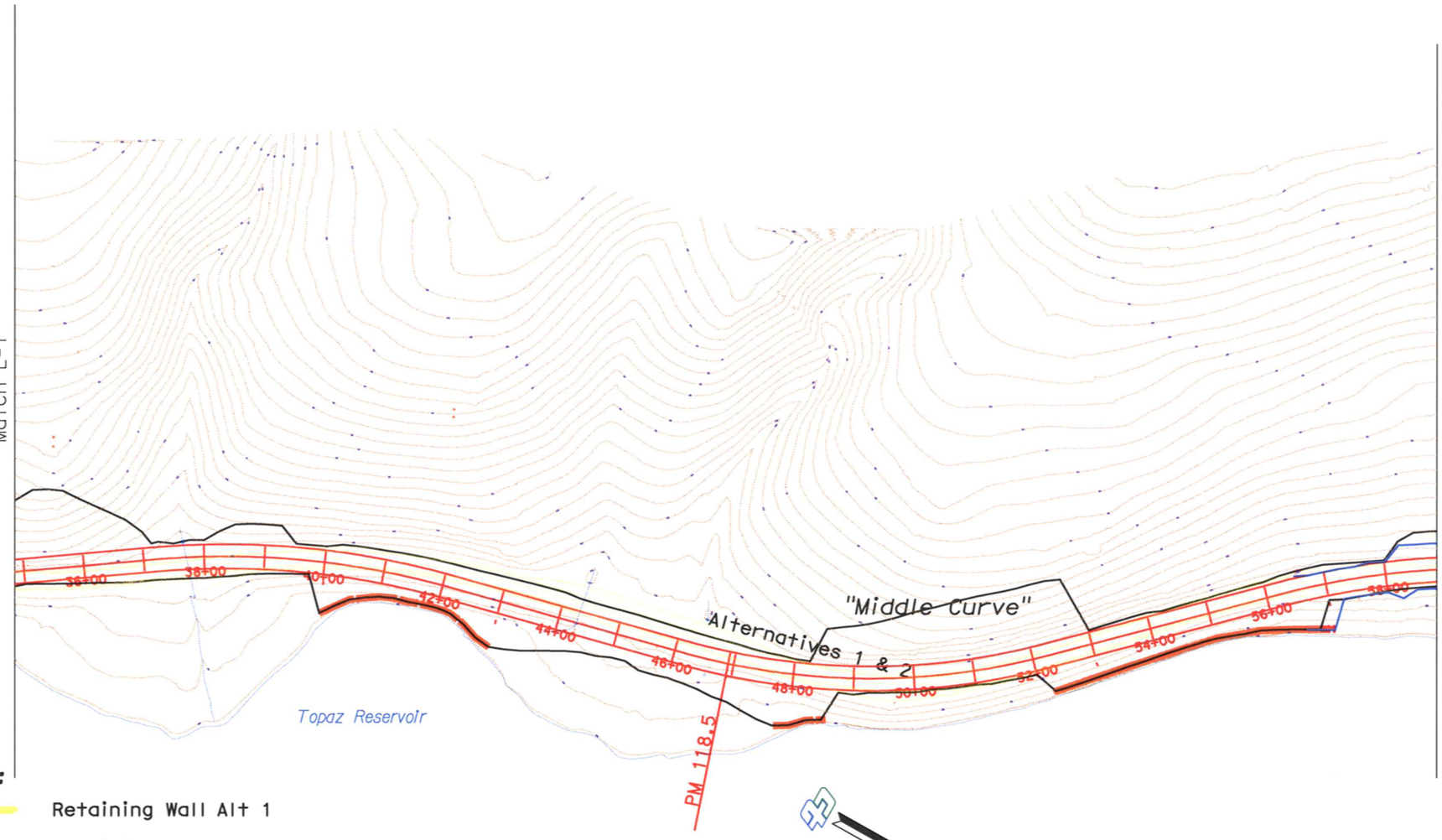
To get to the Caltrans web site, go to: http://www.dot.ca.gov



Legend:

- Retaining Wall Alt 1
- Retaining Wall Alt 2
- Retaining Wall Alt 1&2
- ALternative 1 Cut/Fill Line
- ALternative 2 Cut/Fill Line

High Point Curve Corrections

Scale: 200 ft. = 1 in.

L-2

CALCULATED/ DESIGNED BY	Robin A duSaint	DATE	REVISED BY
CHECKED BY			DATE REVISED

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

PROJECT ENGINEER

LAST REVISION 05-20-07 | DATE PLOTTED => 07-NOV-2007 | TIME PLOTTED => 15:31

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

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DGN FILE => DPR_2.dgn

CU 00000

EA 237700

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	MNO	395	PM 117.8/119.6	03	04

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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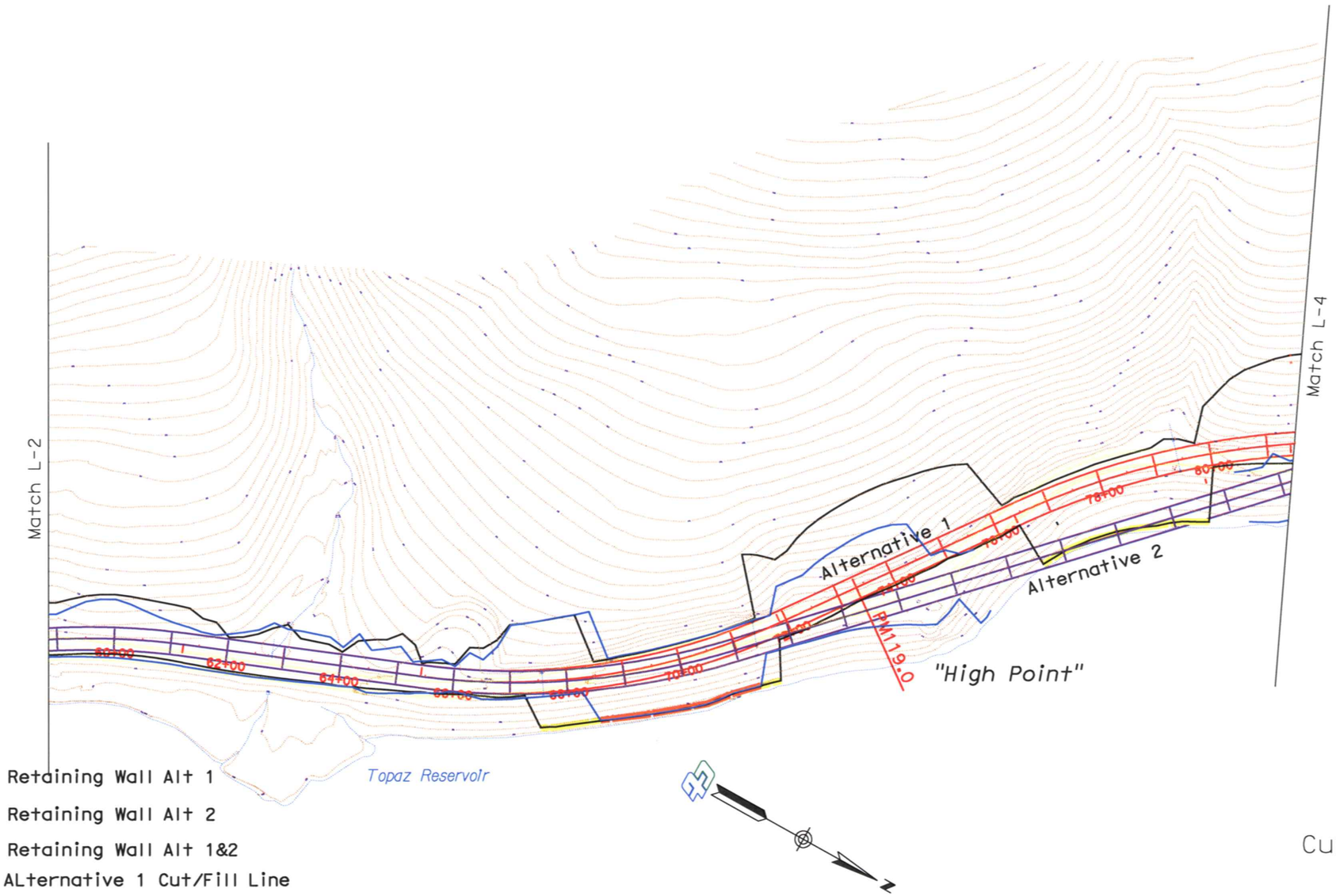

Legend:

- Retaining Wall Alt 1
- Retaining Wall Alt 2
- Retaining Wall Alt 1&2
- ALternative 1 Cut/Fill Line
- ALternative 2 Cut/Fill Line

High Point Curve Corrections

Scale: 200 ft. = 1 in.

L-3

CALCULATED/ DESIGNED BY: Robin A duSaint — DATE:

CHECKED BY:

PROJECT ENGINEER:

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

DATE	REVISED BY
DATE REVISED	

LAST REVISION 05-20-07 — DATE PLOTTED => 07-NOV-2007 — TIME PLOTTED => 15:32

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

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DGN FILE => DPR_3.dgn

CU 00000

EA 237700

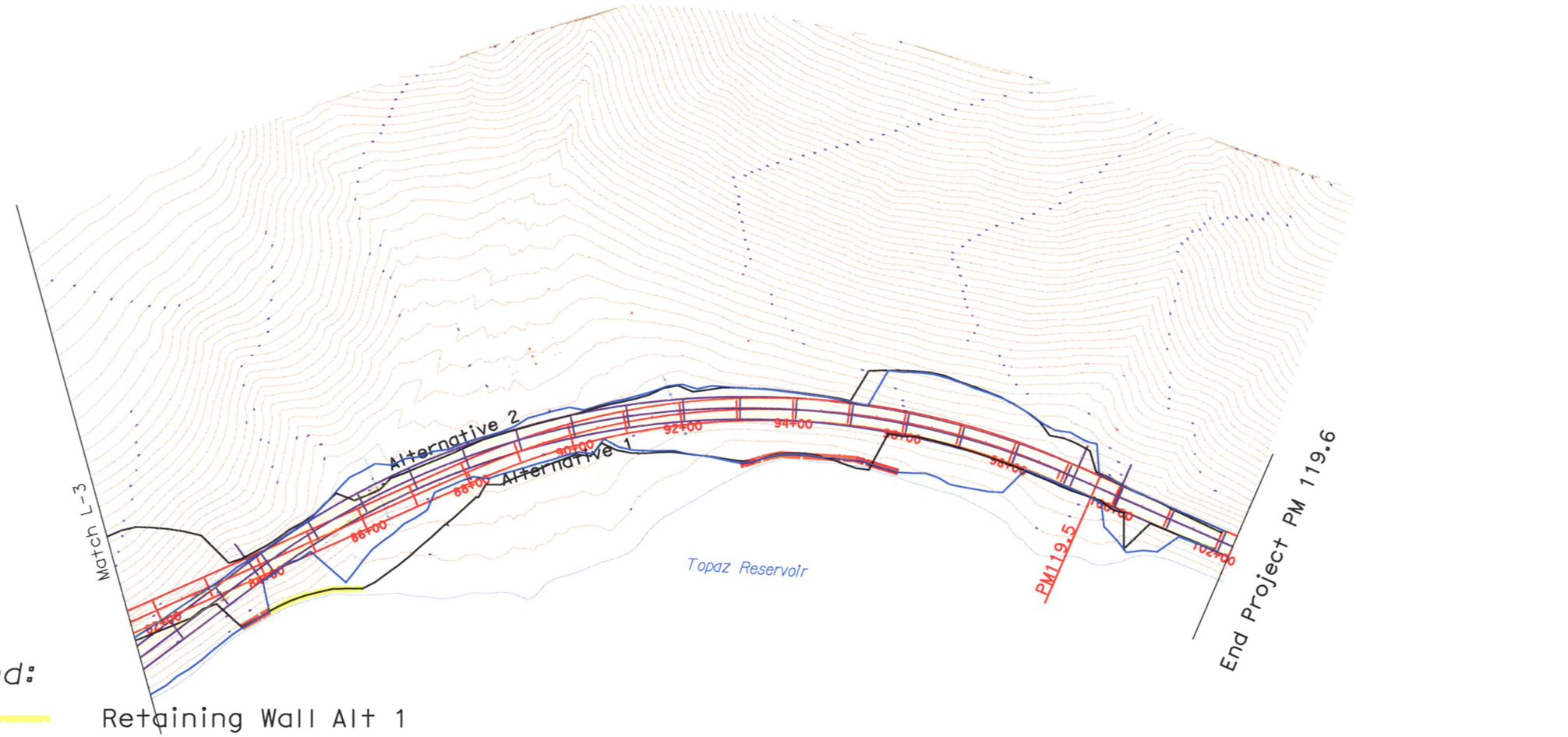
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	MNO	395	PM 117.8/119.6	04	04

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

To get to the Caltrans web site, go to: http://www.dot.ca.gov



Legend:

- Retaining Wall Alt 1
- Retaining Wall Alt 2
- Retaining Wall Alt 1&2
- ALternative 1 Cut/Fill Line
- ALternative 2 Cut/Fill Line

High Point Curve Corrections

Scale: 200 ft. = 1 in.

L-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

PROJECT ENGINEER

CALCULATED/ DESIGNED BY: Robin A duSaint

CHECKED BY

DATE	REVISED BY
	DATE REVISED

LAST REVISION 05-20-07 — DATE PLOTTED => 07-NOV-2007 — TIME PLOTTED => 15:32

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s134546
DGN FILE => DPR_4.dgn

CU 00000

EA 237700

ATTACHMENT C

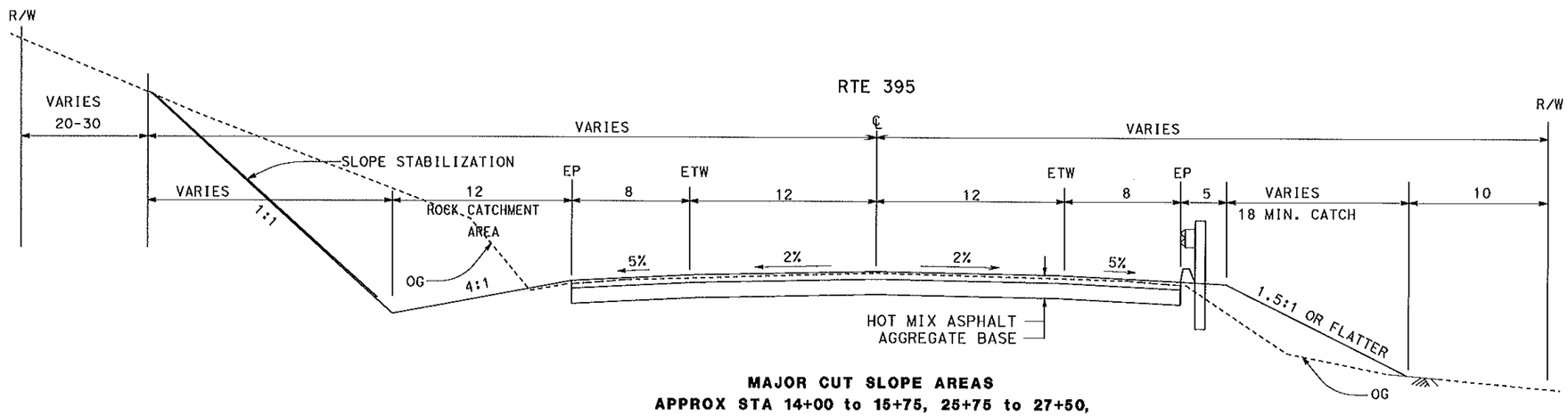
Typical Cross Sections

DESIGN DESIGNATION (US 395)

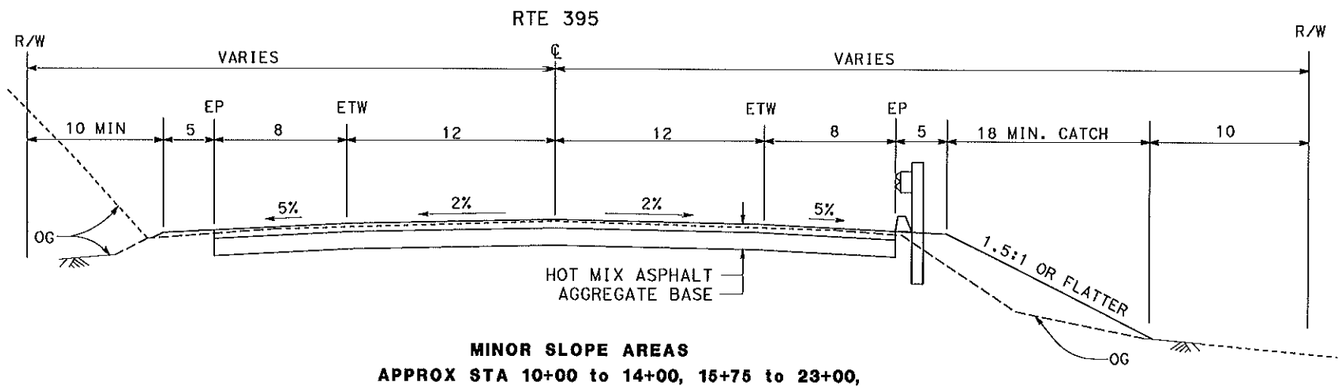
2012 ADT = 4160 D = 54.21%

2032 ADT = 4600 T = 6.3%

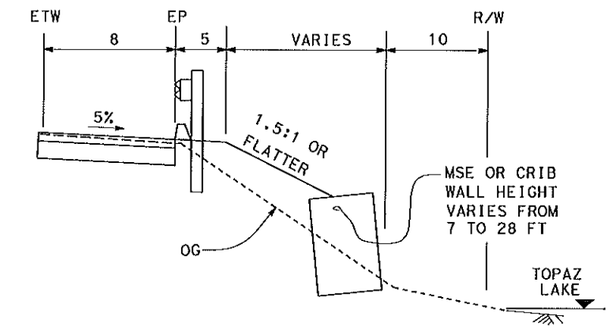
DHV = 340 V = 60 MPH



MAJOR CUT SLOPE AREAS
APPROX STA 14+00 to 15+75, 25+75 to 27+50, 33+25 to 37+25, 48+25 to 53+00, 58+00 to 62+00, 64+00 to 68+50, 71+50 to 76+25, 79+75 to 83+50, 95+00 to 99+50



MINOR SLOPE AREAS
APPROX STA 10+00 to 14+00, 15+75 to 23+00, 24+25 to 25+75, 27+50 to 31+00, 37+25 to 40+00, 43+00 to 47+75, 57+00 to 58+00, 62+00 to 64+00, 76+25 to 76+50, 85+75 to 93+25, 99+50 to 102+00



SHOULDERS WITH RETAINING WALLS
APPROX STA 23+00 to 24+25, 31+00 to 34+50, 40+00 to 43+00, 47+75 to 48+75, 52+00 to 57+00, 67+75 to 71+75, 76+50 to 80+00, 83+00 to 85+75, 93+25 to 95+25

NOTE: ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN.

ATTACHMENT C

ALTERNATIVE 1
TYPICAL CROSS SECTION
No Scale

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	MNO	395	PM 117.8/119.6	01	03

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

To get to the Caltrans web site, go to: http://www.dot.ca.gov

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY: Robin A duSaint

CHECKED BY:

PROJECT ENGINEER:

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

LAST REVISION 05-20-07 — DATE PLOTTED => 19-NOV-2007 — TIME PLOTTED => 15:22

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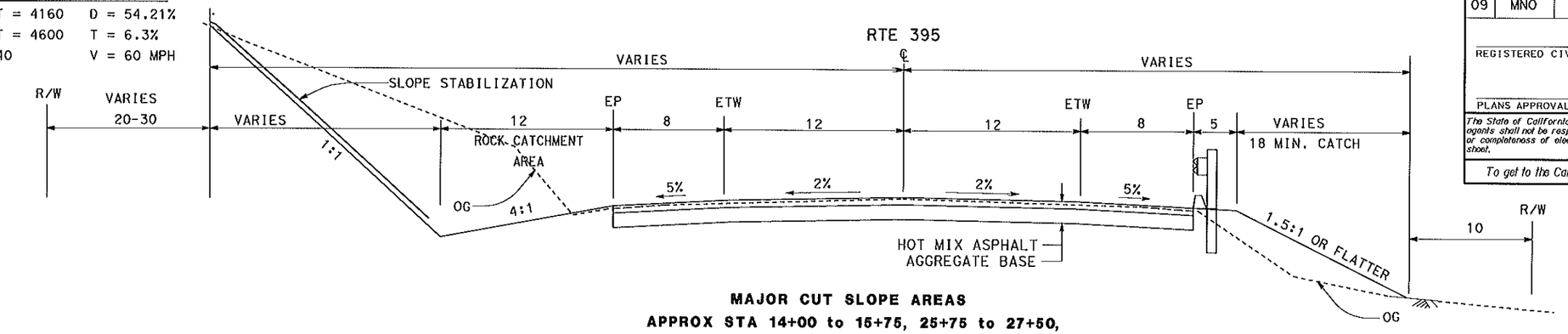
DGN FILE => typical sections.dgn

CU 00000

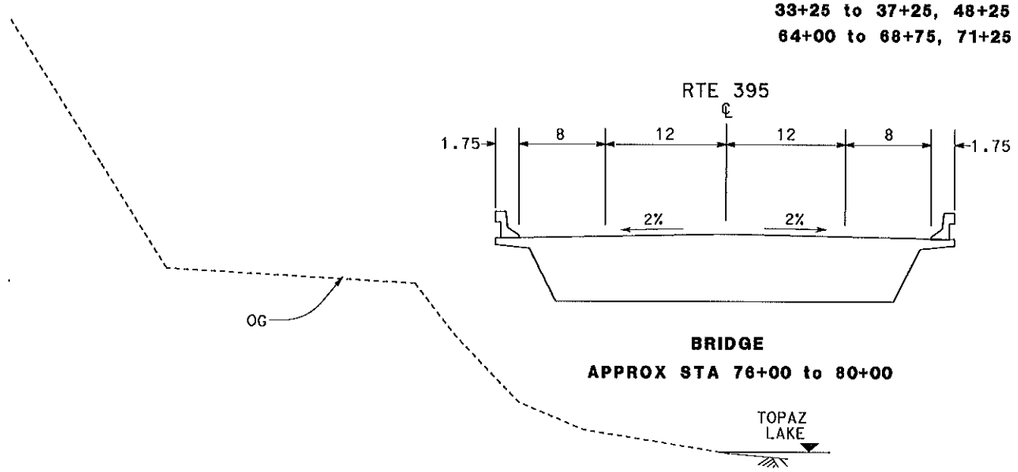
EA 237700

DESIGN DESIGNATION (US 395)

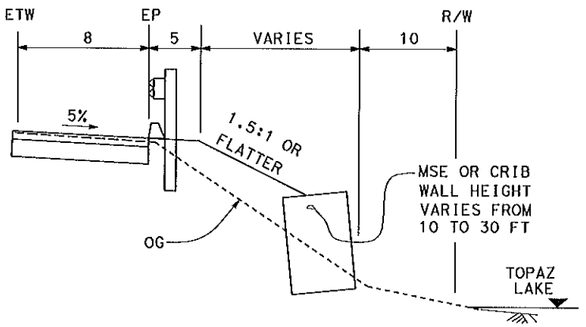
2012 ADT = 4160 D = 54.21%
2032 ADT = 4600 T = 6.3%
DHV = 340 V = 60 MPH



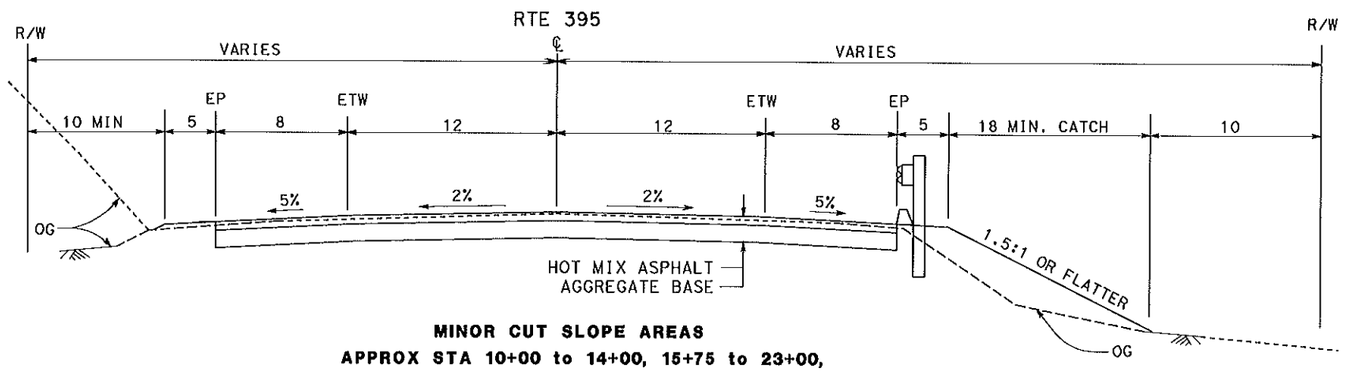
MAJOR CUT SLOPE AREAS
APPROX STA 14+00 to 15+75, 25+75 to 27+50, 33+25 to 37+25, 48+25 to 53+00, 58+00 to 61+75, 64+00 to 68+75, 71+25 to 75+25, 95+25 to 99+50



BRIDGE
APPROX STA 76+00 to 80+00



SHOULDERS WITH RETAINING WALLS
APPROX STA 23+00 to 24+25, 31+00 to 34+50, 40+00 to 43+00, 47+75 to 48+75, 52+00 to 57+25, 68+25 to 71+50, 75+00 to 75+75, 80+00 to 83+75, 93+00 to 96+25



MINOR CUT SLOPE AREAS
APPROX STA 10+00 to 14+00, 15+75 to 23+00, 24+25 to 25+75, 27+50 to 31+00, 37+25 to 40+00, 43+00 to 47+75, 57+25 to 58+00, 61+75 to 64+00, 75+75 to 76+50, 83+75 to 93+00, 99+50 to 102+00

NOTE: ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN.

ATTACHMENT C

ALTERNATIVE 2
TYPICAL CROSS SECTION
No Scale

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	MNO	395	PM 117.8/119.6	02	03

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

To get to the Caltrans web site, go to: http://www.dot.ca.gov

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY: Robin A duSaint
CHECKED BY:

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 05-20-07 DATE PLOTTED => 19-NOV-2007 TIME PLOTTED => 15:33

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

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DGN FILE => typical sections.dgn

CU 00000

EA 237700

ATTACHMENT D

Cost Estimates

COST ESTIMATE UPDATE

Dist-Co-Rte	09-MNO-395
PM	117.8/119.6
EA	09-237700
Date	10/30/07

PROJECT DESCRIPTION:

Limits: Near Topaz Lake on US Route 395 from 0.9 miles north of Route 89 junction to 1.1 miles south of the CA/NV State Line.

Proposed Improvement (Scope): Correct curves to raise design speed to 60 mph and widen shoulders from 2 ft to 8 ft wide.

Alternative: **NO DETOUR**
Alt 1 - No Bridge with 1:1 Cut Slopes & Anchored Mesh

CONSTRUCT. ESCALATION RATE:	5%
RIGHT OF WAY ESCALATION RATE =	5%
CURRENT YEAR:	2007

SUMMARY OF PROJECT COST ESTIMATE

SUBTOTAL ROADWAY ITEMS		$ 36,425,000
SUBTOTAL STRUCTURE ITEMS		$ 0
TOTAL CONST. COSTS (CURRENT)		$ 36,425,000
TOTAL CONST. COSTS ESCALATED TO:	2011	$ $44,275,000
TOTAL RIGHT OF WAY (CURRENT)		$ 1,215,000
TOTAL RIGHT OF WAY (ESCALATED TO 2010)		$ 1,451,000
TOT. PROJECT CAPITAL OUTLAY COSTS CURRENT		$ 37,640,000
TOT. PROJECT CAPITAL OUTLAY COSTS ESCALATED		$ 45,726,000

Approved by Project Manager: Cedric Zemitis (Signature) 11/7/07 (Date)

Dist-Co-Rte	09-MNO-395
PM	117.8/119.6
EA	09-237700

I. ROADWAY ITEMS

Section 1 - Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	162,000	CY	$35	$5,670,000	
Struct Backfill (Wall)	22,500	CY	$50	$1,125,000	
			Subtotal:	$6,795,000	
Earthwork Contingencies	$ Item Costs * 20% =			$1,359,000	
				Subtotal Earthwork Section:	$8,154,000

Section 2 - Structural Section					
Asphalt Concrete (0.5' thick)	15,000	Tons	$100	$1,500,000	
Asphalt Concrete Overlay	0	Tons	$0	$0	
				Subtotal Structural Section:	$1,500,000
				TOTAL SECTIONS 1-2:	$9,654,000

Section 3 - Specialty Items					
Retaining Walls (Crib)	47,128	SF	$80	$3,770,240	
Staging	1	LS	$1,000,000	$1,000,000	
Anchored Mesh	268,283	SF	$18	$4,829,094	
Lump Sum Minor Items	$ Subtotal Section 1-2 * 10%=			$965,400	
Lump Sum Traffic Items	$ Subtotal Section 1-2 * 20%=			$1,930,800	
				Subtotal Specialty Items:	$12,495,534
				TOTAL SECTIONS 1-3:	22,149,534

Dist-Co-Rte	09-MNO-395
PM	117.8/119.6
EA	09-237700

Section 4 - Minor Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Lump Sum Minor Items	$ Subtotal Section 1-3 * 15% =			$3,322,430	
				Subtotal Minor Items:	$3,322,430
				TOTAL SECTIONS 1-4:	$25,471,964

Section 5 - Mobilization

Lump Sum Mobilization	$ Subtotal Section 1-4 * 10%=			$2,547,196	
				Subtotal Mobilization Items:	$2,547,196
				TOTAL SECTIONS 1-5:	$28,019,161

Section 6 - Roadway Additions

Supplemental Work	$ Subtotal Section 1-5 * 10%=			$2,801,916	
Contingencies	$ Subtotal Section 1-5 * 20%=			$5,603,832	
				Total Roadway Additions Items:	$8,405,748
				TOTAL ROADWAY ITEMS: (Subtotal Sections 1 thru 6)	$36,424,909

Estimate Prepared by: Joe Blommer (Print Name) Phone: 872-0789 10/30/07 (Date)

Estimate Checked by: Adam Zumstein (Print Name) Phone: 872-0779 11/05/07 (Date)

Dist-Co-Rte	09-MNO-395
PM	117.8/119.6
EA	09-237700

II. STRUCTURE ITEMS

	STRUCTURE No. 1	No. 2	No. 3
Bridge Name			
Structure Type			
Width (out to out)	0	0	0
Span Length	0	0	0
Total Area	0	0	0
Footing Type (pile/spread)			
Cost Per Sq. (Ft./M) (incl. 10% mobilization and 25% contingency)	$0	$0	$0
Total Cost for Structure	$0	$0	$0
Other	$0	$0	$0

* Add additional structures as necessary

SUBTOTAL STRUCTURES ITEMS $0

Railroad Related Costs $0

TOTAL STRUCTURES ITEMS $0

Estimate Prepared by: _____ (Print Name) _____ _____ (Date)

(If appropriate, attach additional pages and backup)

Dist-Co-Rte	09-MNO-395
PM	117.8/119.6
EA	09-237700

III. RIGHT OF WAY ITEMS

	Current Values 2007	Escalation Rates		Escalated Values 2010
Acquisition, including excess lands and damages to remainder(s)	$56,886	5.0%	-	$65,853
Mitigation	$488,750	5.0%	-	$565,789
Utility Relocation (State share)	$667,000	7.0%	-	$817,104
Clearance/Demolition	$0	0.0%	-	$0
RAP	$0	0.0%	-	$0
Title and Escrow Fees	$2,000	0.0%	-	$2,000
CONSTRUCTION CONTRACT WORK	$0	0.0%	-	$0
TOTAL RIGHT OF WAY (PRIOR VALUE)**	$1,214,636	ESC. R/W*		$1,450,746

* Escalated to assumed year of advertising.

** Current total value for use on Sheet 1 of 6

Estimate Prepared by: Joe Blommer (Print Name) Phone: 872-0789 10/30/07 (Date)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet).

Caltrans Metric

Dist-Co-Rte	09-MNO-395
PM	117.8/119.6
EA	09-237700
Date	10/30/07

PROJECT DESCRIPTION:

Limits: Near Topaz Lake on US Route 395 from 0.9 miles north of Route 89 junction to 1.1 miles south of the CA/NV State Line.

Proposed Improvement (Scope): Correct curves to raise design speed to 60 mph and widen shoulders from 2 ft to 8 ft wide.

Alternative: **NO DETOUR**
Alt 2 - Bridge with 1:1 Cut Slopes & Anchored Mesh

CONSTRUCT. ESCALATION RATE: 5%
RIGHT OF WAY ESCALATION RATE = 5%
CURRENT YEAR: 2007

SUMMARY OF PROJECT COST ESTIMATE

SUBTOTAL ROADWAY ITEMS		$	28,553,000
SUBTOTAL STRUCTURE ITEMS		$	5,360,000
TOTAL CONST. COSTS (CURRENT)		$	33,913,000
TOTAL CONST. COSTS ESCALATED TO:	2011	$	$41,222,000
TOTAL RIGHT OF WAY (CURRENT)		$	1,215,000
TOTAL RIGHT OF WAY (ESCALATED TO 2010)		$	1,451,000
TOT. PROJECT CAPITAL OUTLAY COSTS CURRENT		$	35,128,000
TOT. PROJECT CAPITAL OUTLAY COSTS ESCALATED		$	42,673,000

Approved by Project Manager: Edith Zemitis (Signature) 11/07/07 (Date)

Dist-Co-Rte	09-MNO-395
PM	117.8/119.6
EA	09-237700

I. ROADWAY ITEMS

Section 1 - Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	112,000	CY	$35	$3,920,000	
Struct Backfill (Wall)	18,500	CY	$50	$925,000	
			Subtotal:	$4,845,000	
Earthwork Contingencies	$ Item Costs * 20% =			$969,000	
				Subtotal Earthwork Section:	$5,814,000

Section 2 - Structural Section					
Asphalt Concrete	14,000	Tons	$100	$1,400,000	
Asphalt Concrete Overlay	0	Tons	$0	$0	
				Subtotal Structural Section:	$1,400,000
				TOTAL SECTIONS 1-2:	$7,214,000

Section 3 - Specialty Items					
Retaining Walls	40,606	SF	$80	$3,248,480	
Staging	1	LS	$1,000,000	$1,000,000	
Anchored Mesh	207,549	SF	$18	$3,735,882	
Lump Sum Minor Items	$ Subtotal Section 1-2 * 10%=			$721,400	
Lump Sum Traffic Items	$ Subtotal Section 1-2 * 20%=			$1,442,800	
				Subtotal Specialty Items:	$10,148,562
				TOTAL SECTIONS 1-3:	17,362,562

Dist-Co-Rte	09-MNO-395
PM	117.8/119.6
EA	09-237700

Section 4 - Minor Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Lump Sum Minor Items	$ Subtotal Section 1-3 * 15% =			$2,604,384	
				Subtotal Minor Items:	$2,604,384
				TOTAL SECTIONS 1-4:	$19,966,946

Section 5 - Mobilization

Lump Sum Mobilization	$ Subtotal Section 1-4 * 10%=			$1,996,695	
				Subtotal Mobilization Items:	$1,996,695
				TOTAL SECTIONS 1-5:	$21,963,641

Section 6 - Roadway Additions

Supplemental Work	$ Subtotal Section 1-5 * 10%=			$2,196,364	
Contingencies	$ Subtotal Section 1-5 * 20%=			$4,392,728	
				Total Roadway Additions Items:	$6,589,092
				TOTAL ROADWAY ITEMS: (Subtotal Sections 1 thru 6)	$28,552,733

Estimate Prepared by: Joe Blommer (Print Name) Phone: 872-0789 10/30/07 (Date)

Estimate Checked by: Adam Zumstein (Print Name) Phone: 872-0779 11/05/07 (Date)

Dist-Co-Rte	09-MNO-395
PM	117.8/119.6
EA	09-237700

II. STRUCTURE ITEMS

	STRUCTURE No. 1	No. 2	No. 3	
Bridge Name				
Structure Type	Cast In Place-Box Girder			
Width (out to out)	43	0	0	FT
Span Length	560	0	0	FT
Total Area	23,884	0	0	SF
Footing Type (pile/spread)	pile/spread			
Cost Per Sq. (Ft./M) (incl. 10% mobilization and 25% contingency)	$0	$0	$0	
Total Cost for Structure	$5,360,000	$0	$0	
Other	$0	$0	$0	

* Add additional structures as necessary

SUBTOTAL STRUCTURES ITEMS	$5,360,000
Railroad Related Costs	$0
TOTAL STRUCTURES ITEMS	$5,360,000

Estimate Prepared by: Joe Blommer (Print Name) Phone: 872-0789 10/30/07 (Date)

(If appropriate, attach additional pages and backup)

Dist-Co-Rte	09-MNO-395
PM	117.8/119.6
EA	09-237700

III. RIGHT OF WAY ITEMS

	Prior Values 2007	Escalation Rates		Escalated Values 2010
Acquisition, including excess lands and damages to remainder(s)	$56,886	5.0%	-	$65,853
Mitigation	$488,750	5.0%	-	$565,789
Utility Relocation (State share)	$667,000	7.0%	-	$817,104
Clearance/Demolition	$0	0.0%	-	$0
RAP	$0	0.0%	-	$0
Title and Escrow Fees	$2,000	0.0%	-	$2,000
CONSTRUCTION CONTRACT WORK	$0	0.0%	-	$0
TOTAL RIGHT OF WAY (PRIOR VALUE)**	$1,214,636	ESC. R/W*		$1,450,746

* Escalated to assumed year of advertising.

** Current total value for use on Sheet 1 of 6

Estimate Prepared by: Joe Blommer (Print Name) Phone: 872-0789 10/30/07 (Date)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet).

ATTACHMENT E

Right of Way Data Sheets

State of California Business, Transportation and Housing Agency

Memorandum

June 25th

To: Tom Meyers
Project Manager – Bishop

Date: ~~May 22~~, 2007
File Ref.: Mono 395-PM 117.8/119.6
EA: 09-23770k revised
Alt No.: ~~preferred~~ Alt 1 & Alt 2 (same RW Req.)

Attention: Truman Denio, Design Manager – Bishop 872-0733

From: **DEPARTMENT OF TRANSPORTATION**
Division of Right of Way, Central Region - Bishop

Subject: Right of Way Data Sheet - revised

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated: *2/26/2007 to realign and curve correction near Topaz , "High Point or Topaz Curves".* The following assumptions and limiting conditions were identified:

1. Contractor needs to be aware that USA Alert has to be contacted prior to any digging. This information should go in the specials.

2. The 3/30/07 Bishop "Status of Projects", page 13, **has not/~~has~~** outlined a target right of way certification date: not provided. The anticipated year for rw costs is – possibly 2012.

3. The Project Engineer indicates that **new ~~or no new~~** right of way is required for this project.

4. The Environmental Branch has been contacted, they do/~~do not~~ have permit filing fees on this project.

5. The 3/09/07 MCCE form outlines the various Biological Mitigation costs.

6. Right of Way activities (regular or "reg." right of way work) can commence upon receipt of completed Certificate of Sufficiency. Anticipated Lead Times for this project will be –

   - Preparation of Right of Way Maps to Reg. R/W (beginning of regular right of way work). 4 Months
   - Reg. Right of Way (beginning of r/w work) to Right of Way Certification. 12 Months

NOTE: The last chance to submit map/project changes to Right of Way, without jeopardizing r/w certification date, is 3 months after start of regular right of way work.

ANTICIPATED Right of Way LEAD - TIME will require a minimum of 12 months after we receive certified Appraisal Maps, the necessary environmental clearances have been obtained, and freeway agreements have been approved.

for NANCY ESCALLIER 6/25/07
Field Office Chief
Right of Way, Central Region - Bishop
(760) 872-0641 or 8-627-0641

RIGHT OF WAY DATA SHEET

REQUEST DATE: 2/26/2007

From: FRE ☒ STK ☐ SLO ☐ BIS ☐

District: 09 County: Mono Route: 395
PM 117.8/119.6
EA 09-23770k revised Alt No.: preferred 1 & 2

1. **RIGHT OF WAY COST ESTIMATE:**
(entered into PMCS COST RW1-5 Screens)

	Current Value (Year 2007)	Escalation Rate	Escalated Value (Year 2010)
Acquisition (Excess, Damages, Goodwill and Grantor Appraisal fees)	$ 56,886.00	5%	$ 65,853.00
Project permit fees			
Mitigation (including information from MCCE form)	$ 488,750.00	5%	$ 565,789.00
Utility Relocation (States share)	$667,000.00	7%	$ 817,104.00
Relocation Assistance			
Clearance/Demolition			
Title and Escrow Fees	$ 2,000.00		$ 2,000.00
TOTAL CURRENT VALUE	**$1,215,000.00 ®**		**$1,451,000.00 (r)**
R/W SUPPORT COSTS			
Environmental permit/filing fees (included in above costs)			
Construction Contract Work (construction costs to be included in projects PS&E)			

2. Current anticipated date of RIGHT OF WAY CERTIFICATION: 2010

3. **PARCEL DATA:**
(entered on PMCS EVNT RW screen)

TYPE	NUMBER	DUAL/APPR	UTILITIES		RR INVOLVEMENT	
X			U4-1	1	None	X
A	4 +2 Mitigation		-2	2	C & M Agmt	
B			-3	2	Service Contract	
C			-4		Lic/RE/Clauses	
D					**MISC R/W WORK**	
TOTAL:	6		U5-7	2	RAP Displacement	None
			5-8		Clear/Demo	None
			5-9	2	Const Permits	
EXCESS:	0				Cond	

Parcel Area: **Right of Way** - 28.34acres; Per MCCE form 33 acres required for Mitigation. **Excess** - none

4. Items of construction contract work: YES ☐ NO ☒

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.): steep, mountainous area, zoned Open Space.

YES - RIGHT OF WAY REQUIRED ☒ NO – NONE REQUIRED ☐

Date: May 22, 2007
EA: 09-23770k revised
Alt No.: ~~preferred~~ 1 & 2

6. Effect on assessed valuation: YES ☐ NOT SIGNIFICANT ☒ NO ☐

7. Utility facilities or rights of way affected: YES ☒ Utility Worksheet (exhibit 13-EX-6) attached. NO ☐

Note: The following items may seriously impact lead time for utility relocation: a) Longitudinal policy conflict(s) b) Environmental concerns impacting acquisition of potential easements c) Power lines operating in excess of 50KV and substations.

8. Railroad facilities or rights of way affected: YES ☐ Railroad Worksheet attached. NO ☒

9. Previously unidentified sites with hazardous waste and/or material found: NONE EVIDENT ☒

10. RAP displacements required: YES ☐ NO ☒

11. Material borrow and/or disposal sites required: YES ☐ NO ☒

12. Potential relinquishments and/or vacations: YES ☐ NO ☒

13. Existing and/or potential Airspace sites: YES ☐ NO ☒

14. Environmental mitigation parcels required: YES ☒ According to the 3/3/09/07 MCCE Form there are 11 acres affected at a 3:1 ratio, therefore 33 acres required. Other costs as noted on MCCE Form have been included in the mitigation costs provided by the rw estimate.

15. All Right of Way work will be performed by Caltrans staff: YES ☒ NO ☐

16. Data for evaluation provided by:

Estimator: Dave Gruwell Date: 5/22/07

Utility Relocation Coordinator: Rob Pingel Date: 5/22/07

I have personally reviewed this Right of Way Data Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

5/22/07
Date

NANCY ESCALLIER
Field Office Chief
Right of Way, Central Region - Bishop

Entered onto PMCS Screens (Event, Cost, Agre.) By: _____ Date: _____

R/W UTILITY ESTIMATE WORKSHEET AND
R/W DATA SHEET INSTRUCTIONS

EXHIBIT
13-EX-6 (Rev. 8/95)

Date: 3-16-07
P.M.: 117.8/119.6 EA: 237700 Alt 1 & 2

UTILITIES	
U4-1	1
-2	2
-3	2
-4	
U5-7	2
-8	
-9	2

Description of Project: High Point

Estimate for: [ ] Preliminary Route Estimate

[X] R/W Data Sheet (Preferred Alternate)

Evidence of Utilities:

[ ] Gas [x] Electric [x] Telephone [ ] Cable TV [ ] Water
[ ] Sewer [x] Fiber Optics [ ]

Anticipated Utility Relocations:

[ ] Gas [X] Electric [x] Telephone [ ] Cable TV [ ] Water
[ ] Sewer [x] Fiber Optics [ ]

Estimated Cost of Utility Relocations:

						INITIAL RELOCATE		MOVE BACK
11/2M	Fiber Optic Line	@ $		/ft	= $	100,000	= $	
	m of UG Telephone Line	@ $		/m	= $		= $	
	Street Lights	@ $		/ft	= $		= $	
5	Wood Poles (Telephone)	@ $	15000	/Pole	= $	75000	= $	
3	Wood Poles Tri	@ $	60000	/Pole	= $	180000	= $	
5	Wood H-Poles	@ $	50000	/Pole	= $	225000	= $	
	Steel Towers	@ $		/Twr.	= $		= $	
	Water Line	@ $		/Ft	= $		= $	
	Sewer	@ $		/Ft.	= $		= $	
	Junction Boxes	@ $		/m	= $		= $	
	m of Fiber Optics Line	@ $		/ft.	= $		= $	
	Cable TV	@ $		/	= $		= $	

TOTAL ESTIMATE (State's Share) =$ 580,000

Remarks: Verizon ,fiber and SCE. New easement will be required for Edison

ATTACHMENT F

Final Environmental Report

High Point Curve Realignment

On U.S. Highway 395 near Topaz Lake in Mono County, California
09-MNO-395- PM 117.8/119.6
09-237700
SCH No.: 2007082035

Initial Study with Mitigated Negative Declaration

State of California Department of Transportation

November 2007

General Information About This Document

What's in this document?

This document contains a Mitigated Negative Declaration, which examines the environmental effects of a proposed project on U.S. Highway 395 in Mono County.

The Initial Study and proposed Mitigated Negative Declaration was circulated for public review and comment from August 8, 2007 to September 6, 2007. Responses to comments on the circulated document are shown in the Comments and Responses section of this document, which has been added (see Appendix G). Elsewhere throughout this document, a line in the margin indicates changes from the circulated document.

What happens after this?

The proposed project has completed environmental compliance after the circulation of this document. When funding is approved, the California Department of Transportation can design and construct all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Sarah Gassner, Southern Sierra Environmental Analysis Branch, 2015 E. Shields Avenue, Suite 100; (559) 243-8243 Voice, or use the California Relay Service TTY number, 1-800-735-2929.

SCH# 2007082035
09-MNO-395- PM 117.8/119.6
09-237700

Realign U.S. Highway 395 from post mile 117.8 to post mile 119.6 near Topaz Lake in Mono County, California.

INITIAL STUDY
with Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

11/21/07
Date of Approval

Christine Cox-Kovacevich
Office Chief
Office of Environmental Management, North
Central Region Environmental Division
California Department of Transportation

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes realigning a 1.8-mile segment of U.S. Highway 395 from 0.83 mile north of the State Route 89 junction at post mile 117.8 to 0.89 mile south of the California/Nevada state line at post mile 119.6 along Topaz Lake in Mono County, California. The project would correct several curves and dips to increase the design speed, widen the shoulders to 8 feet, construct retaining walls, and construct catchment areas below the cut slopes to keep rock and debris off of the highway.

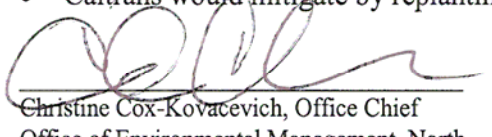
Determination

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 not encroach upon the floodplain, increase seismic hazards, result in substantial soil erosion, or release hazardous materials into the environment.
- Air quality, water quality, and sensitive noise receptors, or farmland would not be affected.
- There would be no effects on threatened or endangered species, wetlands, and riparian vegetation.
- There would be no effects on cultural resources, agricultural resources, mineral resources, land use and planning, population and housing, and transportation and traffic.
- There would be no effects on business, industry, the economy, employment, community growth, neighborhoods, residences, public services, utility and service systems, recreational facilities, or educational facilities.

In addition, the project would have no significantly adverse effect on visual/aesthetics because the following mitigation measures would reduce potential effects to insignificance:

- Aesthetic impacts would be mitigated under the direction of a Caltrans landscape architect. Slope grades would be rounded at edges to have a natural look and constructed to facilitate planting, erosion control, and ease of maintenance. Substantial rock outcroppings that are unearthed during the slope-cutting operation would be preserved. Bridges and retaining walls would be designed with pigments and surface treatments.
- Caltrans would mitigate by replanting with vegetation native to the area.



Christine Cox-Kovacevich, Office Chief
Office of Environmental Management, North
Central Region Environmental Division
California Department of Transportation

11/21/07

Date

Summary

The California Department of Transportation (Caltrans) proposes realigning a 1.8-mile segment of U.S. Highway 395 from 0.83 mile north of the State Route 89 junction at post mile 117.8 to 0.89 mile south of the California/Nevada state line at post mile 119.6 along Topaz Lake in Mono County, California.

The purpose and need of this project are to improve the safety and Level of Service on this segment of U.S. Highway 395. Level of Service is described on page 7. This project is included in the 2006 State Transportation Improvement Program and in the Mono County Regional Transportation Plan that was adopted October 15, 2001 and updated in 2005. Funding for the project is anticipated in the 2010/2011 fiscal year.

Three alternatives were considered for the U.S. Highway 395 High Point Curve Realignment project: two build alternatives and the no-build alternative. Total project costs range from zero dollars for the No-Build Alternative to $37,600,000 for Alternative 1.

The build alternatives, Alternative 1 and Alternative 2, propose the following improvements to the existing roadway:

- Realigning the curves on the two-lane conventional highway to increase the design speed.
- Widening the shoulders from 2 feet to 8 feet and improving clear recovery zones, which are unobstructed areas that allow drivers who go off the road to regain control of their car.
- Constructing retaining walls to keep fill out of Topaz Lake.
- Constructing catchment areas below the cut slopes to keep rock and debris off of the highway.

The main difference between the two build alternatives is that Alternative 2 proposes constructing a concrete bridge near the northern end of the project from post miles 119.0 to 119.1. This location is known as “High Point Curve.” The proposed 505-foot bridge would be used to span the most severe set of curves and dips. Alternative 1 proposes constructing a retaining wall at this location in lieu of a bridge. Both build alternatives would require an additional 28.34 acres of additional right-of-way from the Bureau of Land Management and the Walker River Irrigation District. No homes or businesses would be affected by either of the build alternatives.

The No-Build Alternative would keep the roadway as it is. This alternative does not meet the project's purpose and need to improve safety and overall Level of Service, and to bring the highway up to Caltrans current design standards.

Based on the environmental impacts and consideration of public comments, Alternative 1 has been selected as the Preferred Alternative.

Table S.1, Summary of Potential Impacts from Alternatives, compares potential impacts among Alternative 1, Alternative 2, and the No-Build Alternative.

S.1 Summary of Potential Impacts from Alternatives

Potential Impact		Alternative 1	Alternative 2	No-Build Alternative
Relocation	**Business displacements**	None	None	None
	Housing displacements	None	None	None
	Utility service relocation	Southern California Edison and Verizon utilities would require relocation.		None
Right-of-Way		28.34 acres of right-of-way would be required from the Bureau of Land Management and the Walker River Irrigation District.		None
Traffic and Transportation/ Pedestrian and Bicycle Facilities		Better traffic flow and improved safety.		Limited traffic flow and continued accidents.
Visual/Aesthetics		Disturbance and removal of native vegetation would occur during construction. Slope cuts would be visible along the project limits on the west side of the highway.	Disturbance and removal of native vegetation would occur during construction. Slope cuts would be visible along the project limits on the west side of the highway. A bridge would be added to the view.	None
Natural Communities		Construction-related activities would result in 12.5 acres of permanent impact and 33.5 acres of temporary impact to Pinyon/Juniper Woodland vegetation.	Construction-related activities would result in 12 acres of permanent impact and 28 acres of temporary impact to Pinyon/Juniper Woodland vegetation.	None

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List of Abbreviated Terms

Caltrans	California Department of Transportation
BSA	biological study area
CEQA	California Environmental Quality Act
FHWA	Federal Highway Administration
NEPA	National Environmental Policy Act
PM	post mile

Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes realigning a segment of U.S. Highway 395 from 0.83 mile north of the State Route 89 junction at post mile 117.8 to 0.89 mile south of the California/Nevada state line at post mile 119.6 along Topaz Lake in Mono County, California. The total length of the project is 1.8 miles. Figures 1-1 and 1-2 show maps of the project areas.

In the Topaz Lake area, U.S. Highway 395 follows a winding alignment and mountainous terrain along the west side of the lake. The existing roadway within the proposed project limits is a two-lane conventional highway with 12-foot lanes and 2-foot outside shoulders. The outside shoulders do not meet the current design standards of 8 feet. The posted speed limit is 55 miles per hour; however, numerous curve advisory signs restrict the speed to as little as 35 miles per hour in some locations. The proposed improvements include realigning the curves and evening out the rolling dips, widening paved shoulders, and improving clear recovery zones, which are unobstructed areas that allow drivers who go off the road to regain control of their car.

The Mono County Local Transportation Commission has identified the High Point Curve Realignment project as a high priority project due to safety concerns arising from speed restrictions caused by a winding roadway. According to the May 2000 U.S. Highway 395 Route Concept Report, the ideal improvements for this segment would be widened shoulders, a Level of Service C, and a curve correction at High Point Curve.

The proposed project is included in the 2006 State Transportation Improvement Program that was adopted by the California Transportation Commission on April 27, 2006. It is also included in the Mono County Regional Transportation Plan that was adopted October 15, 2001 and updated in 2005. The Mono County Regional Transportation Plan lists the project as financially constrained. This is a Memorandum of Understanding project between Mono, Inyo, and Kern counties, meaning that all counties would contribute monetarily to the funding of the project. Funding for the project is anticipated in the 2010/2011 fiscal year.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this project is twofold:

- Improve the safety of U.S. Highway 395.
- Improve the Level of Service on this segment of U.S. Highway 395.

Improvements to U.S. Highway 395 would address safety issues by realigning curves and evening out rolling dips, widening outside shoulders, and improving clear recovery zones. The project would also improve the overall Level of Service, which is described on page 7, by providing the curve corrections and a more consistent design speed throughout the segment.

1.2.2 Need

1.2.2.1 Safety

U.S. Highway 395 in the project area follows a winding alignment and mountainous terrain adjacent to Topaz Lake. The proximity of the highway to the lake and microclimate conditions contribute to icing that occurs on the roadway surface during the colder months. The existing alignment along with the icing conditions have attributed to a high number of accidents on this segment of the highway.

Table 1.1 shows the accident data on U.S. Highway 395. The table reflects the accident rates and actual numbers of accidents that occurred within the entire length of the project limits.

Table 1.1 Accident Rates

June 1, 2003 – May 31, 2006
(Expressed in million vehicle miles traveled)

U.S. Highway 395	**Actual**			**Statewide Average**		
Between post miles 117.8 and 119.6	**Fatal**	**Fatal + Injury**	**Total***	**Fatal**	**Fatal + Injury**	**Total***
Accident Rates	0.402	1.20	3.21	0.031	0.67	1.39
Accidents	3	9	24	-	-	-

** Total includes "property damage only" accidents*

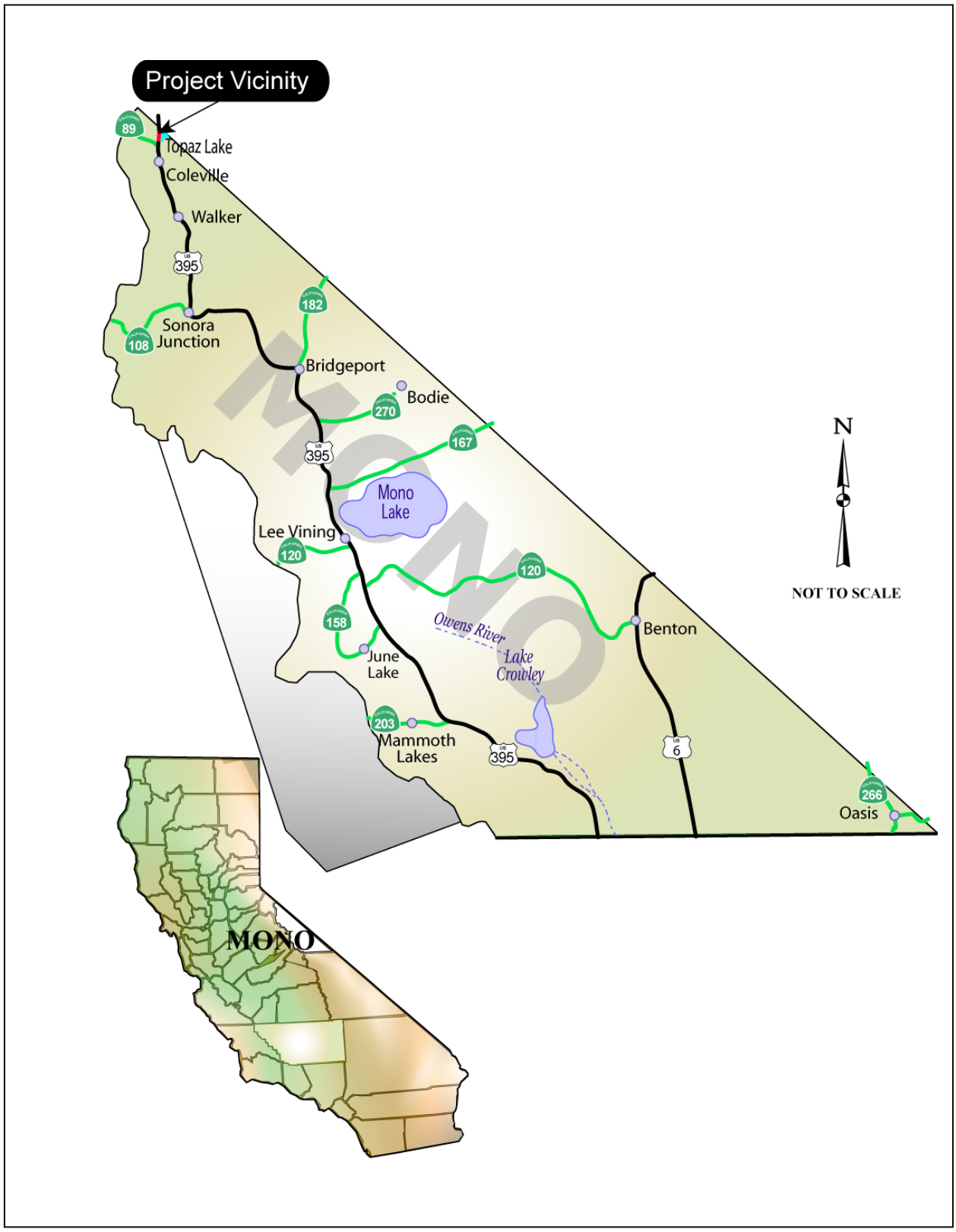

Figure 1-1 Project Vicinity Map

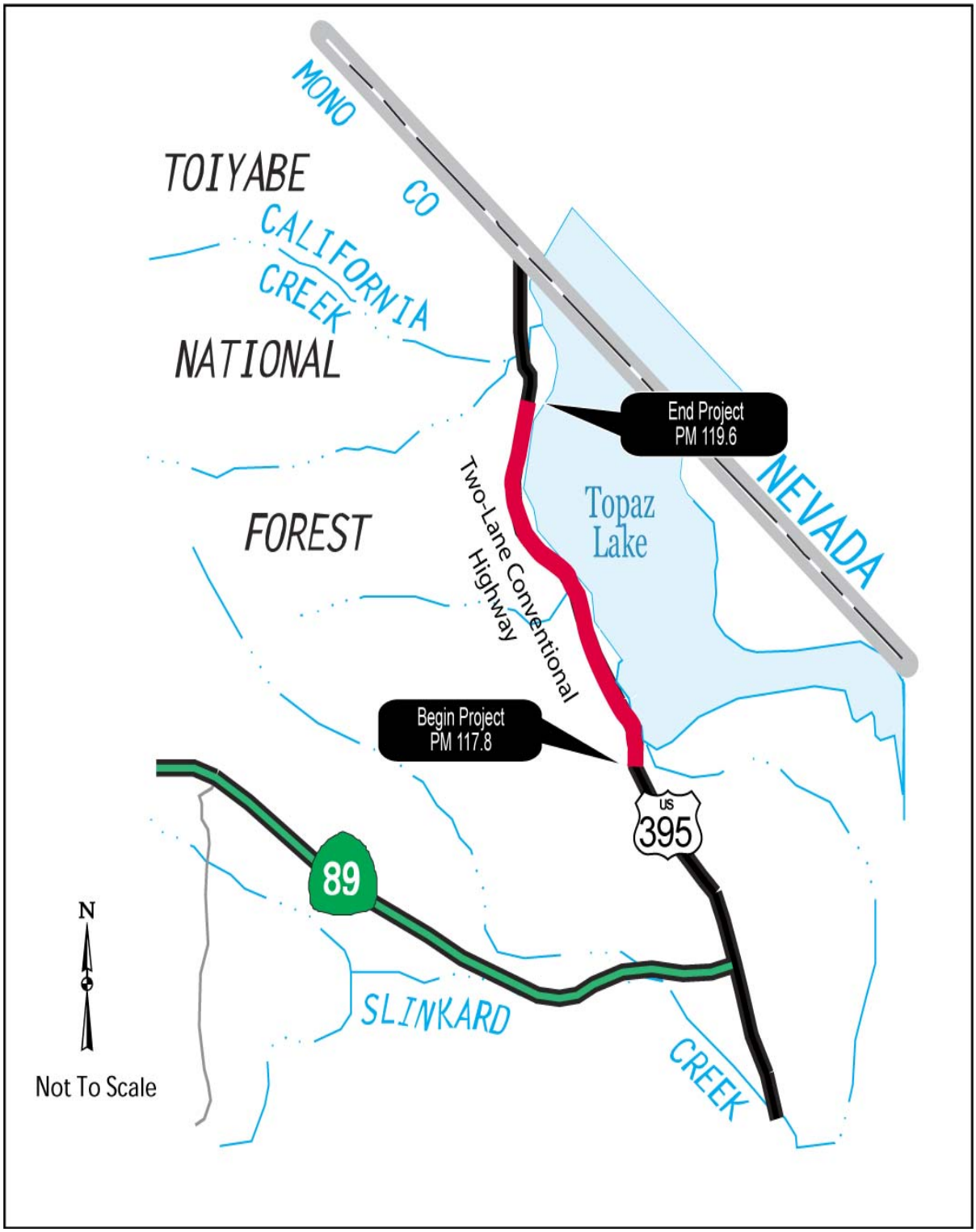

Figure 1-2 Project Location Map

A total of 24 accidents were recorded on this portion of U.S. Highway 395 for the most recent three-year period ending May 31, 2006. This resulted in a total accident rate of 3.21 per million vehicle miles traveled, more than double the statewide average of 1.39 for a similar roadway. More importantly, there were three fatal accidents during this period, equating to a fatal accident rate of 0.402, almost 13 times the statewide accident rate of 0.031 for a similar roadway.

Of the 24 accidents, 13 (54 percent) involved a vehicle striking an object, six (25 percent) were overturn-type accidents, three (13 percent) were sideswipe collisions, one (4 percent) was a rear-end collision, and one (4 percent) was not identified. Of the 24 accidents, 19 (79 percent) were single-vehicle accidents and five (21 percent) were multi-vehicle accidents. Fifteen (63 percent) of the accidents occurred when the weather was clear, while eight (33 percent) of the accidents occurred on a snowy/icy road surface and one (4 percent) occurred on a wet surface.

1.2.2.2 Level of Service

The current average daily traffic count along this segment of U.S. Highway 395 is 4,000 vehicles. Although the posted speed limit is 55 miles per hour, the existing alignment and two curve speed advisories restrict speed to as little as 35 miles per hour.

The estimated construction year of the proposed project is 2012 when the average daily traffic count is estimated to be 4,160 vehicles. The average daily traffic count is expected to reach 4,380 by the year 2022 and 4,600 by the year 2032.

Level of Service is a measure to compare the quality of service for travelers. For this section of U.S. Highway 395, which is in mountainous rural terrain, the Level of Service is based on the percent of time a driver spends following another vehicle. This rating system ranges from “A” to “F,” with “A” representing a free flow of traffic and “F” representing considerable delays. The Level of Service in the project area is currently at “D,” which is defined as “Approaching Unstable Flow.” Before this project is scheduled for construction, the Level of Service is predicted to fall to “E,” which is defined as “Unstable Flow.”

1.3 Alternatives

This section describes the proposed action and design alternatives that were developed by a multi-disciplinary team to achieve the project purpose and need while

avoiding and minimizing environmental impacts. The alternatives consist of the two build alternatives (Alternatives 1 and 2) and the No-Build Alternative. Figure 1-3 shows the proposed alignments of the two build alternatives. Appendix F shows the typical cross-sections for these alternatives.

1.3.1 Build Alternatives

Final selection of an alternative would not be made until after the full evaluation of environmental impacts, consideration of public hearing comments, and approval of the final environmental document.

Common Design Features of the Build Alternatives

Each of the two build alternatives proposes to realign the horizontal and vertical curves of the existing two-lane conventional highway, widen the paved shoulders to 8 feet, improve the clear recovery zones, construct retaining walls to keep fill out of Topaz Lake, and install catchment areas below the cut slopes to keep rock and debris off of the highway.

Alternatives 1 and 2 would improve safety with the proposed curve corrections. A consistent design speed throughout the project limits would enable safer travel during unfavorable weather conditions. In addition, wider paved shoulders and improved clear recovery zones would create an emergency recovery area for drivers and allow disabled vehicles to move completely off the road.

Unique Features of Build Alternatives

The main difference between the two build alternatives is at the northern end of the project limits between post miles 119.0 to 119.1. This location is known as “High Point Curve.”

Alternative 1 proposes a cut and fill approach that would result in the new alignment being shifted about 25 feet east, away from the hillside. Alternative 1 also proposes the construction of a retaining wall on the east side of the highway to keep fill out of Topaz Lake. The current estimated project cost for Alternative 1, including right-of-way acquisition and utilities relocation, is $37,600,000.

Alternative 2 proposes the construction of a concrete bridge at this location. The proposed 505-foot bridge would allow the new alignment to shift about 100 feet to the east. This greater shift away from the hillside would reduce the slope excavation needed on the west side of the highway from that required by Alternative 1. All

construction work would be performed above the high water line of Topaz Lake. The current estimated project cost for Alternative 2, including right-of-way acquisition and utilities relocation, is $35,100,000.

1.3.2 No-Build Alternative

Under the No-Build Alternative, this segment of U.S. Highway 395 would remain in its current condition. No improvements would be made to address the safety concerns or the Level of Service. Without the proposed improvements, as traffic increases over time, accident rates would increase and the Level of Service would decline.

1.3.3 Comparison of Alternatives

An analysis of the project alternatives indicated both build alternatives would satisfy the project safety and Level of Service goals.

Alternatives 1 and 2 would reduce the accident rates for this segment of U.S. Highway 395. Realigning the curves and evening out rolling dips would create a more consistent design speed throughout the project limits, improve sight distance, and enable safer travel during unfavorable weather conditions. Installing wider paved shoulders and improving clear recovery zones would create an emergency recovery area for drivers and allow disabled vehicles to move completely off the road.

The environmental impacts are generally the same with both build alternatives. The main difference is in regard to biological and visual impacts. For impacts to the biological community of Pinyon/Juniper Woodland, Alternative 1 would account for six more acres of combined permanent and temporary disturbance than Alternative 2. Regarding the visual impact, Alternative 2 introduces a concrete bridge to the existing view. Alternative 2 would also require permits and approvals from various agencies (see Section 1.4).

Alternative 1 carries a higher estimated project cost to build due to the greater amount of earthwork and higher retaining walls that are required compared to Alternative 2. However, Alternative 1 is estimated to take 8 to 10 months to construct, compared to 12 months for Alternative 2. Due to restrictions imposed by the Lahontan Regional Water Quality Control Board, the construction season for earthwork is limited to May 1 through October 15. If full road closure of U.S. Highway 395 with detours is used during major earthwork, it may be possible to construct Alternative 1 in one construction season, while Alternative 2 would require two seasons to complete.

Although Alternative 2 carries a lower estimated project cost to build, it would require additional maintenance over time because of the cold temperatures that would result in icing on the proposed bridge. Bridge decks have more tendency to icing, and this results in more de-icing work than would occur on the roadbed. With Alternative 2, Caltrans maintenance crews would need to spread sand and cinder over the bridge deck as needed during icy weather.

If funding were appropriated, Caltrans would proceed with the design phase of the project. During this phase, other project possibilities that may be considered include omitting the realignment of the middle curve at post mile 118.6, reducing the overall design speed of the project, using netting on the fresh slope cuts to manage potential rock fall, and full closure of U.S. Highway 395 with detours during major earthwork. These design considerations could reduce the initial costs; however, they must be weighed against long-term maintenance and operations costs. The project development team concurred that design considerations such as these and other variations potentially warrant further consideration and evaluation.

After the public circulation period, all comments were considered, and Caltrans selected a preferred alternative and made the final determination of the project's effect on the environment. In accordance with the California Environmental Quality Act, no immitigable significant adverse impacts were identified, and Caltrans prepared a Mitigated Negative Declaration. Similarly, Caltrans determined the action does not significantly impact the environment, and Caltrans, as assigned by the Federal Highway Administration, issued a Categorical Exclusion in accordance with the National Environmental Policy Act.

1.3.4 Identification of a Preferred Alternative

Based on the benefits and impacts of all of the feasible alternatives and consideration of public comments, the project development team identified Alternative 1 as the Preferred Alternative.

The project development team identified Alternative 1 as the Preferred Alternative because it has the greatest project benefits with the least impacts. In recommending Alternative 1 as the Preferred Alternative, the project development team considered the following:

- Alternative 1 has less possibility of icing on the traveled way than Alternative 2.
- Less maintenance is required for Alternative 1 than Alternative 2.

- The aesthetics of Alternative 1 are more consistent with the area compared to Alternative 2.
- Alternative 1 can potentially be completed in one construction season.
- Construction of Alternative 1 could be accelerated by up to two months if full closure of U.S. Highway 395 with detours is used during portions of the work.
- The bridge in Alternative 2 must be constructed in very restrictive space, which would add difficulty and disrupt traffic on a regular basis during construction.
- Alternative 1 has an estimated construction cost comparable to Alternative 2.
- Alternative 1 has fewer permit requirements than Alternative 2 because direct impacts on the lake would be avoided.
- The No-Build Alternative would not provide the upgrades needed to improve safety and operation of the system.

The Preferred Alternative meets the purpose and need for the project. Alternative 1 satisfies the project safety goal by improving sight distance, enabling safer travel during unfavorable weather conditions, and providing room for emergency parking and errant driver recovery with wider paved shoulders. Alternative 1 also satisfies the level of service goal by providing the curve corrections and a more consistent design speed throughout this segment of U.S. Highway 395.

1.3.5 Alternatives Considered and Withdrawn

No alternatives have been withdrawn during the planning and environmental process of this project.

1.4 Permits and Approvals Needed

Table 1.2 on the following page lists the permits, reviews, and approvals that would be required for the project construction if Alternative 2 were selected as the Preferred Alternative:

Table 1.2 Summary of Permits, Reviews, and Approvals

Agency	Permit/Approval	Status
United States Army Corps of Engineers	Section 404 Permit for filling or dredging waters of the United States.	Application for Section 404 permit anticipated before construction.
California Department of Fish and Game	1602 Agreement for Streambed Alteration.	Application for 1602 agreement anticipated before construction.
California Water Resources Board	Water Discharge Permit	Section 401 permit anticipated before construction.

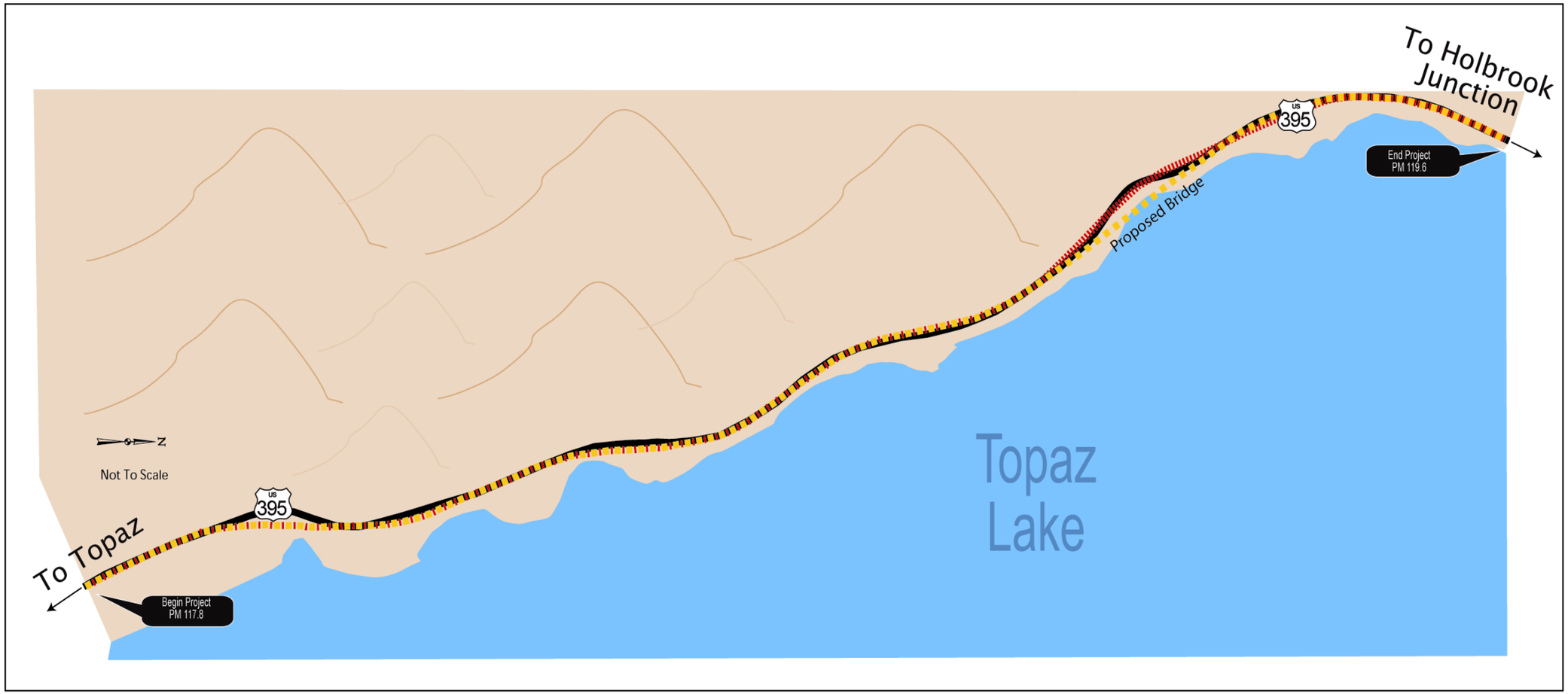

Figure 1-3 Project Alternatives Map

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

This chapter explains the impacts that the project would have on the human, physical, and biological environments in the project area. It describes the existing environment that could be affected by the project and potential impacts from each of the alternatives.

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered, but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

- Growth—The project would not directly or indirectly induce residential development, population growth, or economic activity within the project area (field visit, October 16, 2002).
- Farmlands/Timberlands—The project would not require the conversion of farmland or timberland for transportation use (field visit, October 16, 2002).
- Community Impacts—The project is in a rural area and would not require any relocation of people or acquisition of housing (Right-of-Way Data Sheet, May 22, 2007).
- Cultural Resources—There are no archaeological sites or historical properties in the project area (Historic Property Survey Report, April 11, 2007).
- Hydrology and Floodplain—The project is not situated within the 100-year floodplain (Floodplain Evaluation Report and Location Hydraulics Study, February 23, 2007).
- Geology/Soils/Seismic/Topography—There are no geological, soil, or seismic concerns within the project limits as they relate to public safety and project design (Preliminary Geotechnical Report, May 8, 2006).
- Paleontology—The project is not expected to affect any sensitive paleontologic resources (Paleontology Identification Report, June 1, 2007).

- Hazardous Waste/Materials—There are no known sources of hazardous wastes/materials within the project limits (Hazardous Waste Summary, April 18, 2007).
- Air Quality—The project would not change the existing traffic patterns and would not have any significant long-term impacts to any of the standards for air quality (Air Quality Summary, April 18, 2007).
- Noise and Vibration—There are no sensitive receptors within the project vicinity (Noise Summary, April 18, 2007).
- Plant Species—The project would not affect any special-status plant species (Natural Environment Study, June 7, 2007).

2.1 Human Environment

2.1.1 Land Use

2.1.1.1 Existing and Future Land Use

Affected Environment

This portion of U.S. Highway 395 is located in the Antelope Valley of Mono County, south of the town of Topaz Lake, Nevada. The highway is situated at 5,000 feet in elevation between the east side of the Sierra Nevada Mountains and the western shore of Topaz Lake. Land use designations in the Topaz Lake area are open space, agricultural, residential, mixed use, and resource management. There are some single-family residences on the hillsides north and south of the project limits. In addition, a fishermen's camp is next to the highway on the west side of the lake, north of the project limits. Topaz Lake is used for recreational purposes such as boating and fishing.

Much of the land in the project area is owned by the Bureau of Land Management and has no zoning designation. The human-made Topaz Lake is owned by the Walker River Irrigation District and serves as an irrigation reservoir. The area is subject to development pressure from the Gardnerville/Carson City area in Nevada. However, development in the Antelope Valley is expected to be minimal in the near future.

Environmental Consequences

The project is consistent with local and regional land use and transportation planning.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation would be required.

2.1.1.2 Consistency with State, Regional, and Local Plans

Affected Environment

In Mono County, U.S. Highway 395 is part of the system of routes of statewide significance and is included in the National Highway System of the International Surface Transportation Efficiency Act of 1991. It is also included in the California Freeway and Expressway System. This portion of U.S. Highway 395 currently operates as a two-lane, undivided conventional highway. The ideal roadway for the project area is an improved two-lane conventional highway.

The Mono County General Plan identifies land use and circulation policy in the project area. The circulation element of the Mono County General Plan (2001) calls for the support of safety and operational improvements along the existing two-lane U.S. Highway 395 in Antelope Valley. This includes support for widening the outside shoulders along the highway.

The High Point Curve Realignment project is included in the Mono County Regional Transportation Plan that was adopted on October 15, 2001. The Community Policy Element of the Mono County Regional Transportation Plan also calls for the improvements of safety and operation on U.S. Highway 395 in Antelope Valley. The regional transportation plan states there are concerns that focus on the safety and capacity of the two-lane sections of U.S. Highway 395. It also cites the lack of paved shoulders as well as inadequate sight distance in certain areas within the project limits.

Environmental Consequences

With the proposed realignment of the highway and the widening of paved shoulders, the High Point Curve Realignment project is a response to the high accident rates within the project limits. It is also considered a high priority project by the Mono County Local Transportation Commission because of safety concerns. The proposed project supports the community policy element of the regional transportation plan and supports the land use and circulation element of the general plan.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation would be required.

2.1.2 Relocations

Regulatory Setting

Caltrans' Relocation Assistance Program is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and Title 49 Code of Federal Regulations, Part 24. The purpose of the Relocation Assistance Program is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code 2000d, et seq.). Please see Appendix C for a copy of Caltrans' Title VI Policy Statement.

Affected Environment

Caltrans prepared a Right-of-Way Data Sheet for the project on May 22, 2007.

The proposed project is in a rural area, and no homes or businesses would be affected. The Bureau of Land Management owns much of the land in the project area. Walker River Irrigation District owns Topaz Lake, which serves as an irrigation reservoir.

Environmental Consequences

The project would require an additional 28.34 acres of land from the Bureau of Land Management and the Walker River Irrigation District. There are no irrigation structures owned by the Walker River Irrigation District that would require relocation.

Avoidance, Minimization, and/or Mitigation Measures

At the time of right-of-way acquisition, all activities would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended.

2.1.3 Utilities/Emergency Services

Affected Environment

Within the project limits, Verizon owns underground fiber optic lines and wood telephone poles and Southern California Edison owns wood electricity poles with overhead cables. These utilities are located on the west side of the highway.

Emergency services come from various locations. The Topaz Lake Volunteer Fire Department offers the nearest fire protection. Although its facility is located two miles north of the project limits across the state border, the department responds to calls of vehicle accidents, structure fires, and wildland fires in Mono County. The Mono County Sheriff's Department provides local law enforcement. Deputies stationed at the office in Bridgeport patrol the northern part of Mono County, including the project area. The nearest California Highway Patrol office is also located in Bridgeport; however, there are officers located at residences in Walker and Coleville that service the project area. The Mono County Paramedics respond to calls that require medical assistance in the project area. They are dispatched from their facility in Walker and transport patients to Nevada by ambulance or air, depending on the emergency.

Environmental Consequences

Both build alternatives would require the relocation of utilities. Southern California Edison poles, Verizon poles with overhead cables, and Verizon fiber optics would be relocated further west of their existing placement.

The project proposes to realign the horizontal and vertical curves on this segment of U.S. Highway 395. With these improvements, emergency services such as fire protection and law enforcement would be able to arrive at their destinations faster since the highway would have a higher design speed to travel and improved sight distance. In addition, under the build alternatives, widening the existing shoulders and improving the clear recovery zones would give motorists ample room to pull over for emergency vehicles to pass.

Emergency services would have full-time access to the highway. However, there could be a slight delay in response time when an emergency vehicle may have to weave through opposing traffic or wait for construction work to be stopped and a path to be cleared.

Avoidance, Minimization, and/or Mitigation Measures

Before construction, utilities affected by the project would be relocated in coordination with the utility companies.

During construction, widened pullouts would be provided where possible throughout the controlled section for opposing vehicles to pull out of the way of oncoming emergency vehicles. Coordination efforts with emergency service providers would be conducted prior to construction.

2.1.4 Traffic and Transportation/Pedestrian and Bicycle Facilities

Regulatory Setting

Caltrans, as assigned by the Federal Highway Administration, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the roadway.

Caltrans and the Federal Highway Administration are committed to carrying out the 1990 Americans with Disabilities Act by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

Affected Environment

Caltrans prepared a traffic study, dated March 27, 2006, for this project.

The existing roadway within the project limits follows a winding alignment and mountainous terrain west and adjacent to Topaz Lake. The existing roadway within the proposed project limits operates as a two-lane conventional highway with 12-foot lanes and 2-foot outside shoulders. The outside shoulders do not meet current design standards of 8 feet. The posted speed limit is 55 miles per hour; however, numerous curve advisory signs restrict the speed to as little as 35 miles per hour in some locations.

The Mono County General Plan recognizes the need to enhance the U.S. Highway 395 corridor to provide a safe and accessible route with widened shoulders, turnouts, and vista points. Bicycle use is minimal through this segment of U.S. Highway 395. Currently, there are no dedicated bike paths or lanes within the project limits, and there are no plans to provide them in the future.

Environmental Consequences

The build alternatives of the proposed project would improve the safety on this portion of U.S. Highway 395 (see Section 1.3). The curve corrections and 8-foot paved shoulders would provide more sight distance and room for emergency maneuvering, and would decrease accident rates. The improvements would keep traffic flowing at a consistent speed through this segment of U.S. Highway 395. The installment of catchment areas below the cut slopes would prevent rocks and debris from accumulating on the highway. Rocks and debris in the road are a hazard to motorists and a potential danger to Caltrans maintenance crews.

The estimated construction year of the proposed project is 2012 when the average daily traffic count is estimated to be 4,160 vehicles. The average daily traffic count is expected to reach 4,380 by the year 2022 and 4,600 by the year 2032.

The Level of Service is a measure to compare the quality of service for travelers. For this section of U.S. Highway 395, which is in mountainous rural terrain, the Level of Service is based on the percent of time a driver spends following another vehicle. This rating system ranges from “A” to “F,” with “A” representing a free flow of traffic and “F” representing considerable delays. The Level of Service in the project area is currently at “D,” which is defined as “Approaching Unstable Flow.” Before this project is scheduled for construction, the Level of Service is predicted to fall to “E,” which is defined as “Unstable Flow.”

A side effect of the proposed project would be the improvement of the overall Level of Service. This secondary improvement is a result of the proposed curve corrections and consistent design speed throughout the segment. The improved traffic flow would result in a Level of Service “C,” which is defined as “Stable Flow” and is the design level the May 2000 Route Concept Report recommends for U.S. Highway 395.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is necessary since the proposed project would improve traffic flow and safety.

2.1.5 Visual/Aesthetics

Regulatory Setting

The National Environmental Policy Act of 1969, as amended, establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* and culturally pleasing surroundings [42 United States Code 4331(b)(2)]. To further emphasize this point, the Federal Highway Administration in its implementation of the National Environmental Policy Act [23 United States Code 109(h)] directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Likewise, the California Environmental Quality Act establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of *aesthetic*, natural, scenic, and historic environmental qualities." [California Public Resources Code Section 21001(b)]

Affected Environment

A Visual Impact Assessment, dated March 2, 2006, was prepared for this project.

The project area is within a segment of U.S. Highway 395 that extends from the Nevada state line in Mono County to southern Inyo County and is designated as a Federal Scenic Byway. Between the junction with State Route 89 and northward to the Nevada State Line, which includes the project area, U.S. Highway 395 is also designated as a scenic highway in the Mono County General Plan. U.S. Highway 395 within the project area is not officially designated or eligible as a scenic highway or route by Caltrans.

The project is located within a rural, high desert environment in the Antelope Valley, east of the Sierra Nevada mountain range and just south of the California state border with west-central Nevada. In addition to the vertical rocky cliffs at High Point Curve (post mile 119.0), the majority of the hills to the immediate west of the project site have a mix of grasses and the burned remains of a Pinyon pine forest from a wildfire in July 2002. Immediately to the east is Topaz Lake with the Wellington Hills beyond. To the north are the Pine Nut Mountains and to the south are the Sweetwater Mountains.

The visual setting of the project site is dominated by natural forms and Topaz Lake. Commercial and residential buildings, although seen to the north and south of the

project site, take a secondary role in their dominance of views except when seen up close. Highway pavement, rock retaining walls, and directional signs seen within the U.S. Highway 395 corridor dominate near views. Utility poles and lines are seen on the slopes to the west side of the project site.

Views within the project area are long-range to the east and short-range to the west, as well as through the roadway corridor. See Figure 2-1 for a general view of the area. There are views that will be changed substantially that will result in less than significant visual impacts.

Environmental Consequences

The project alternatives would not result in impacts to views of residents living to the north and south of the project site, fishermen at lake edge vantage points, users of Topaz Lake Park on the east side of the lake, or boaters on the lake. Neither would there be impacts to views of passing motorists. No visual impacts would occur to scenic resources since views of distant mountains in all directions and Topaz Lake would not be altered.

Visual impacts are the same for both build alternatives except at High Point Curve. Photo simulations comparing these impacts are shown in Figures 2-2 and 2-3. It should be noted that no snow is shown on side hill cuts in these simulations so that the full extent of the cuts is clearly shown. The addition of the bridge in Alternative 2 would be seen from vantage points to the east and north, but not from the south due to topography that blocks direct views to High Point Curve. Existing views that are dominated by the natural landscape would see the addition of a massive concrete structure whose geometric forms and consistent color and texture would contrast with the diversity seen in the surrounding natural landscape.

Some views would be changed, resulting in the visual impacts described below.

From distant points of view, there are two vantage points: single-family residences in the Topaz Lake community to the north and Topaz Lake Park on the northeastern edge of the lake. Residents would not see details of the highway realignment and the bridge because of the distance between the viewer and the project site. They would see the slope cuts on the west side of the highway that would contrast with the adjacent undisturbed landscape. Many residents that are at highway level or lower do not see the project area because of intervening buildings and screening trees. Users of Topaz Lake Park would see the project area directly across the lake. Like the

residents to the north, park users would not see the details of the new highway because of the distance from the project site, except for the slope cuts, which would be perceived as a change in the view.

Adjacent points of view are seen by single-family residences by the lake to the north, boaters on the lake, fishermen to the north at the fishermen's camp, and single-family residences to the south. Impacts from the build alternatives on all of these views would include the slope cuts on the west side of the highway. Views of naturally occurring and undisturbed slopes with a diversity of forms, colors, and textures would be changed to views of machine-created slope cuts that would be uniform scallop shapes, consistent in color and texture. The new slope cuts would contrast with the adjacent undisturbed natural landscape.

Motorists enjoy views of the scenic resources of Antelope Valley, including distant vistas of the Pine Nut Mountains to the north, the Sweetwater Mountains to the south, and the Wellington Hills to the east. Also to the east, motorists see views of Topaz Lake, a man-made irrigation reservoir adjacent to the highway to the east. None of these scenic resources would be blocked or screened from view by the proposed project alternatives. The slopes at the west edge of the highway dominate near views as motorists follow curves in the road that conform to the topography of the slopes. The project would create cut slopes as large as 300 feet high and 1,600 long to accommodate the highway realignment. The scalloped uniform shapes, colors, and textures would contrast with the adjacent undisturbed natural and diverse landscape.

Figure 2-1 View 2 North of U.S. Highway 395

Figure 2-2 Simulated View of Alternative 1 Before Mitigation

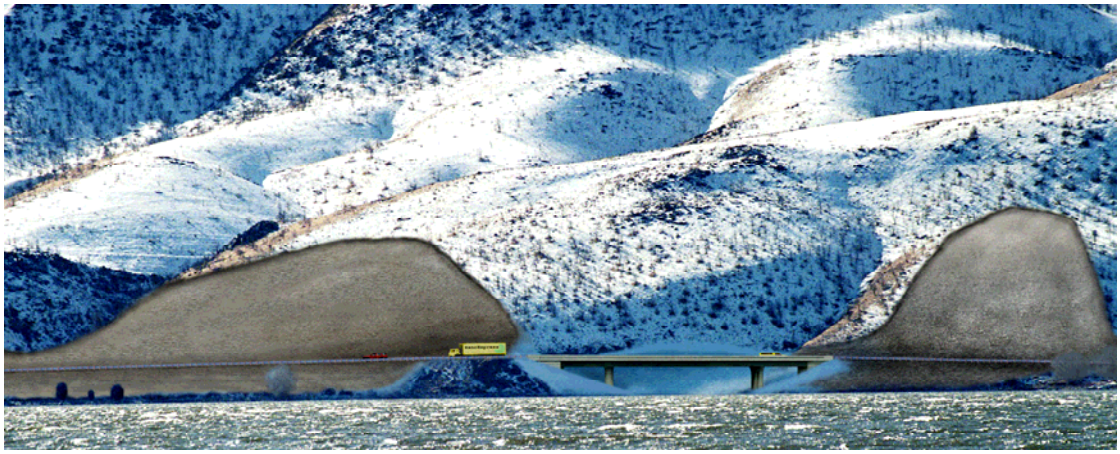

Figure 2-3 Simulated View of Alternative 2 Before Mitigation

Avoidance, Minimization, and/or Mitigation Measures

Under the direction of the Caltrans Landscape Architecture representative, implementation of the mitigation measures below would reduce the visual impacts of the project.

1. Considerable effort would be made toward the restoration of the original quality and character of the vegetated roadside. Duff (the top four inches of soil) from disturbed slopes would be stripped and stockpiled. The duff would be evenly redistributed over the disturbed slopes before the erosion control application. A separate revegetation contract with extended establishment period will follow the completion of the roadway project. Materials and methods would be specified in the construction documents for the revegetation process.

2. The cut slopes would be shaped from top to bottom to match the undisturbed landforms immediately adjacent to the disturbance so that the slope cuts appear to be a natural extension of the undisturbed slopes. Slope grades would be constructed to facilitate planting, erosion control and ease of maintenance.

3. Substantial rock outcroppings that are unearthed during the slope-cutting operation would be preserved to restore the diversity seen in the undisturbed and natural-occurring landscape.

4. Existing trees would be preserved wherever possible.

5. Structures would be designed with architectural details, pigments, and surface treatments to minimize the degree of visual impacts expected with the project alternatives.

6. Where feasible, highway signs would not be placed within 30 feet of vista pullout locations. Scenic and interpretive nature signs would be placed at the edge of vista pullouts.

2.2 Physical Environment

2.2.1 Water Quality and Storm Water Runoff

Regulatory Setting

Section 401 of the Clean Water Act requires water quality certification from the State Water Resources Control Board or from a Regional Water Quality Control Board when the project requires a Clean Water Act Section 404 permit to dredge or fill within a water of the United States.

Along with Section 401 of the Clean Water Act, Section 402 of the Clean Water Act establishes the National Pollutant Discharge Elimination System permit for the discharge of any pollutant into waters of the United States. The federal Environmental Protection Agency has delegated administration of the National Pollutant Discharge Elimination System program to the State Water Resources Control Board and nine Regional Water Quality Control Boards. The State Water Resources Control Board and Regional Water Quality Control Boards also regulate other waste discharges to land within California through the issuance of waste discharge requirements under authority of the Porter-Cologne Water Quality Act.

The State Water Resources Control Board has developed and issued a statewide National Pollutant Discharge Elimination System permit to regulate storm water discharges from all Caltrans activities on its highways and facilities. Caltrans construction projects are regulated under the statewide permit, and projects performed by other entities on Caltrans right-of-way (encroachments) are regulated by the State Water Resources Control Board's Statewide General Construction Permit. All construction projects require a Storm Water Pollution Prevention Plan to be prepared and implemented during construction.

Affected Environment

Caltrans prepared a Water Quality Evaluation, dated April 18, 2007, for this project.

The proposed project is located on U.S. Highway 395 and is directly adjacent to the western shore of Topaz Lake. About 0.6 mile north of the project limits, California Creek drains into Topaz Lake. To the west of the project are vertical rocky cliffs with the Sierra Nevada mountain range in the distance.

The Sierra Nevada range is an effective barrier to moisture moving east from the Pacific Ocean. Annual precipitation averages over 30 inches at the crest of the mountains, but drops to about 15 inches at the foot of the mountains. Most of the precipitation occurs during the winter in the form of snow. Thunderstorms provide occasional moisture during the summer months. Winds normally blow from west to east, and velocities as high as 60 miles per hour have been recorded. Seasonal temperatures range from the 90s in degrees Fahrenheit during the summer to well below zero degrees Fahrenheit during the winter. Daily fluctuations can be as great as 40 degrees Fahrenheit.

Environmental Consequences

A temporary reduction in water quality is expected during the construction of the project. This only applies to the storm water flowing through the work area and not Topaz Lake. The impacts would be temporary and not significant. Measures such as temporary sediment basin and temporary drainage inlet protection would prevent storm water from entering Topaz Lake.

As the proposed project is located directly adjacent to Topaz Lake, extra precautions must be taken to minimize soil loss to erosion. Newly created slopes and other areas where the vegetation is disturbed by construction would be more susceptible to soil erosion.

Avoidance, Minimization, and/or Mitigation Measures

Contamination of any surface water, including Topaz Lake, would be avoided. The specifics of how contamination would be avoided would be provided in the contractor's water quality control plan, which is mandated. If used, no reclaimed water would be allowed to mingle with surface flows.

Construction site pollutants are controlled by the use of structural devices, such as silt fences and straw bales, and non-structural activities such as good housekeeping and construction-related waste management. These devices and activities are called Best Management Practices. The reason for using Best Management Practices on construction projects is to reduce water pollutants coming from Caltrans construction projects as much as possible.

A Storm Water Pollution Prevention Plan would be prepared by the contractor and implemented during construction to the satisfaction of the resident engineer and according to the regulations of the Lahontan Regional Water Quality Control Board.

The Storm Water Pollution Prevention Plan would identify the sources of sediment and other pollutants that affect the quality of storm water discharges. The plan would also eliminate sediment and other pollutants in storm water as well as non-storm water discharges.

To minimize soil erosion, slopes would be kept to the minimum height required in an attempt to balance earthwork quantities. The vegetation and top four inches of soil (duff) from the excavation areas would be preserved during construction and then later used to cover the finished highway slopes. This would aid in the revegetation of disturbed areas by incorporating organic matter and any natural seed present in the soil. A mixture of native seed and straw would then be punched into these slopes and disturbed areas.

2.3 Biological Environment

2.3.1 Natural Communities

Regulatory Setting

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed in Threatened and Endangered Species, Section 2.3.4. Wetlands and other waters are discussed in Section 2.3.2.

Affected Environment

Caltrans prepared a Natural Environment Study, dated June 7, 2007, for this project.

The project is located on the east side of the Sierra Nevada Mountains in an arid basin, just south of the California/Nevada state line, on the west side of Topaz Lake. Biological communities in the biological study area consist of Pinyon/Juniper Woodland habitat and Fremont Cottonwood habitat.

The biological study area is composed of a corridor that runs the length of the project limits from post mile 117.8 to post mile 119.6. The study area totals 185 acres and consists of Pinyon/Juniper Woodland habitat (161.3 acres), Topaz Lake water (16.7 acres), Fremont Cottonwood habitat (1.0 acre), and existing asphalt (6 acres).

Pinyon/Juniper Woodland

This vegetation community occurs throughout the project study area on the west side of U.S. Highway 395. The Pinyon/Juniper Woodland Series is characterized by the presence of Pinyon (*Pinus monophylla*) and California juniper (*Juniperus californica*). This plant community was burned by wildfire in the project area in the year 2000.

Fremont Cottonwood

Fremont Cottonwood occurs along the western edge of Topaz Lake. The Fremont Cottonwood community is typical of riparian areas where soils are flooded intermittently by fresh water but remain saturated continuously. Fremont cottonwood (*Populus fremontii*), dominates the overstory along the edge of Topaz Lake. Red willow (*Salix laevigata*), narrow-leaf willow (*Salix exigua*), and black willow (*Salix gooddingii*) are the dominant species in the understory.

Environmental Consequences

In the biological study area, Pinyon/Juniper Woodland occupies 161.3 acres. This natural community would be directly affected by the construction-related activities of either build alternative selected. See Table 2.1 for habitat acres affected.

The Fremont Cottonwood natural community was not present within the immediate area affected by the project; therefore, no further analysis was conducted.

Table 2.1 Acres of Affected Pinyon/Juniper Woodland Vegetation

Build Alternative	Acres of Permanent Impact	Acres of Temporary Impact
1	12.5	33.5
2	12	28

Avoidance, Minimization, and/or Mitigation Measures

Plant seed shall be scattered for erosion control or revegetation purposes in sections of the project. To avoid the introduction of non-native plants, Caltrans would mitigate for impacts to the area disturbed by project activities by replanting with vegetation

native to the area as specified in the Visual Impact Assessment (March 2, 2006) and in conjunction with the Landscape Revegetation Project administered by the Caltrans District 9 Landscape Architect Branch. See Section 2.1.5, Avoidance, Minimization, and/or Mitigation Measures.

2.3.2 Wetlands and Other Waters

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act (33 United States Code 1344) is the primary law regulating wetlands and waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers with oversight by the Environmental Protection Agency.

The Executive Order for the Protection of Wetlands (Executive Order 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as the Federal Highway Administration, and Caltrans as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Game and the Regional Water Quality Control Boards. In certain circumstances, the Coastal Commission (or Bay Conservation and

Development Commission) may also be involved. Sections 1600-1607 of the Fish and Game Code require any agency that proposes a project that would substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify the California Department of Fish and Game before beginning construction. If the California Department of Fish and Game determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement would be required. The California Department of Fish and Game's jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the Army Corps of Engineers may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the Department of Fish and Game.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The Regional Water Quality Control Boards also issue water quality certifications in compliance with Section 401 of the Clean Water Act. Please see the Water Quality section for additional details.

Affected Environment

Caltrans prepared a Natural Environment Study, dated June 7, 2007, for this project.

The proposed project is located adjacent to the western shore of Topaz Lake. No wetlands or other waters lie in the project area.

Environmental Consequences

Each build alternative proposes a different design at the northern end of the project limits at High Point Curve (post miles 119.0 and 119.1). Alternative 1 proposes a cut and fill approach for curve correction as well as the construction of a retaining wall to keep fill out of Topaz Lake. Alternative 2 proposes to construct a concrete bridge at this location. The proposed 505-foot bridge would be used to span the most constrictive set of horizontal and vertical curves rather than make a large cut into the mountainsides.

The proposed project would not affect Topaz Lake. The construction work proposed in both build alternatives would be done above the high water line of Topaz Lake. There would be no impacts to wetlands or other waters since there are none within the project area.

Avoidance, Minimization, and/or Mitigation Measures

Retaining walls would be constructed at various locations within the project limits to keep fill out of Topaz Lake. It is also recommended that silt fencing be placed at the toe of the slope along the east side of the highway.

With the selection of Alternative 1 as the Preferred Alternative, the proposed project would not require a Streambed Alteration Agreement per Section 1602 of the California Fish and Game Code, a Section 401 Water Quality Certification, or a Section 404 Permit of the Clean Water Act.

2.3.3 Animal Species

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service, the National Oceanographic and Atmospheric Fisheries Service, and the California Department of Fish and Game are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in Section 2.3.4. All other special-status animal species are discussed here, including California Department of Fish and Game fully protected species and species of special concern, and the U.S. Fish and Wildlife Service or National Oceanographic and Atmospheric Fisheries Service candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1601 – 1603 of the Fish and Game Code
- Sections 4150 and 4152 of the Fish and Game Code
- Section 2081 of the Fish and Game Code

In addition to state and federal laws regulating impacts to wildlife, there are often local regulations (example: county or city) that need to be considered when developing projects. If work is being done on federal land (Bureau of Land

Management or Forest Service, for example), then those agencies' guidelines and policies are followed.

Affected Environment

Caltrans prepared a Natural Environment Study, dated June 7, 2007, for this project.

According to the sensitive species list obtained from the Reno Field Office of the U.S. Fish and Wildlife Service (Appendix C), a total of two special-status animal species have the potential to occur in the project area: the bald eagle (*Haliaeetus leucocephalus*) and Lahontan cutthroat trout (*Oncorhynchus clarki henshawi*). See Appendix D. The bald eagle is discussed in Section 2.3.4 Threatened and Endangered Species.

The Lahontan cutthroat trout does not occur within the project area.

Mule deer (*Odocoileus hemionus*) do not have a special status, but are considered part of the natural environment. The biological study area includes a total of 161.3 acres of Pinyon/Juniper Woodland habitat, which is habitat used by deer.

Environmental Consequences

Habitat for the Lahontan cutthroat trout does not occur within the project area, including Topaz Lake. Therefore, the proposed project would not affect this species and no further analysis was conducted.

Alternative 1 would permanently affect 12.5 acres and temporarily affect 33.5 acres of Pinyon/Juniper Woodland habitat. Alternative 2 would permanently affect 12 acres and temporarily affect 28 acres.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation would be required for the Lahontan cutthroat trout.

Revegetation efforts for the affected acres of Pinyon/Juniper Woodland habitat are discussed in Section 2.3.1.

Caltrans has monitored deer kill numbers since 2003 and will continue these monitoring practices after the project is constructed. If there is an increase in kill numbers after construction of the project, then Caltrans would implement appropriate mitigation measures after consultation with the California Department of Fish and Game and the Bureau of Land Management, Bishop Field Office.

2.3.4 Threatened and Endangered Species

Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act: United States Code, Section 1531, et seq. See also 50 Code of Federal Regulations Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems on which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, and Caltrans as assigned, are required to consult with the U.S. Fish and Wildlife Service and the National Oceanographic and Atmospheric Administration Fisheries Service to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an incidental take statement. Section 3 of the Federal Endangered Species Act defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act, California Fish and Game Code, Section 2050, et seq. The California Endangered Species Act emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Game is the agency responsible for implementing the California Endangered Species Act. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." The California Endangered Species Act allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by the California Department of Fish and Game. For projects requiring a Biological Opinion under Section 7 of the Federal Endangered Species Act, the California Department of Fish and Game may also authorize impacts to the California Endangered Species Act species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

Affected Environment

According to the sensitive species list obtained from the Reno Field Office of the U.S. Fish and Wildlife Service (Appendix C), a total of two special-status animal species have the potential to occur in the project area: the bald eagle (*Haliaeetus leucocephalus*) and Lahontan cutthroat trout (*Oncorhynchus clarki henshawi*).

The Lahontan cutthroat trout does not occur within the project area, including Topaz Lake. Therefore, no further analysis was conducted for this species.

Valley Sedge

Valley sedge is known to occur in meadows and seeps. The western shore of Topaz Lake borders the east side of the biological study area, creating some fringe riparian habitat.

Surveys for the valley sedge were conducted July 11 to 13, 2005 using the *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Species* (U.S. Fish and Wildlife Service 2000). The valley sedge was not observed during these surveys.

Bald Eagle

Bald eagles are known to nest in large trees within one mile of water. During the winter season, bald eagles occupy wintering sites that are generally close to open water and offer good perch trees and night roosts. The California Department of Fish and Game's Natural Diversity Database documents an active nest during the periods of 1989-1992 and 1994-1996 on private land located about one mile north of the project limits along the California-Nevada border.

Surveys for the bald eagle were conducted using the *Bald Eagle Breeding Survey Instructions* (California Department of Fish and Game 1998). Surveys occurred between June 2005 and February 2006. No bald eagles or bald eagle nests were observed during these surveys.

Environmental Consequences

Valley Sedge

The proposed project would not have any direct or indirect effects on valley sedge.

Bald Eagle

The proposed project would not have any direct or indirect effects on the bald eagle.

Avoidance, Minimization, and/or Mitigation Measures

Valley Sedge

No mitigation would be required for the valley sedge.

Bald Eagle

If construction activities could not take place outside the breeding season, pre-construction surveys for bald eagle nests would be conducted. If bald eagle nesting activities are observed, a protective buffer would be delineated by a qualified biologist and the entire area would be avoided to prevent destruction or disturbance to the nests until they are no longer active. Further nesting bird measures can be found under Migratory Bird Protection below and in Appendix E.

Migratory Bird Protection

The contractor shall protect migratory birds, their occupied nests, and their eggs as specified in these special provisions.

Nesting or attempted nesting by migratory birds is anticipated to occur between, but not limited to between, February 15th and September 1st. The Federal Migratory Bird Treaty Act (16 U.S.C. 703 et seq.), Title 50 Code of Federal Regulations part 10, and California Department of Fish and Game Code Sections 3503, 3513, and 3800, protect migratory birds, their occupied nests, and their eggs.

The Federal and California Endangered Species Acts protect occupied and unoccupied nests of some threatened and endangered bird species. The Bald Eagle Protection Act (16 U.S.C. 668) prohibits the destruction of bald and golden eagles' occupied and unoccupied nests.

When evidence of migratory bird nesting that may be adversely affected by construction activities is discovered, or when birds are injured or killed as a result of construction activities, the contractor shall immediately stop work within 200 feet of the nests and notify the engineer. Work shall not resume until the engineer provides written notification that work may begin in this location.

When ordered by the engineer, the contractor shall use exclusion devices or remove and dispose of partially constructed and unoccupied nests of migratory birds on a regular basis to prevent their occupation. Nest materials would not be deposited in, permitted to pass into, or placed where they can pass into the waters of this state.

Penalties as used in this section, "Migratory Bird Protection," shall include fines, penalties, and damages, whether proposed, assessed, or levied against Caltrans or the contractor. Penalties shall also include payments made or costs incurred in settlement for alleged violations of applicable laws, regulations, or requirements. Costs incurred could include sums spent for mitigation or to remediate or correct violations instead of for penalties.

Notwithstanding any other remedies authorized by law, Caltrans may retain or withhold payment due the contractor under the contract, in an amount determined by Caltrans, up to and including the entire amount of penalties proposed, assessed, or levied as a result of the contractor's violation of federal or state law, regulations, or requirements. Caltrans may retain funds until final disposition has been made as to the penalties. The contractor shall remain liable for the full amount of penalties until such time as they are finally resolved with the entity seeking the penalties. Upon final disposition, Caltrans shall inform the contractor of the withheld amount.

2.3.5 Invasive Species

Regulatory Setting

On February 3, 1999, President Bill Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem, whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration guidance issued August 10, 1999 directs the use of the state's noxious weed list to define the invasive plants that must be considered as part of the National Environmental Policy Act analysis for a proposed project.

Affected Environment

Caltrans prepared a Natural Environment Study, dated June 7, 2007, for this project.

Much of the habitat in the project area was burned by wildfire in July 2000. Since then, ruderal habitat has been established and is the most prevalent ground vegetation within the biological study area. Ruderal habitat is a plant community made up of predominately weedy invasive plant species. The invasive plant species identified throughout the biological study area consists primarily of the following: black

mustard (*Brassica nigra*), filaree (*Erodium cicutarium*), Russian thistle (*Salsola kali*), poison hemlock (*Conium maculatum*), and brome (*Bromus rigidus*).

Environmental Consequences

The ruderal habitat within the biological study area is primarily composed of the five invasive plant species listed above. Some of these invasive plant species may be removed during construction of the project.

Avoidance, Minimization, and/or Mitigation Measures

The landscaping and erosion control included in the project would not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions would be taken if invasive species were found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.

2.4 Construction Impacts

Temporary construction impacts would result from traffic delays, dust, and noise. Invasive plant species were identified in the project area during the biological studies (Natural Environment Study, June 7, 2007). Weed seed can also be inadvertently introduced into the corridor on equipment during construction and through the use of mulch, imported soil or gravel, and sod.

The residents of Antelope Valley, including the communities of Walker, Coleville, and Topaz, California, would be most directly affected by this project. Many of these residents commute north to Nevada, to Topaz Lake, Gardnerville, and Carson City.

During construction of the proposed project, viewers would see materials, equipment, and workers, as well as the operations of construction, including trenches, excavations, and structures in the process of being built. Impacts of construction are unavoidable and are considered less than significant and temporary. Motorists and pedestrians would be exposed briefly to construction activities while passing through the construction zone. There are about 50 residences approximately one to two miles north of the project limits and about 20 residences a half-mile to one mile south of the project limits. Residents of these homes would be exposed to construction activities on a more continuous basis.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 7-1.01F "Air Pollution Control" and Section 10 "Dust Control," require the contractor to comply with the Great Basin Unified Air Pollution Control District's rules, ordinances, and regulations.

Standard Provision Section 7-1.01I "Sound Control Requirements" of the Standard Specifications would be included in the construction contract to minimize noise impacts.

The landscaping and erosion control included in the project would not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions would be taken if invasive species were found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur. Invasive Species are discussed in Section 2.3.5.

Constraints of the steep hillside to the west and Topaz Lake to the east would create traffic control challenges during construction that include limited room for detours and delays while excess debris is cleared and cut slopes are stabilized.

During construction, a traffic management plan would be prepared to help reduce traffic delays, congestion, and accidents. Standard Caltrans construction practices include providing information on roadway conditions and using portable changeable message signs, lane and road closures, advance warning signs, alternate routes, reverse and alternate traffic control, and a traffic contingency plan for unforeseen circumstances and emergencies. Public meetings in Antelope Valley communities would be conducted during project development to advise residents of the project and associated traffic control strategies.

It is proposed to construct the project in four stages. Each stage would require one-lane reversible traffic control. The one-direction control would be accomplished using flaggers and temporary signals at each end of the project – a total of 1.8 miles of one-way traffic. The staged one-lane traffic control is estimated to take 8 to 12 months. During periods of extended work shutdown, such as winter suspensions, the fully operational two-lane highway would be maintained.

A speed limit of 25 miles per hour through the project would create a minimum 10-minute wait at each end, depending on the queue. Additional delays would occur when blasting and/or sidehill excavation create unsafe passage. Although a 20-minute total maximum delay would be specified, there would likely be some occasions where delays of up to an additional 50 minutes, for a total of 70 minutes, could occur as excess debris is cleared and cut slopes are stabilized. To minimize this delay and protect the roadway, temporary rock fall protection would be used at the base of major cut slope excavations.

Full closure of U.S. Highway 395 during portions of the day will be considered. This would be done in the interest of expediting the most difficult work and minimizing the overall disruption to the public during construction. During full closure of the project limits, there would be signed detours on existing nearby highways and a public information campaign. The District Lane Closure Review Committee must approve all closures longer than 20 minutes.

If full closures are used, there are two proposed detour routes. Automobiles northbound on U.S. Highway 395 may be directed to State Route 89 over Monitor Pass through Markleeville, California. In Nevada, automobiles may be directed to State Route 88 in Minden, Nevada. This detour runs west of the project area and would add about 20 miles distance and 39 minutes travel time. Trucks in Nevada would be directed to State Route 208 (“Holbrook Junction”). In California, they would be directed to State Route 182 at Bridgeport. This detour through Nevada runs east of the project area and would add about 7 miles distance and 25 minutes travel time. If the State Route 88/State Route 89 detour route is not available, the detour through Nevada for Antelope Valley residents would add up to 45 miles and 65 minutes travel time since motorists would have to travel south to Bridgeport to reach State Route 182. Interregional trucks on northbound U.S Highway 395 would be advised to take State Route 6 from Bishop.

Once the Traffic Management Plan is finalized, Caltrans would provide a map of detours to the public.

The Caltrans Public Affairs Office would keep the local media informed of construction progress and information pertaining to delays, closures, and major changes in traffic patterns. The resident engineer would provide this information through the Caltrans District 9 Traffic Branch.

2.5 Cumulative Impacts

Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

Section 15130 of the California Environmental Quality Act Guidelines describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under the California Environmental Quality Act, can be found in Section 15355 of the California Environmental Quality Act Guidelines. A definition of cumulative impacts, under the National Environmental Policy Act, can be found in 40 Code of Federal Regulations, Section 1508.7 of the Council on Environmental Quality regulations.

Affected Environment

There is currently one project being developed on U.S. Highway 395 within the general area. This project, which is currently planned for construction in the summer of 2008, involves the construction of a left-turn lane between post miles 109.7 and 115.3. This project is known as the “Topaz-Larson Turn Lane” and is located two miles south of the High Point Curve Realignment.

Environmental Consequences

The High Point Curve Realignment project is not expected to cause measurable cumulative effects to any natural resources in the area.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation would be required.

2.6 Climate Change

Regulatory Setting

While climate change has been a concern since at least 1988 as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change, the efforts devoted to greenhouse gas emissions reduction and climate change research and policy have increased dramatically in recent years. In 2002, with the passage of Assembly Bill 1493, California launched an innovative and proactive approach to dealing with greenhouse gas emissions and climate change at the state level. Assembly Bill 1493 requires the Air Resources Board to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions; these regulations will apply to automobiles and light trucks beginning with the 2009-model year. Greenhouse gases related to human activity include carbon dioxide, methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (1,1,1,2-tetrafluoroethane), and HFC-152a (difluoroethane).

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this executive order is to reduce California's greenhouse gas emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020, and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32, the Global Warming Solutions Act of 2006. Assembly Bill 32 sets the same overall greenhouse gas emissions reduction goals while further mandating that the Air Resources Board create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06, signed on October 17, 2006, further directs state agencies to begin implementing Assembly Bill 32, including the recommendations made by the state's Climate Action Team.

Climate change and greenhouse gas reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing greenhouse gas emissions reductions and climate change.

Affected Environment

According to *Recommendations by the Association of Environmental Professionals on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases.

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing greenhouse gas emissions reduction and climate change. Recognizing that 98 percent of California's greenhouse gas emissions are from the burning of fossil fuels and 40 percent of all human-made greenhouse gas emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans (December 2006).

One of the strategies in Caltrans' Climate Action Program to reduce greenhouse gas emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 miles per hour. Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors will lead to an overall reduction in greenhouse gas emissions.

Environmental Consequences

The build alternatives of the proposed project would correct the curves and dips on the existing alignment and increase the design speed for this segment of U.S. Highway 395. The improvements would keep traffic flowing at a consistent speed through the segment. Due to the improved traffic flow, carbon dioxide emissions should be reduced despite a slow increase over time in vehicles using the highway.

Caltrans recognizes the concern that carbon dioxide emissions raise for climate change. However, modeling and gauging the impacts associated with an increase in greenhouse gas emission levels, including carbon dioxide, at the project level is not currently possible. No federal, state, or regional regulatory agency has provided

methodology or criteria for greenhouse gas emissions and climate change impact analysis. Therefore, Caltrans is unable to provide a scientific- or regulatory-based conclusion regarding whether the project's contribution to climate change is cumulatively considerable.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans continues to be actively involved on the Governor's Climate Action Team as the Air Resources Board works to implement Assembly Bills 1493 and 32. As part of the Climate Action Program at Caltrans (December 2006), Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, transit-oriented communities, and high-density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars and light and heavy-duty trucks. However, it is important to note that control of fuel economy standards is held by the U.S. Environmental Protection Agency and the Air Resources Board. Lastly, the use of alternative fuels is also being considered; Caltrans is participating in funding for alternative fuel research at the University of California Davis.

Chapter 3 Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team meetings and interagency coordination meetings. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

As part of the scoping process, Caltrans environmental technical staff gathered information for the project through record searches, drive-by surveys, and walk-the-area surveys. Based on these early results and observations, a Preliminary Environmental Analysis Report was completed in October 1999. The report presented an overview of potential environmental issues and constraints that might be encountered if the proposed project were to move forward with construction.

In 1999, the Mono County Local Transportation Commission sent a letter to Caltrans requesting that this section of U.S. Highway 395 within the proposed project limits be examined. In that letter, the Mono County Local Transportation Commission listed the following items for Caltrans to consider: increase the radii of the curves to provide a consistent design speed, review curves to see if possibilities exist to minimize icy conditions, make improvements to reduce accidents, and consider additional improvements that focus on traveler safety and/or other enhancements that could be included.

On May 16, 2000, a Caltrans biologist met with the Bureau of Land Management. The purpose of the meeting was to discuss the Bureau of Land Management's main points of concern about the proposed project.

On April 24, 2001, Caltrans received a letter from the Bureau of Land Management. The letter referred to the May 16, 2000 meeting with Caltrans and reiterated the following main points of concern: cut-slope angle affecting revegetation; deer mortality, and maintaining the Topaz Lake fish/boat access; this existing access consists of an unmaintained dirt road that leads from the highway to the Topaz Lake shoreline. Regarding the cut-slope angle, Caltrans designed the project so that it

would flatten the slopes more than the current ones to create a stable slope that is more prone to revegetation. Regarding deer mortality, a detailed analysis was conducted for the mule deer during the biological studies. Regarding the Topaz Lake fish/boat access, the project includes an improved standard paved driveway connection from the highway at the access road.

On August 25, 2003, a Caltrans environmental planner requested a species list from the U.S. Fish and Wildlife Service office in Reno, Nevada.

On October 2, 2003, a Caltrans environmental planner received a species list for the proposed project from the U.S. Fish and Wildlife Service in Reno, Nevada.

In June 2004, Caltrans District 9 staff conducted a Value Analysis Study. The study focused on alternatives that would improve operations, maintain or improve safety, reduce costs if possible, and satisfy the local stakeholders.

On October 17, 2005, a Caltrans biologist requested an updated species list from the U.S. Fish and Wildlife Service office in Reno, Nevada.

On November 2, 2005, a Caltrans biologist received an updated species list for the proposed project from the U.S. Fish and Wildlife Service office in Reno, Nevada.

In July 2006, Caltrans met with the Nevada Department of Transportation to discuss the proposed project. The Nevada Department of Transportation did not have any concerns or needs regarding the project.

On June 19, 2007, a Caltrans environmental planner spoke with the California Highway Patrol office in Bridgeport regarding the status of the project.

On August 29, 2007, Caltrans held a public hearing at the Walker Community Center in Walker. Caltrans staff from project management, design engineering, and environmental planning used maps and visual display boards to present project information. The public was encouraged to submit comments in writing at the hearing or give comments orally to the court reporter, who was present.

On September 6, 2007, Caltrans staff from project management and design engineering attended the Antelope Valley Regional Planning Advisory Committee meeting. Caltrans used maps and visual display boards to present project information.

On October 9, 2007, the Caltrans project manager spoke with Tim Taylor of the Department of Fish and Game about the potential project impacts to mule deer. Caltrans agreed to explore the possibilities of monitoring during mule deer activities from January through March as well as increasing culvert size to make the culverts more accommodating to wildlife.

On November 1, 2007, Caltrans staff from project management and design engineering attended the Antelope Valley Regional Planning Advisory Committee meeting. Caltrans presented new project information regarding the project costs and traffic management plan.

On November 2, 2007, staff from Caltrans, Mono County Community Development-Planning Division, Bureau of Land Management, and California Highway Patrol held a meeting to recommend Alternative 1 as the Preferred Alternative.

Caltrans also made coordination efforts with management staff of the Walker River Irrigation District. These efforts included telephone conversations and invitations to project development meetings.

Chapter 4 List of Preparers

This document was prepared by the following Caltrans Central Region staff:

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Michael Calvillo, Associate Environmental Planner. B.S., Biology, California State University, Fresno; 7 years environmental planning experience. Contribution: Wrote the Initial Study with Proposed Mitigated Negative Declaration and coordinated the environmental process for the project.

Wendy Campbell, Associate Environmental Planner (Natural Sciences). B.A., Applied Biology, California State University, Fresno; 18 years experience in biology and natural resources management. Contribution: Conducted biological surveys and wrote the Natural Environment Study.

Tom Dayak, Chief, Eastern Sierra Management Branch in Bishop, CA. B.S., Agriculture, California State University, Chico; 22 years experience in environmental planning. Contribution: Environmental Unit Supervisor.

Truman Denio, Senior Transportation Engineer. B.S., Civil Engineering, University of California, Davis; 26 years experience in civil engineering. Contribution: Design Manager and approved the Location Hydraulic Study.

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Dan Holland, Transportation Engineer Tech. B.A., Geography with Conservation/Ecology emphasis and Economics Minor, San Diego State University; 18 years experience with Caltrans, 7 years experience with U.S. Forest Service, 3 years experience with County of Inyo Health Department. Contribution: Wrote the technical summaries for Water Quality, Air Quality, Noise Impacts, and Hazardous Waste.

R. Steve Miller, District Landscape Architect. Bachelor's of Landscape Architecture (1975), University of Idaho in Moscow; registered to practice in California since 1987. Contribution: Conducted oversight on the preparation of the Visual Impact Assessment.

Lora Rischer, Associate Right-of-Way Agent. B.S., Sports Medicine, California State University, Sacramento; 16 years experience in Right-of-Way. Contribution: Wrote the Draft Relocation Impact Report.

Richard Stewart, Engineering Geologist P.G. B.S., Geology, California State University, Fresno; 18 years hazardous waste and water quality experience. Contribution: Wrote the Paleontology Identification Report.

Juan Torres, Associate Environmental Planner. B.A., Environmental Studies, University of Pacific; 9 years environmental planning experience. Contribution: Initiated the environmental studies.

Roger Valverde, Graphic Designer II. Certificate of Multimedia, Mount San Jacinto and coursework at California State University, Fresno; 24 years visual design and public participation experience. Contribution: Prepared graphics.

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Brian Wickstrom, Associate Environmental Planner (Archaeology). B.A., Anthropology, California State University, Fresno; M.A., Cultural Resources Management, Sonoma State University; 23 years archaeological experience. Contribution: Conducted archaeological surveys, and wrote the Archaeological Survey Report and the Historic Property Survey Report.

Cedrik Zemitis, Project Manager, Senior Transportation Planner. M.A., History, California State University, Sacramento; B.A., Exercise Physiology, University of California, Davis; 15 years finance, budgeting, and administration/management experience. Contribution: Project Manager.

Appendix A California Environmental Quality Act Checklist

The following checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. The California Environmental Quality Act impact levels include “potentially significant impact,” “less than significant impact with mitigation,” “less than significant impact,” and “no impact.”

Supporting documentation of all California Environmental Quality Act checklist determinations is provided in Chapter 2 of this Initial Study/Environmental Assessment. Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	X	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	☐	X	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	X	☐	☐
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	X
AGRICULTURE 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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?	☐	☐	☐	X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	X
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	X
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?	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	X
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)?	☐	☐	☐	X
d) Expose sensitive receptors to substantial pollutant concentration?	☐	☐	☐	X
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	X
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 Game or U.S. Fish and Wildlife Service?	☐	☐	☐	X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	X	☐
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?	☐	☐	☐	X
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?	☐	☐	X	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	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?	☐	☐	☐	X
CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☐
	Archaeological resources are considered "historical resources" and are covered under (a).			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	X
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	X
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:	☐	☐	☐	X
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.	☐	☐	☐	X
ii) Strong seismic ground shaking?	☐	☐	☐	X
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	X
iv) Landslides?	☐	☐	☐	X
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	X
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	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
spreading, subsidence, liquefaction, or collapse?				
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.	☐	☐	☐	X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	X
d) Be located on a site that 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?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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?	☐	☐	☐	X
HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	X
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 that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	X
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 that would result in substantial erosion or siltation on- or offsite?	☐	☐	☐	X
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 that would result in flooding on- or offsite?	☐	☐	☐	X
e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	X
f) Otherwise substantially degrade water quality?	☐	☐	X	☐
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?	☐	☐	☐	X
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	X
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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?	☐	☐	☐	X
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?	☐	☐	☐	X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No 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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X
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?	☐	☐	☐	X
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)?	☐	☐	☐	X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
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?	☐	☐	☐	X
Police protection?	☐	☐	☐	X
Schools?	☐	☐	☐	X
Parks?	☐	☐	☐	X
Other public facilities?	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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?	☐	☐	☐	X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	X
TRANSPORTATION/TRAFFIC - Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	X
c) Result in a change in air traffic patters, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	X
e) Result in inadequate emergency access?	☐	☐	☐	X
f) Result in inadequate parking capacity?	☐	☐	☐	X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	X
UTILITY AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
facilities, the construction of which could cause significant environmental effects?				
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?	☐	☐	☐	X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	X
e) Result in determination by the wastewater treatment provider that 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?	☐	☐	☐	X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	X
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	X
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, or cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	☐	☐	☐	X
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)?	☐	☐	☐	X
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	X

Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
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SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
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TTY (916) 653-4086

Flex your power!
Be energy efficient!

January 14, 2005

TITLE VI
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, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

WILL KEMPTON
Director

"Caltrans improves mobility across California"

Appendix C U.S. Fish and Wildlife Service Species List

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Nevada Fish and Wildlife Office
1340 Financial Blvd., Suite 234
Reno, Nevada 89502
Ph: (775) 861-6300 ~ Fax: (775) 861-6301

November 2, 2005
File No. 1-5-06-SP-007

Ms. Wendy Campbell
California Department of Transportation
500 South Main Street
Bishop, California 93514

Dear Ms. Campbell:

Subject: Species List for U.S. 395 Highway Project near Lake Topaz, Mono County, California

In response to your letter received October 17, 2005, the following federally listed species may occur in the subject project area:

- Bald eagle *(Haliaeetus leucocephalus)*, threatened
- Lahontan cutthroat trout (*Oncorhynchus clarki henshawi),* threatened

This list fulfills the requirement of the Fish and Wildlife Service to provide information on listed species pursuant to section 7 (c) of the Endangered Species Act of 1973 (Act), as amended for projects that are authorized, funded, or carried out by a Federal agency

Enclosure A provides a discussion of the responsibilities Federal agencies have under section 7 of the Act and the conditions under which a biological assessment (BA) must be prepared by the lead Federal agency or its designated non-Federal representative. If it is determined by the responsible Federal agency that a listed or proposed species may be affected by the proposed project, then consultation should be initiated pursuant to 50 CFR § 402.14. Informal consultation may be utilized prior to a written request for formal consultation to exchange information and resolve conflicts with respect to listed species. If a BA is required, and it is not initiated within 90 days of your receipt of this letter, you should informally verify the accuracy of this list with our office. If, through informal consultation or development of a BA, it is determined that a proposed action is not likely to adversely affect the listed species, and the Service concurs in writing, then the consultation process is terminated and formal consultation is not required.

TAKE PRIDE IN AMERICA

CAL TRANS DIST 9
2005 NOV -7 PM 1:08

Ms. Wendy Campbell File No. 1-5-06-SP-007

Your proposed project may be located within a potential and existing metapopulation for Lahontan cutthroat trout (LCT), and as such, the area may be necessary for the species' recovery. The LCT Walker River Recovery Implementation Team (WRIT) has finalized the Short-Term Action Plan (2003) for the species (available at http://www.fws.gov/nevada/protected_species/LCT/FinalWRIT.pdf). This Short-Term Action Plan identifies priority areas with current or potential opportunities to support LCT or important habitats that would sustain various life history stages. Under the Act, completed projects should not preclude future recovery and survival of this species. We recommend that projects be reviewed for all direct and indirect impacts that they may have on riparian and aquatic habitats as they relate to LCT, and that you consult with the Service accordingly under section 7 of the Act.

Because wetlands, springs, or streams are known to occur in the project area, we ask that you be aware of potential impacts project activities may have on these areas. Discharge of fill material into wetlands or waters of the United States is regulated by the Army Corps of Engineers (Corps) pursuant to section 404 of the Clean Water Act of 1972, as amended. We recommend you contact the Corp's Regulatory Section [1325 J Street, Sacramento, California 95814, (916) 557-5100] regarding the possible need for a permit.

Based on the Service's conservation responsibilities and management authority for migratory birds under the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C 703 *et. seq.*), we are concerned about potential impacts the proposed project may have on migratory birds in the area. Given these concerns, we recommend that any land clearing or other surface disturbance associated with proposed actions within the project area be timed to avoid potential destruction of bird nests or young, or birds that breed in the area. Such destruction may be in violation of the MBTA. Under the MBTA, nests (nests with eggs or young) of migratory birds may not be harmed, nor may migratory birds be killed. Therefore, we recommend land clearing be conducted outside the avian breeding season. If this is not feasible, we recommend a qualified biologist survey the area prior to land clearing. If nests are located, or if other evidence of nesting (i.e., mated pairs, territorial defense, carrying nesting material, transporting food) is observed, a protective buffer (the size depending on the requirements of the species) should be delineated and the entire area avoided to prevent destruction or disturbance to nests until they are no longer active.

Please reference File No. 1-5-06-SP-007 in future correspondence concerning this species list. If you have any questions or require additional information, please contact me or Marcy Haworth at (775) 861-6300.

for Robert D. Williams
Field Supervisor

Enclosure

2

ENCLOSURE A

FEDERAL AGENCIES' RESPONSIBILITIES UNDER SECTIONS 7 (a) AND (c)
OF THE ENDANGERED SPECIES ACT

SECTION 7 (a): Consultation/Conference
Requires:

1) Federal agencies to utilize their authorities to carry out programs to conserve endangered and threatened species;

2) Consultation with the Fish and Wildlife Service (Service) when a Federal action may affect a listed endangered or threatened species to insure that any action authorized, funded or carried out by a Federal agency is not likely to jeopardize the continued existence of listed species or result in the destruction or adverse modification of critical habitat. The process is initiated by the Federal agency after determining the action may affect a listed species or critical habitat;

3) Conference with the Service when a Federal action is likely to jeopardize the continued existence of a proposed species or result in destruction or adverse modification of proposed critical habitat.

SECTION 7 (c): Biological Assessment - Major Construction Activity 1/
Requires Federal agencies or their designees to prepare a Biological Assessment (BA) for major construction activities. The BA analyzes the effects of the action on listed and proposed species. The process begins with a Federal agency requesting from the Service a list of proposed and listed threatened and endangered species. The BA should be completed within 180 days after its initiation (or within such a time period as is mutually agreeable). If the BA is not initiated within 90 days of receipt of the list, the accuracy of the species list should be informally verified with the Service. No irreversible commitment of resources is to be made during the BA process which would foreclose reasonable and prudent alternatives to protect endangered species. Planning, design, and administrative actions may proceed; however, no construction may begin.

We recommend the following for inclusion in the BA:

1. An onsite inspection of the area affected by the proposal which may include a detailed survey of the area to determine if the species or suitable habitat are present.

2. A review of literature and scientific data to determine species distribution, habitat needs, and other biological requirements.

3. Interviews with experts, including those within the Service, State conservation departments, universities, and others who may have data not yet published in scientific literature.

4. An analysis of the effects of the proposal on the species in terms of individuals and populations, including consideration of cumulative effects of the proposal on the species and its habitat.

5. An analysis of alternative actions considered.

6. Documentation of study results, including a discussion of study methods used, any problems encountered, and other relevant information.

7. Conclusion as to whether or not a listed or proposed species will be affected.

Upon completion, the BA should be forwarded to our office with a request for consultation, if required.

1/ A construction project (or other major undertaking having similar physical impacts) is a major Federal action significantly affecting the quality of the human environment as referred to in NEPA (42 U.S.C. 4332 (2) C).

Appendix D Biological Study Area Sensitive Species List

Scientific Name	Common Name	Status	Specific Habitat Present/ Absent	Species Present/ Absent	Rationale for Species Presence/Absence Finding
Plants:					
Carex vallicola	Valley sedge	CNPS 2	P	A	Habitat present at the edge of the biological study area.
Orthotrichum shevockii	Shevock's bristle-moss	CNPS 1B	P	A	Granitic rocks are not present within the biological study area.
Animals:					
Haliaeetus leucocephalus	Bald eagle	SE, FT	P	A	Habitat present at the edge of the biological study area and at the historic nesting territory at the California-Nevada border.
Oncorhynchus clarki henshawis	Lahontan cutthroat trout	FT	A	A	Habitat not present within the biological study area.
Odocoileus Hemionus	Mule Deer	Not Applicable	P	P	Within designated winter range.

Source: Natural Environment Study (2007) and the California Natural Diversity Database

A	No further work is needed
P	General habitat is present and species may be present
FT	Federally Threatened
SE	State Endangered
CNPS 1B	California Native Plant Society listing for plants rare, threatened, or endangered in California and elsewhere.
CNPS 2	California Native Plant Society listing for plants rare, threatened, or endangered in California, but more common elsewhere.

Appendix E Minimization and/or Mitigation Summary

Utilities/Emergency Services

Before construction, utilities affected by the project would be relocated in coordination with the utility companies.

During construction, widened pullouts would be provided where possible throughout the controlled section for opposing vehicles to pull out of the way of oncoming emergency vehicles. Coordination efforts with emergency service providers would be conducted prior to construction.

Visual/Aesthetics

Under the direction of the Caltrans Landscape Architecture representative, implementation of the mitigation measures below would reduce the visual impacts of the project.

1. Considerable effort would be made toward the restoration of the original quality and character of the vegetated roadside. Duff (the top four inches of soil) from disturbed slopes would be stripped and stockpiled. The duff would be evenly redistributed over the disturbed slopes before the erosion control application. A separate revegetation contract with extended establishment period will follow the completion of the roadway project. Materials and methods would be specified in the construction documents for the revegetation process.

2. The cut slopes would be shaped from top to bottom to match the undisturbed landforms immediately adjacent to the disturbance so that the slope cuts appear to be a natural extension of the undisturbed slopes. Slope grades would be constructed to facilitate planting, erosion control and ease of maintenance.

3. Substantial rock outcroppings that are unearthed during the slope cutting operation would be preserved to restore the diversity seen in the undisturbed and natural-occurring landscape.

4. Existing trees would be preserved wherever possible.

5. Structures would be designed with architectural details, pigments, and surface treatments to minimize the degree of visual impacts expected with the project alternatives.

6. Where feasible, highway signs would not be placed within 30 feet of vista pullout locations. Scenic and interpretive nature signs would be placed at the edge of vista pullouts.

Water Quality and Storm Water Runoff

Construction site pollutants are controlled by the use of structural devices, such as silt fences and straw bales, and non-structural activities such as good housekeeping and construction-related waste management. These devices and activities are called Best Management Practices. The reason for using Best Management Practices on construction projects is to reduce water pollutants coming from Caltrans construction projects as much as possible.

To minimize soil erosion, slopes would be kept to the minimum height required in an attempt to balance earthwork quantities. The vegetation and top four inches of soil (duff) from the excavation areas would be preserved during construction and then later used to cover the finished highway slopes. This would aid in the revegetation of disturbed areas by incorporating organic matter and any natural seed present in the soil. A mixture of native seed and straw would then be punched into these slopes and disturbed areas.

A Storm Water Pollution Prevention Plan would be prepared by the contractor and implemented during construction to the satisfaction of the resident engineer and according to the regulations of the Lahontan Regional Water Quality Control Board. The Storm Water Pollution Prevention Plan would identify the sources of sediment and other pollutants that affect the quality of storm water discharges. The plan would also eliminate sediment and other pollutants in storm water as well as non-storm water discharges.

Wetlands and Other Waters

Retaining walls would be constructed at various locations within the project limits to keep fill out of Topaz Lake. It is also recommended that silt fencing be placed at the toe of the slope along the east side of the highway.

Biology

Pinyon/Juniper Woodland

Plant seed shall be scattered for erosion control or revegetation purposes in sections of the project. To avoid the introduction of non-native plants, Caltrans would mitigate for impacts to the area disturbed by project activities by replanting with vegetation native to the area as specified in the Visual Impact Assessment (March 2, 2006) and

in conjunction with the Landscape Revegetation Project administered by the Caltrans District 9 Landscape Architect Branch. See Section 2.1.5, Avoidance, Minimization, and/or Mitigation Measures.

Bald Eagle

If construction activities could not take place outside the breeding season, pre-construction surveys for bald eagle nests would be conducted. If bald eagle nesting activities are observed, a protective buffer would be delineated by a qualified biologist and the entire area would be avoided to prevent destruction or disturbance to the nests until they are no longer active. Further nesting bird measures can be found under the Contract Special Provisions for Migratory Birds described below.

Migratory Bird Protection

The contractor shall protect migratory birds, their occupied nests, and their eggs as specified in these special provisions.

Nesting or attempted nesting by migratory birds is anticipated to occur between, but not limited to between, February 15th and September 1st. The Federal Migratory Bird Treaty Act (16 U.S.C. 703 et seq.), Title 50 Code of Federal Regulations part 10, and California Department of Fish and Game Code Sections 3503, 3513, and 3800, protect migratory birds, their occupied nests, and their eggs.

The Federal and California Endangered Species Acts protect occupied and unoccupied nests of some threatened and endangered bird species. The Bald Eagle Protection Act (16 U.S.C. 668) prohibits the destruction of bald and golden eagles' occupied and unoccupied nests.

When evidence of migratory bird nesting that may be adversely affected by construction activities is discovered, or when birds are injured or killed as a result of construction activities, the contractor shall immediately stop work within 200 feet of the nests and notify the engineer. Work shall not resume until the engineer provides written notification that work may begin in this location.

When ordered by the engineer, the contractor shall use exclusion devices or remove and dispose of partially constructed and unoccupied nests of migratory birds on a regular basis to prevent their occupation. Nest materials would not be deposited in, permitted to pass into, or placed where they can pass into the waters of this state.

Penalties as used in this section, "Migratory Bird Protection," shall include fines, penalties, and damages, whether proposed, assessed, or levied against Caltrans or the contractor. Penalties shall also include payments made or costs incurred in settlement for alleged violations of applicable laws, regulations, or requirements. Costs incurred could include sums spent for mitigation or to remediate or correct violations instead of for penalties.

Notwithstanding any other remedies authorized by law, Caltrans may retain or withhold payment due the contractor under the contract, in an amount determined by Caltrans, up to and including the entire amount of penalties proposed, assessed, or levied as a result of the contractor's violation of Federal or State law, regulations, or requirements. Caltrans may retain funds until final disposition has been made as to the penalties. The contractor shall remain liable for the full amount of penalties until such time as they are finally resolved with the entity seeking the penalties. Upon final disposition, Caltrans shall inform the contractor of the withheld amount.

Construction

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 7-1.01F "Air Pollution Control" and Section 10 "Dust Control," require the contractor to comply with the Great Basin Unified Air Pollution Control District's rules, ordinances, and regulations.

Standard Provision Section 7-1.01I "Sound Control Requirements" of the Standard Specifications would be included in the construction contract to minimize noise impacts.

The landscaping and erosion control included in the project would not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions would be taken if invasive species were found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.

During construction, a traffic management plan would be prepared to help reduce traffic delays, congestion, and accidents. Standard Caltrans construction practices include providing information on roadway conditions and using portable changeable message signs, lane and road closures, advance warning signs, alternate routes, reverse and alternate traffic control, and a traffic contingency plan for unforeseen

circumstances and emergencies. Public meetings in Antelope Valley would be conducted during project development to advise these residents of the project and associated traffic control strategies.

It is proposed to construct the project in four stages. Each stage would require one-lane reversible traffic control. The one direction control would be accomplished using flaggers and temporary signals at each end of the project – a total of 1.8 miles of one-way traffic. The staged one-lane traffic control is estimated to take 8 to 12 months. During periods of extended work shutdown, such as winter suspensions, the fully operational two-lane highway would be maintained.

A speed limit of 25 miles per hour through the project would create a minimum 10-minute wait at each end depending on the queue. Additional delays would occur when blasting and/or sidehill excavation would create unsafe passage. Although a 20-minute total maximum delay would be specified, there would likely be some occasions where delays of up to an additional 50 minutes, for a total of 70 minutes, could occur as excess debris is cleared and cut slopes are stabilized. To minimize this delay and protect the traveled way, temporary rockfall protection would be deployed at the base of major cut slope excavations.

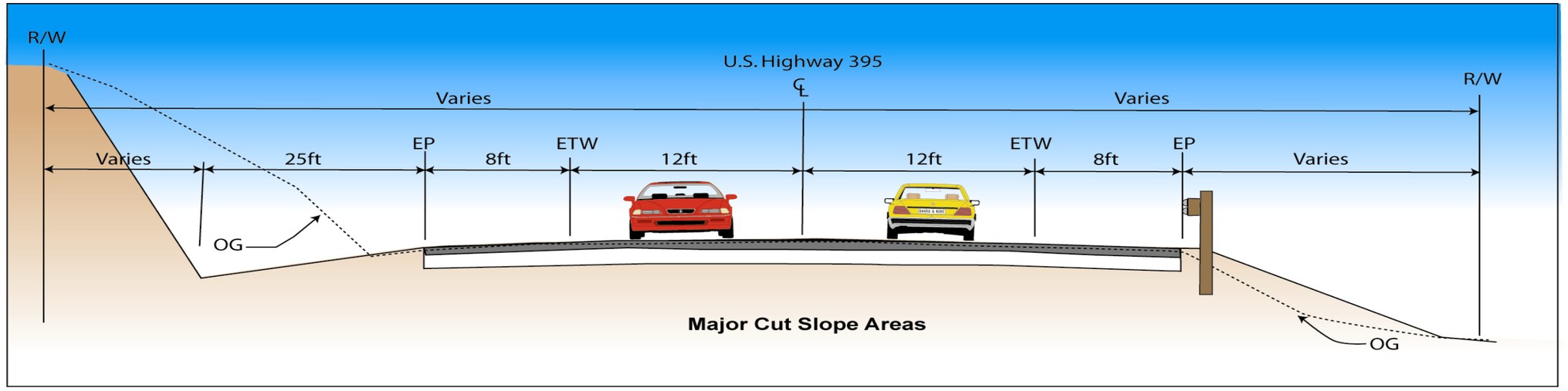
Full closure of U.S. Highway 395 during portions of the day will be considered. This would be done in the interest of expediting the most difficult work and minimizing the overall disruption to the public during construction. During full closure of the project limits, there would be signed detours on existing nearby highways and a public information campaign. The District Lane Closure Review Committee must approve all closures longer than 20 minutes.

If full closures are used, there are two proposed detour routes. Automobiles northbound on U.S. Highway 395 may be directed to State Route 89 over Monitor Pass through Markleeville, California. In Nevada, automobiles may be directed to State Route 88 in Minden, Nevada. This detour runs west of the project area and would add about 20 miles distance and 39 minutes travel time. Trucks in Nevada would be directed to State Route 208 (“Holbrook Junction”). In California, they would be directed to State Route 182 at Bridgeport. This detour through Nevada runs east of the project area and would add about 7 miles distance and 25 minutes travel time. If the State Route 88/State Route 89 detour route is not available, the detour through Nevada for Antelope Valley residents would add up to 45 miles and 65 minutes travel time since motorists would have to travel south to Bridgeport to reach

State Route 182. Interregional trucks on northbound U.S Highway 395 would be advised to take State Route 6 from Bishop.

Once the Traffic Management Plan is finalized, Caltrans would provide a map of detours to the public.

The Caltrans Public Affairs Office would keep the local media informed of construction progress and information pertaining to delays, closures, and major changes in traffic patterns. The resident engineer would provide this information through the Caltrans District 9 Traffic Branch.



ETW = Edge of Travelway EP = Edge of Pavement R/W =Right of Way OG = Original Ground ℄ = Centerline

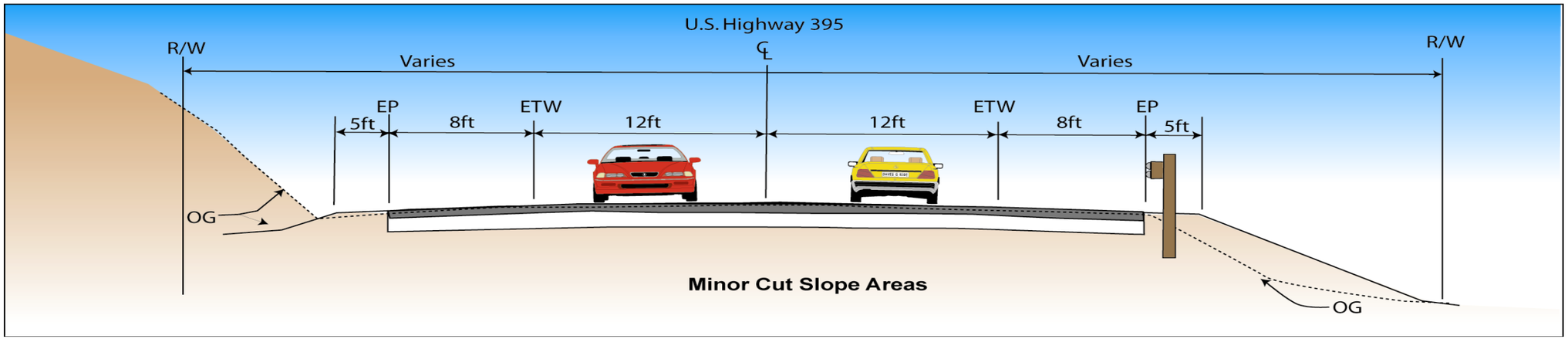
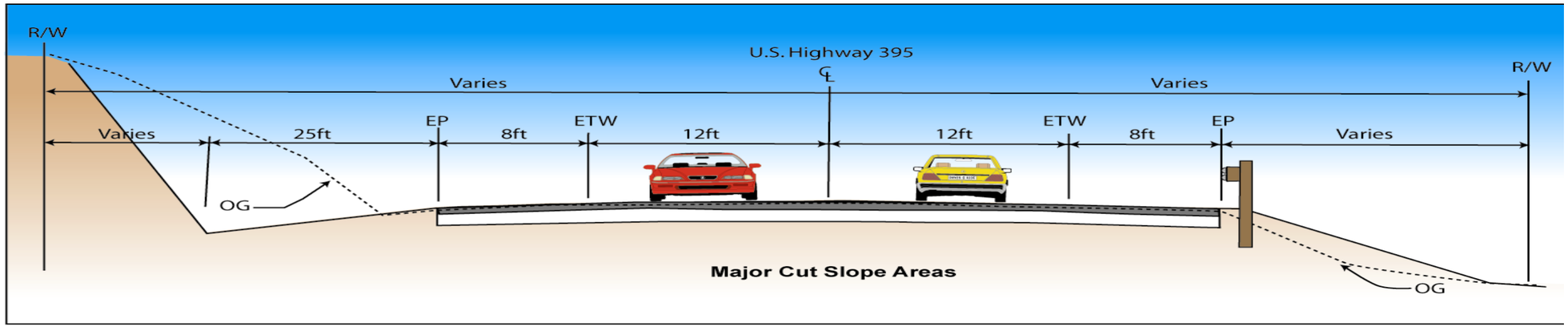
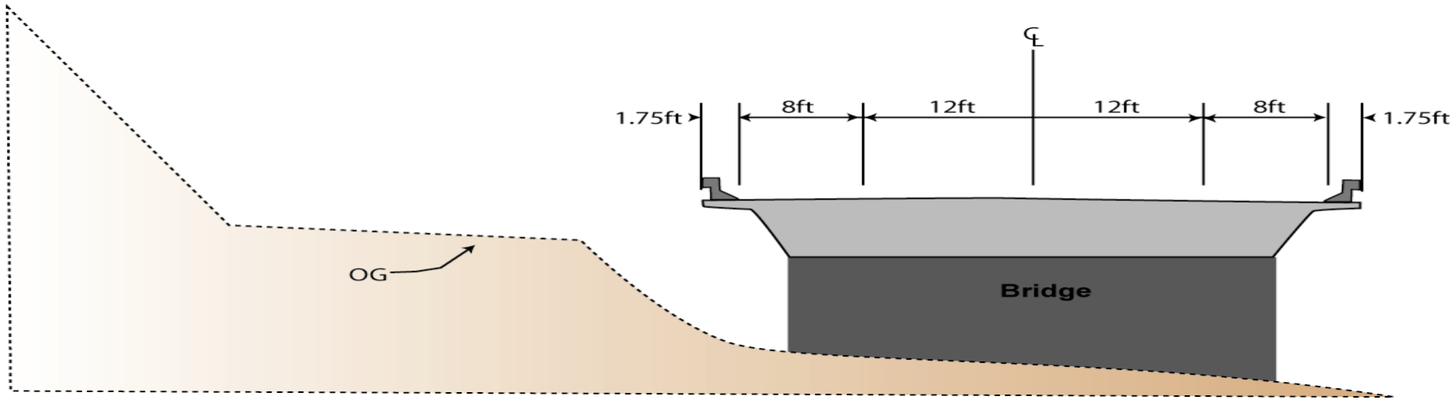
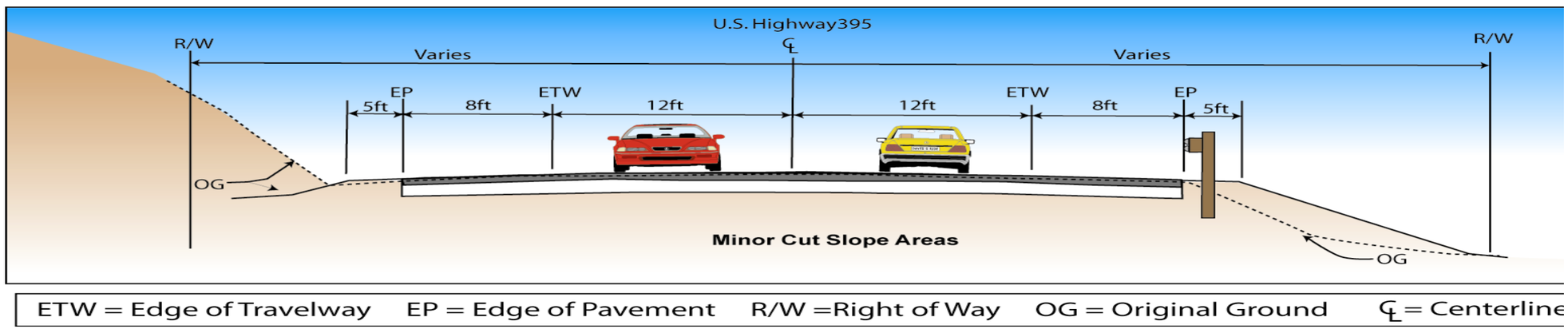


Figure F-1 Alternative 1 Cross-Sections







ETW = Edge of Travelway EP = Edge of Pavement R/W =Right of Way OG = Original Ground ℄ = Centerline

Figure F-2 Alternative 2 Cross-Sections

Appendix G Comments and Responses

This appendix contains the comments received during the public circulation and comment period from August 8, 2007 to September 6, 2007. A Caltrans response follows each comment presented.

Comment from the State Clearinghouse and Planning Unit

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

September 6, 2007

Michael Calvillo
California Department of Transportation, District 6
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726-5428

Subject: High Point Curve Realignment
SCH#: 2007082035

Dear Michael Calvillo:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 5, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Response to Comments from the State Clearinghouse and Planning Unit

The State Clearinghouse letter acknowledges that Caltrans has complied with review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Comment from the Native American Heritage Commission

STATE OF CALIFORNIA — Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

August 21, 2007

Mr. Michael Calvillo
CALIFORNIA DEPARTMENT OF TRANSPORTATION
2015 East Shields Avenue, Suite 100
Fresno, CA 93726-5428

Re: SCH#2007082035; CEQA Notice of Completion; Mitigated Negative Declaration for High Point Curve Realignment Project; Hwy 395 at Topaz Lake near Nevada State Line; Highway Realignment; Mono County, California

Dear Mr. Calvillo:

The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.ohp.parks.ca.gov/1068/files/IC%20Roster.pdf The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section: .

- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the

1 2 3 4 5 6

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NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Response to Comments from the Native American Heritage Commission

Thank you for your comments on the project.

Response to comment #1: Chapter 2 and Appendix A of this environmental document demonstrate Caltrans' compliance with California Environmental Quality Act guidelines regarding identification of historical resources. All efforts met and/or exceeded California Environmental Quality Act guidelines, as they also comply with Section 106 of the National Historic Preservation Act, the *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, 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*, and the National Environmental Policy Act. Caltrans determined that no historic properties or historical resources were present within the project Area of Potential Effects. Caltrans submitted these findings within the April 2007 Historic Property Survey Report to the State Historic Preservation Officer in compliance with the Programmatic Agreement and received no comments within the required 30-day comment period.

Response to comment #2: A records search was performed at the Eastern Information Center of the California Historical Resources Information System in July 2002.

Response to comment #3: An archaeological survey was performed in 2002 and 2003 and documented in a June 2003 Negative Archaeological Survey Report.

Response to comment #4: The Native American Heritage Commission (NAHC) was contacted on July 1, 2002 to search its Sacred Lands File and to obtain a list of Native American Contacts list. The NAHC responded on July 17, 2002. Letters were sent to all names on the Native American Contacts list on July 23, 2002 and August 29, 2002. Caltrans received no responses.

Response to comment #5: Caltrans agrees that the lack of surface evidence of archaeological resources does not always preclude their subsurface existence. However, in this particular instance, it does. The project is located in a steep slope-cut along the 20-million-year-old surfaces of the Sierra Nevada Mountains. These are a deflated landscape devoid of sedimentary processes that could bury archaeological resources. Therefore, the likelihood of encountering buried archaeological deposits during construction is extremely low.

It is standard Caltrans practice that language regarding encountering archaeological resources during construction be included within the standard Special Provisions section of the construction contract. The project area is not considered archaeologically sensitive.

Response to comment #6: It is Caltrans practice that language regarding encountering human remains during construction be included within the standard Special Provisions section of the construction contract. The likelihood of encountering human remains or unmarked cemeteries during construction is extremely low.

Response to comment #7: Caltrans does comply with the Health and Safety Code.

Response to comment #8: Because the cultural resources inventories performed for this project resulted in negative findings, avoidance measures are not necessary.

Comment from California Regional Water Quality Control Board Lahontan Region

California Regional Water Quality Control Board
Lahontan Region

Linda S. Adams
Secretary for
Environmental Protection

Victorville Office
14440 Civic Drive, Suite 200, Victorville, California 92392
(760) 241-6583 • Fax (760) 241-7308
http://www.waterboards.ca.gov/lahontan

Arnold Schwarzenegger
Governor

Date: August 23, 2007

File: Environmental Doc Review
Mono County

To: Michael Calvillo, Planner
County of Fresno Planning Department
2015 East Shields Avenue, Suite 100
Fresno, CA 93726-5428
Fax (559) 243-8215

COMMENTS ON THE PROPOSED HIGH POINT CURVE REALIGNMENT ON U.S. HIGHWAY 395 NEAR TOPAZ LAKE, FROM 0.83 MILE NORTH OF THE STATE ROUTE 89 JUNCTION AT POST MILE 117.8 TO 0.89 MILE SOUTH OF THE CALIFORNIA / NEVADA STATE LIINE ALONG TOPAZ LAKE, MONO COUNTY (SCH # 2007082035)

Please refer to the items checked for staff comments on the above-referenced project:

[X] The site plan for this project does not specifically identify features for the post-construction period that will control stormwater on-site or prevent pollutants from non-point sources from entering and degrading surface or ground waters. The foremost method of reducing impacts to watersheds from urban development is "Low Impact Development" (LID), the goals of which are maintaining a landscape functionally equivalent to predevelopment hydrologic conditions and minimal generation of nonpoint source pollutants. LID results in less surface runoff and potentially less impacts to receiving waters. Principles of LID include:

- Maintaining natural drainage paths and landscape features to slow and filter runoff and maximize groundwater recharge,
- Reducing the impervious cover created by development and the associated transportation network, and
- Managing runoff as close to the source as possible.

We understand that LID development practices that would maintain aquatic values could also reduce local infrastructure requirements and maintenance costs, and could benefit air quality, open space, and habitat. Planning tools to implement the above principles and manuals are available to provide specific guidance regarding LID.

We request you require these principles to be incorporated into the proposed project design. We request natural drainage patterns be maintained to the extent feasible. Future development plans should consider the following items:

1

2

[X] The project requires development of a Stormwater Pollution Prevention Plan and
[ ] a NPDES General Construction Stormwater Permit and/or
[X] a NPDES General Industrial Stormwater Permit

These permits are accessible on the State Board's Homepage (www.waterboards.ca.gov). Best Management Practices must be used to mitigate project impacts. The environmental document must describe the mitigation measures or Best Management Practices.

[X] The project may require a Federal Clean Water Act Section 401 Water Quality Certification from the Regional Board. Application forms can be found at our web site (http://www.waterboards.ca.gov/lahontan/). 3

[X] The proposal does not provide specific information on how impacts to surface Waters of the State and/or Waters of the U.S. will be mitigated. These surface waters include, but are not limited to, drainages, streams, washes, ponds, pools or wetlands. Waters of the State or Waters of the U.S. may be permanent or intermittent. Waters of the State may include waters determined to be isolated or otherwise non-jurisdictional by the Army Corps of Engineers. The Environmental Document needs to quantify these impacts. Discuss purpose of project, need for surface water disturbance, and alternatives (avoidance, minimize disturbances and mitigation). Mitigation must be identified in the environmental document including timing of construction. 4

Mitigation must replace functions and values of wetlands lost. For more information see the Lahontan Region Basin Plan http://www.waterboards.ca.gov/lahontan/BPlan/BPlan_Index.htm.

[X] Other

- Please include both pre-construction and post construction stormwater management and best management practices as part of planning process. 5
- Please consider designs that minimize impervious surface, such as permeable surface parking areas, directing runoff onto vegetated areas using curb cuts and rock swales, etc., and infiltrating runoff as close to the source as possible to avoid forming erosion channels. Design features should be incorporated to ensure that runoff is not concentrated by the proposed project. The project must incorporate measures to ensure that stormwater generated by the project is managed on-site both pre-and post construction. Please show on plan drawings the on-site stormwater control measures. 6
- If the proposed project is located in an area that contains drainages, wetlands, surface Waters of the State, Waters of the U.S. or blue-line streams, we request that measures be incorporated into the project to avoid such features and provide buffer zones where possible. Please inform project proponent to consult with Army Corps of Engineers, Department of Fish and Game, and the Water Board prior to issuing a grading permit. 7
- Please consider development features that span the drainage channels or allow for broad crossings. Design features of future development should be incorporated to ensure that runoff is not concentrated by the proposed project, thereby causing downstream erosion. 8
- Project may impact and alter drainages. We request that the project designs maintain existing drainage features and patterns to the extend feasible. Please inform project 9

proponent to consult with Army Corps of Engineers, Department of Fish and Game, and the Water Board prior to issuing a grading permit.

Please note that obtaining a permit and conducting monitoring does not constitute adequate mitigation. Development and implementation of acceptable mitigation is required.

Sincerely Mack Hakakian
Print Name Mack Hakakian
Title Engineering Geologist
Phone No. (760) 241-7376
E-Mail mhakakian@waterboards.ca.gov

cc: State Clearinghouse (SCH # 2007082035)

MH/rc/CEQA comments/Mono County-Caltran-Topaz Lake Road

Response to Comments from the Regional Water Quality Control Board Lahontan Region

Thank you for your comments on the project.

Response to comments #1 and #2: Caltrans would coordinate with the Lahontan Regional Water Quality Control Board during the design and construction phases of the project. Caltrans would outline the Best Management Practices to be included in the plan prior to the construction contract being awarded. A Storm Water Pollution Prevention Plan would also be prepared by the contractor and implemented during construction to the satisfaction of the resident engineer. Caltrans would coordinate with the Regional Water Quality Control Board during the design phase to determine what permits would be needed for this project.

Response to comment #3: Per Section 401 of the Clean Water Act, Caltrans would coordinate with the Regional Water Quality Control Board during the design phase to determine if a Section 401 Water Quality certification would be needed for this project.

Response to comment #4 and #5: Section 2.2.1 of this environmental document discusses how potential impacts to surface Waters of the State would be avoided. Mitigation per the Best Management Practices in Caltrans' statewide permit would be used. The purpose and need for this project are discussed in Chapter 1 of this environmental document.

Response to comment #6 through #9: Caltrans would coordinate with the Regional Water Quality Control Board during the design and construction phases of the project. The schedule for future phases of the project, including construction, would be established accordingly when funding becomes available for those remaining phases. Coordination efforts with the U.S. Army Corps of Engineers and Department of Fish and Game would also be made before issuance of a grading permit.

Comment from the Great Basin Unified Air Pollution Control District

Theodore D. Schade
Air Pollution Control Officer

GREAT BASIN UNIFIED AIR POLLUTION CONTROL DISTRICT
157 Short Street, Bishop, California 93514-3537 www.gbuapcd.org
Tel: 760-872-8211 Fax: 760-872-6109 gb1@greatbasinapcd.org

August 29, 2007

Juergen Vespermann, Branch Chief
Southern Sierra Environmental Analysis Branch
California Department of Transportation
2015 E Shields, Suite 100
Fresno, CA 93726

Re: June 2007 Initial Study, High Point Curve Realignment, on US 395 near Topaz Lake, CA

Dear Mr. Vespermann:

Thank you for the opportunity to review the above-stated document. Section 2.4 – Construction Impacts, under "Avoidance, Minimization and/or Mitigation Measures" (Page 38), cites the Caltrans Standard Specifications, Section 7-1.01F – Air Pollution Control. This paragraph should identify the Great Basin Unified Air Pollution Control District (District) rather than the Amador County Air Pollution Control District as the local authority. Specifically, District Rule 401 – Fugitive Dust, applies to any such road construction project and states:

1

> A person shall take reasonable precautions to prevent visible particulate matter from being airborne, under normal wind conditions, beyond the property from which the emission originates.

2

The intent of Rule 401 appears to be satisfied by the cited Section 10 of the Caltrans Standard Specifications:

> 10-1.01 DESCRIPTION
> - This work shall consist of applying either water or dust palliative, or both, for the alleviation or prevention of dust nuisance.

Should you have any questions regarding District Rules and Regulations, you may contact us at (760) 872-8211 or visit our website at http://www.gbuapcd.org/.

Sincerely

Duane Ono
Deputy Air Pollution Control Officer

Response to Comments from the Great Basin Unified Air Pollution Control District

Thank you for your comments on the project.

Response to comment #1: Section 2.4 of this environmental document has been corrected to reflect the Great Basin Unified Air Pollution Control District as the local authority pertaining to dust control and dust palliative requirements.

Response to comment #2: Thank you for concurring that Section 10 of the Caltrans Standard Specifications addresses District Rule 401's intent.

Comment from the California Department of Fish and Game Eastern Sierra – Inland Deserts Region

State of California - The Resources Agency ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
Eastern Sierra - Inland Deserts Region (ESIDR)
407 West Line Street
Bishop, CA 93514
(760) 872-1171
(760) 872-1284 FAX

September 5, 2007

Mr. Tom Dayak
Chief, Eastern Sierra Environmental Branch
Caltrans, District 9
500 South Main St.
Bishop, CA 93514

Subject: Proposed Initial Study and Mitigated Negative Declaration for High Point Curve Realignment, Mono County, SCH# 2007082035

Dear Mr. Dayak:

The Department of Fish and Game (Department) has reviewed the Initial Study (IS) and Mitigated Negative Declaration (MND) for the above referenced project. The proposed project is the realignment of a 1.8-mile segment of U.S. Highway 395 from 0.83 mile north of the State Route 89 junction at post mile 117.8 to 0.89 mile south of the California/Nevada state line at post mile 119.6 along Topaz Lake in Mono County, California. The project would correct several curves and dips to increase the design speed, widen the shoulders to 8 feet, construct retaining walls, and construct catchment areas below the cut slopes to keep rock and debris off of the highway.

The Department is providing comments on the IS/ND as the State agency which has the statutory and common law responsibilities with regard to fish and wildlife resources and habitats. California's fish and wildlife resources, including their habitats, are held in trust for the people of the State by the Department (Fish and Game Code §711.7). The Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitats necessary for biologically sustainable populations of those species (Fish and Game Code §1802). The Department's Fish and wildlife management functions are implemented through its administration and enforcement of Fish and Game Code (Fish and Game Code §702). The Department is a trustee agency for fish and wildlife under the California Environmental Quality Act (see CEQA Guidelines, 14 Cal. Code Regs. §15386(a)) and a Responsible Agency regarding any discretionary actions (CEQA Guidelines §15381) required by the Department. The Department is providing these comments in furtherance of these statutory responsibilities, as well as its common law role as trustee for the public's fish and wildlife.

Conserving California's Wildlife Since 1870

Mr. Dayak
September 5, 2007
Page 2

The Department offers the following comments and recommendations:

We are concerned that the body of the MND contains several inconsistencies and errors, including impact determinations conflicting with the biological information presented in the document. Upon review of Appendix E, it appears that the errors and inconsistencies could have been avoided had the MND corresponded to information contained in the Natural Environment Study (NES) prepared for the project.

Major errors in Section 2.3.3 include the following statements:

"*Suitable habitat for this species* (Lahontan cutthroat trout) *includes cool flowing water with available cover, which is characteristic of small streams as opposed to Topaz Lake." This statement infers that lakes are not suitable habitat for this species."* To the contrary, lakes comprise important historic or extant habitat for this species. The conclusion should state whether the species is present in Topaz Lake, and if not, provide the reasons. 1

"Habitat for migratory birds other than the bald eagle does not occur within the study or project areas and therefore, would not be affected by the proposed project." This statement is completely erroneous, as this would mean that the pinyon juniper habitat within the area would be inhospitable to virtually all birds except the bald eagle. A list of migratory birds may be found at: http://www.fws.gov/migratorybirds/intrnltr/mbta/mbtintro.html 2

The biological resources assessment in the MND contains little information on literature review or surveys conducted in support of the statements and conclusions made in the document. Basic information, such as a table summarizing the Natural Diversity Data Base Search conducted for the project is omitted. What is the data source for the table in Appendix D? 3

The conclusion of most concern to the Department is the determination that the project will have "no impact" on any of the biological resource topics (a-e) listed in the CEQA Initial Study checklist (Appendix A). The MND is proposing mitigation measures for pinyon/juniper woodland, bald eagle, and migratory birds. The project will impact up to 40 acres of pinyon/juniper woodland under Build Alternative 1 and up to 46 acres of pinyon/juniper woodland under Build Alternative 2. The project will impact habitat, and mitigation is required. A determination of "no impact" is therefore inappropriate. No explanation is provided to justify "no impact". 4

The Department recommends revising and recirculating the MND to reflect accurate impact determinations and to correct factual errors. We strongly recommend that future CEQA analyses and determinations be based upon factual information contained in supporting studies, such as NESs. Furthermore, we are requesting that all Caltrans CEQA documents submitted by Region 9 for 5 6

Mr. Dayak
September 5, 2007
Page 3

agency and public review in the future are accompanied by the corresponding NES.

7

The mitigation measure for pinyon-juniper woodland (p. 30 and Appendix E) should read "Plant seed ~~may~~ will be scattered for erosion control or revegetation purposes…" The measure cannot be enforceable, and is not a CEQA mitigation measure unless it is agreed to in advance by the project proponent.

Thank you for this opportunity to comment. Questions regarding this letter and further coordination on these issues should be directed to Mr. Brad Henderson, Environmental Scientist at (760) 873-4412.

Sincerely,

Denyse Racine
Senior Environmental Scientist

cc:
State Clearinghouse
Chron

Response to Comments from the California Department of Fish and Game Eastern Sierra – Inland Deserts Region

Thank you for your comments on the project. The Caltrans biologist coordinated with staff from the California Department of Fish and Game in an effort to accurately address Fish and Game's comments.

Response to comment #1: Section 2.3.3 has been revised. Thank you for the clarification.

Response to comment #2: Section 2.3.3 has been revised. Thank you for the clarification.

Response to comment #3: The Natural Environment Study dated June 7, 2007 was the source for the information displayed in the table in Appendix D of the environmental document. The table was composed of information gathered from a search of the California Natural Diversity Database and biological surveys conducted by the Caltrans biologist. The source of information for the table in Appendix D has been cited.

Response to comment #4: Under Biological Resources of the California Environmental Quality Act Checklist (Appendix A of this Environmental Document), the level of impact for topics “b” and “d” have been revised to reflect a “less than significant impact” for each. Thank you for the clarification.

Response to comment #5: The Natural Environment Study dated June 7, 2007 was the primary source for the biology sections of the draft environmental document. Caltrans’ response to Fish and Game’s comments include revisions made to these biology sections for the final environmental document. Furthermore, Caltrans determined that none of the material contained in these revisions constitutes the type of “significant new information” that requires a second circulation period for further public comment under California Environmental Quality Act Guideline Section 15088.5.

Response to comment #6: For all future Caltrans California Environmental Quality Act documents submitted by District 9 for agency review, Caltrans will include the corresponding Natural Environment Study.

Response to comment #7: Section 2.3.1 and Appendix E have been revised. Thank you for the clarification.

Comment from the United States Department of the Interior Bureau of Land Management

United States Department of the Interior
BUREAU OF LAND MANAGEMENT
Bishop Field Office
351 Pacu Lane, Suite 100
Bishop, CA 93514
Phone: 760 872-5000 Fax: 760 872-5050
www.ca.blm.gov/bishop

AUG 30 2007

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2800-P

Juergen Vespermann, Branch Chief
Southern Sierra Environmental Analysis Branch
California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726

Dear Mr. Vespermann:

This letter is in reference to the proposed high point curve realignment on U.S. Highway 395 near Topaz Lake in Mono County, California. After reviewing the California Department of Transportation (Caltrans) "Initial Study with Proposed Mitigated Negative Declaration" (June 2007), several concerns have been raised by the Bureau of Land Management (BLM), Bishop Field Office.

1

The "Initial Study" states, "No invasive species were identified in the project area during the biological studies" (pg. 37). In contrast, cursory surveys conducted by BLM employees indicate much of the project area is heavily infested with a highly invasive grass called cheatgrass (*Bromus tectorum*). The presence of cheatgrass within the project area is predominantly due to the 2002 wildfire that occurred in the area. In sagebrush steppe of the Great Basin ecosystem, fires were historically less frequent than they are today, occurring every 30 to 100 years. However, the expansion of invasive annual grasses during the 1900's has decreased fire return intervals to <5 years in many areas, beyond the point where native shrubs can recover. Fire and invasive annual grasses are now considered primary threats to the conservation of native plants and animals, and the maintenance of ecosystem integrity in the Great Basin.

Our concern is the realignment and disturbances associated with repositioning Verizon and Southern California Edison utilities will further disturb the area and encourage the establishment of cheatgrass as the primary vegetation type. To mitigate these disturbances we require planting and seeding disturbed areas with native plant species, preferably using local seed sources. The "Initial Study" states, "The landscaping and erosion control included in the project would not use species listed as noxious weeds" (pg 38), however, the California Noxious Weed (www.plants.usda.gov/java/noxious) list does not include many highly invasive plant species. Our requirements include:

2

- Only plant species native to the project area be used for restoration efforts

Caltrans, letter
High Point Realignment
Page 2 of 3

- Construction equipment should be washed between sites to prevent the spread of invasive species
- Post-disturbance botanical surveys should be conducted to locate and eradicate any treatable/manageable non-native invasive infestations

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The "Initial Study" also states, "Duff (the top four inches of soil) from disturbed slopes would be stripped and stockpiled…[and] evenly redistributed over the disturbed slopes" (pg 67). This may have some negative repercussions as this top soil horizon is most likely harboring significant amounts of cheatgrass seed that would readily germinate under increased disturbance conditions. Therefore, while the duff from the project area may contain native seed it would also be prudent to recognize that cheatgrass infestations may flourish if the duff is untreated. Cheatgrass germination is inhibited by temperatures above 86 degrees Fahrenheit (30 °C) therefore, the collected duff or topsoil should be heated to at least 86 degrees F, preferably higher. This could be done by covering the duff/topsoil with black plastic and leaving it in an area of intense sunlight during the summer or early fall seasons.

5

As referenced in the "Initial Study" the BLM has previously mentioned concern on the cut-slope angles of the project. The document states that Caltrans has designed the project to promote revegetation, however, since the 2002 wildfire we have also become concerned about the potential for decreased soil stability of these burned slopes. The wildfire has created a lack of vegetation and subsequent roots to provide pre-fire soil stability and erosion control. Therefore, we will require that this potential for decreased soil stability be taken into account when determining cut-slope angles. As mentioned above, cut slopes should also be revegetated with native plant species wherever feasible.

6

Regarding the affected environment for mule deer, we found the "Initial Study" to inadequately address the potential impacts to the West Walker herd. The project area occurs within winter range and a significant migration corridor for the herd. The study reports that no mule deer were found in the project area during surveys, but does not address the survey procedures. The timing of surveys is extremely important to the sighting of deer as summer and daytime surveys would yield erroneous data results since use is concentrated in the winter and crepuscular hours. The 2002 wildfire did eliminate much of the forage within the project area, however, it is highly likely that mule deer, which rarely colonize new territory, are still in the vicinity. In order to mitigate potential impacts to deer we recommend documenting current deer kill numbers within the project area pre- and post realignment. If kill numbers go up after construction, then mitigation measures, such as signage, reduced speed limits, or other appropriate measures should be implemented after consultation with the California Department of Fish and Game and

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Steve Nelson, a wildlife biologist in the Bishop BLM Field Office. The second alternative (bridge construction) may also have less of an impact on deer. The bridge may provide a safer opportunity for deer to reach Topaz Reservoir for water and forage, by providing a passable means under the bridge without crossing Highway 395. We recommend Caltrans consults further with our office on this probable impact.

9

As for public access from Highway 395 to Topaz Lake, the BLM encourages the "Initial Study" plan to construct an improved standard paved driveway connection from the highway to two access roads at 44+00 to 46+00; and at 28+00. It is also requested that the sloped portion of these access roads be paved in order to minimize erosion and potential sediment loading of the lake. These access roads are within a BLM Withdrawal for a Recreation Area and are used for boating and fishing access. This would improve public recreation in and around Topaz Lake.

10

The public land portion of the realignment project is withdrawn for the Walker River Reclamation Project. Please contact Larry Primosch at this office 760 872 5031 for information concerning the withdrawal.

Thank you for the opportunity to provide comment on the highpoint curve realignment initial study. Should you have any questions, please contact Katie VinZant in this office at 760-872-5025.

Sincerely,

Bill Dunkelberger
Field Manager

Response to Comments from the United States Department of the Interior Bureau of Land Management

Thank you for your comments on the project.

Response to comment #1: Caltrans did identify non-native weedy species during the biological surveys. Section 2.4 of the environmental document has been revised. Additional information on the non-native weedy species can be found under Section 2.3.5 Invasive Species.

Response to comment #2: Caltrans would use plant species native to the project area for restoration efforts.

Response to comment #3: Caltrans would require that construction equipment be washed between sites to prevent the spread of invasive species.

Response to comment #4: Caltrans would revegetate areas disturbed by construction with native plant seeds. However, Caltrans cannot be responsible for full weed eradication since the area is currently infested with cheatgrass.

Response to comment #5: Caltrans does not recommend heating the duff as it will destroy all vegetative species. However, Caltrans will explore other options to provide weed control in revegetated areas. Thank you for the recommendation.

Response to comment #6: The potential for decreased soil stability will be taken into account when determining cut-slope angles during the design phase of the project.

Response to comment #7: According to the Natural Environment Study dated June 7, 2007, mule deer do not have a special status. Surveys specifically for mule deer were not conducted and no deer were observed during botanical or animal surveys conducted for this project. However, mule deer are considered part of the natural environment and Caltrans would revegetate affected acres of Pinyon/Juniper Woodland habitat, which is considered habitat used by deer.

Caltrans currently monitors deer kill numbers and will continue these monitoring practices after the project is constructed. If there is an increase in kill numbers after construction of the project, then Caltrans would implement appropriate mitigation measures after consultation with the California Department of Fish and Game and the Bureau of Land Management, Bishop Field Office. For a copy of the deer kill data, please contact Wendy Campbell, Caltrans District 9 biologist, at (760) 872-2331.

Response to comment #8: Thank you for your comment on Alternative 2. Caltrans coordinated with the Bureau of Land Management during the selection of the Preferred Alternative and will continue the coordination efforts during the design and construction phases of the project.

Response to comment #9: The existing access points to Topaz Lake from U.S. Highway 395 will be maintained. In addition, Caltrans intends to enhance safety to the access points where possible as well as consider possible measures to reduce erosion.

Response to comment #10: Caltrans contacted Mr. Primosch. Caltrans will work with the Walker River Irrigation District on right-of-way issues as project design proceeds.

Comments submitted to the Court Reporter at the Public Hearing on August 29, 2007

CALTRANS

PROPOSED HIGH POINT CURVE REALIGNMENT OF U.S. HIGHWAY 395

AT TOPAZ LAKE, CALIFORNIA

PUBLIC COMMENTS AT

PUBLIC INFORMATION MEETING

Held at the Walker Community Center

299 Mule Deer Road, Coleville

at Walker, California

August 29, 2007

4:00 p.m. - 7:00 p.m.

Officiated by Juergen Vesperman,

Environmentalist, Caltrans

Reported by Vina Jacobson, CSR No. 2570

COPY

Public comments were taken at the Community Center, 299 Mule Deer Road, Coleville, at Walker, California, at the Public Meeting held by the California State Department of Transportation regarding the proposed High Point Curve Realignment on U.S. Highway 395 at Topaz Lake, and were reported stenographically by Vina Jacobson, CSR 2570, commencing at the hour of 4:00 p.m.

IN ATTENDANCE:

JUREGEN VESPERMANN, ENVIRONMENTAL SENIOR

SARA GASSNER, ENVIRONMENTAL SENIOR

CEDRIK ZEMITIS, PROJECT MANAGER

MICHAEL CALVILLO, INVIRONMENTAL PLANNER

INDEX

SPEAKERS:

PUBLIC COMMENTS, WALKER, CALIFORNIA

AUGUST 29, 2007, 4:00 P.M.

--oOo--

MR. VESPERMANN: It is 4:00 p.m. The public meeting on the High Point Curve Realignment project is now officially opened.

--oOo--

MS. BONNET: I'd like to see the project done and I would encourage that they do as I have been told that they are going to do: put signs at the different junctions, north and south, to alert through traffic that they have an alternate route to make it easier on the locals to get to and from when they need to, and I think that's it. 1

--oOo--

MR. WOODWORTH: I just have, like, 5 points:

(1) Enhance the three existing lake access points; do not eliminate. 2

(2) Minimize construction in the tourist season, largely June through October. 3

(3) Would a bridge be slippery in inclement weather? 4

(4) At station 24 plus 00, protect the existing ranch road. 5

(5) Analyze deer impact of project. Contact Tim 6

3

Taylor at Fish and Game.

--oOo--

MR. HINDS: I want to go on record as to say that at this point in time I do not notice where the question of economic impact to the town of Walker has been addressed on this project.

My business has been here for 13 years and I can show you through my books and your construction dates that, you know, any kind of delay on the road or any kind of construction on the road has a huge, huge economic impact on me and my business.

I need to have it addressed in some form or fashion or at least considered at this point in time. I do not see anything that addresses that particular subject.

I have no qualms with the project being done. I do believe that it's a project that needs to be done, but that it just has to be done in some sort of correspondence with the business season and so forth. That would be it.

My business is Mountain View Barbecue, a restaurant in the town of Walker.

Our fishing season is from the end of April to the end of October, is our season. This is when we make all our money. We're closed, most of these businesses are

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closed in the wintertime.

If this could be a project that a lot of it could be done in the wintertime, that could be a solution to the problem.

--oOo--

MR. VESPERMAN: It's 7:00 p.m., and it is official, the public hearing is officially closed.

5

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REPORTER'S CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF TUOLUMNE) SS.

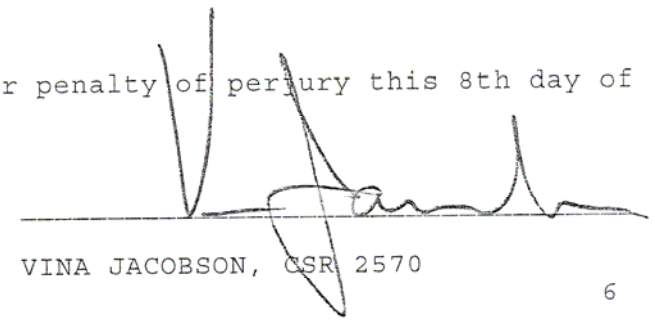
I, VINA JACOBSON, Certified Shorthand Reporter, holding California CSR License No. 2570, do hereby certify:

The aforementioned public comments were verbatim-reported by me by the use of computer shorthand at the time and place therein stated and thereafter transcribed into writing by myself, and are a true, accurate and complete record of said comments stated to me at the said public meeting.

I certify that I am not of counsel nor attorney for, nor related to any of the parties hereto, nor am I in any way interested in the outcome of this action.

In compliance with Section 8016 of the Business and Professions Code of the State of California, I certify under penalty of perjury that I am a Certified Shorthand Reporter with License No. 2460 in full force and effect.

Signed under penalty of perjury this 8th day of September, 2007.



VINA JACOBSON, CSR 2570

6

Response to Comments submitted to the Court Reporter at the Public Hearing on August 29, 2007

Thank you all for your comments on the project.

Response to comment #1 (Ms. Bonnet): Standard Caltrans construction practices include providing information on roadway conditions and using portable changeable message signs, lane and road closures, advance warning signs, alternate routes, reverse and alternate traffic control, and a traffic contingency plan for unforeseen circumstances and emergencies. Alternate routes will be publicized, including possibly placing one or more signs north of the project limits in Nevada.

Response to comment #2 (Mr. Woodworth): The existing access points to Topaz Lake from U.S. Highway 395 will be maintained. In addition, Caltrans intends to enhance safety to the access points where possible.

Response to comment #3 (Mr. Woodworth): The construction window of May 1 through October 15 is a requirement of the Regional Water Quality Control Board. Caltrans will explore alternatives to reduce construction impacts, including requesting a variance from the Regional Water Quality Control Board to begin construction before May 1 and/or longer road closures to shorten construction duration.

Response to comment #4 (Mr. Woodworth): In Section 1.3.4 of this environmental document, Caltrans considered icing on the proposed bridge as a negative aspect of Alternative 2. Alternative 1 was selected as the Preferred Alternative and proposes a cut and fill approach at the High Point Curve location in lieu of a 505-foot concrete bridge.

Response to comment #5 (Mr. Woodworth): Any existing and permitted access to U.S. Highway 395 will be maintained. In addition, Caltrans intends to enhance safety to the access points where possible.

Response to comment #6 (Mr. Woodworth): Caltrans has coordinated with Tim Taylor of the California Department of Fish and Game. Caltrans agreed to explore the possibilities of monitoring mule deer during January to March as well as increasing culvert size to make the culverts more accommodating to wildlife. Caltrans has also documented deer kill numbers since 2003. If there is an increase in kill numbers after construction of the project, then Caltrans would implement appropriate mitigation measures after consultation with the California Department of Fish and Game and the Bureau of Land Management, Bishop Field Office.

Response to comments #7 and #8 (Mr. Hinds): Any temporary economic change would not result in a direct or indirect physical change on the environment. There must be a physical change resulting from the project directly or indirectly before the California Environmental Quality Act will apply. Caltrans will work with and contact the local community to minimize the economic impacts this project might temporarily cause.

The construction window of May 1 through October 15 is a requirement of the Regional Water Quality Control Board. Caltrans will explore alternatives to reduce construction impacts, including requesting a variance from the Lahontan Regional Water Quality Control Board to begin construction before May 1 and/or longer road closures to shorten construction duration.

Response to comments #9 and #10 (Mr. Hinds): The project location is in a high elevation, and the typically harsh conditions of the winter season limit the type of construction activities that can occur during this time. The construction window of May 1 through October 15 is a requirement of the Regional Water Quality Control Board. Caltrans will explore alternatives to reduce construction impacts, including requesting a variance from the Lahontan Regional Water Quality Control Board to begin construction before May 1 and/or longer road closures to shorten construction duration.

Comment from Bruce Woodworth

08-29-07

Cedrik Zemitis, Caltrans, High Point Project Manager

cc Bill Reid, Mono Co. Board of Supervisors

Mr. Zemitis,

First to complement you on the professional presentation you folks made today in Walker. In addition you had a great spectrum of supporting staff.
I am sorry not to be able to stay long enough to talk with the traffic engineer (especially concerning Item 1 below).

Here are some comments that I also left with the (court) reporter:

1. Lake Access. Currently there are (at least) three access tracks off Highway 395 from Mono Co. to Topaz Lake. These are used by fisher folk as well as other water people - swimmers, kayakers... The current design seems to cut off all access from 395 to the Lake. This should be addressed in the design, in my opinion; expanding tourism in the future should not be closed off by the road improvements, if at all possible. 1

2. Construction in Tourism Season. Please consider letting a contract which would not cut off the highly important (motels, restaurants...) tourism from the Antelope Valley. For many of the enterprises, the summer is the only positive cash flow they have. In that regard, a look at our local precipitation patterns may help. Our desert monsoon season is Nov. through Mar., but probably our heaviest rain is from thunder storms in the summer. 2

3. Alternative 2 (Bridge) seems like it might be vulnerable to the same weather constraints as the current road ("Bridge Slippery When Wet"). 3

4. At Station 24+00, the existing ranch road is wiped out. 4

5. Deer. Contract Tim Taylor at Bishop F&G for expertise he can share about impacts on Mule Deer. 5

I understand that your purpose for the community outreach is for useful suggestion, hopefully, these might qualify. Our local community organization (Antelope Valley RPAC) would certainly welcome the extent you might consider sharing your comments with us as the design process continues.

Bruce Woodworth
(balding, grey beard - to put a face on things)
800-201-8700

woodworths@earthlink.net

Response to Comments from Bruce Woodworth

Thank you for your comments on the project.

Response to comment #1: The existing access points to Topaz Lake from U.S. Highway 395 will be maintained. In addition, Caltrans intends to enhance safety to the access points where possible.

Response to comment #2: The construction window of May 1 through October 15 is a requirement of the Regional Water Quality Control Board. Caltrans will explore alternatives to reduce construction impacts, including requesting a variance from the Lahontan Regional Water Quality Control Board to begin construction before May 1 and/or longer road closures to shorten construction duration.

Response to comment #3: In Section 1.3.4 of this environmental document, Caltrans considered icing on the proposed bridge as a negative aspect of Alternative 2. Alternative 1 was selected as the Preferred Alternative and proposes a cut and fill approach at the High Point Curve location in lieu of a 505-foot concrete bridge.

Response to comment #4: Any existing and permitted access to U.S. Highway 395 will be maintained.

Response to comment #5: Caltrans has documented deer kill numbers since 2003. Caltrans has also coordinated with Tim Taylor and Brad Henderson of the California Department of Fish and Game.

Comments from Lynne Katusich

08/30/2007 11:59AM LYNNE KATUSICH 5304952832 p.1

ATTN: CEDRIK

Public Information Meeting
Wednesday, August 29, 2007

NAME: LYNNE KATUSICH

ADDRESS: 529 Mill Creek Dr CITY: Colleville ZIP: 96107-9769

REPRESENTING: Record Courier Newspaper & Self

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or
Mail to: CALTRANS CENTRAL REGION – DIST. 06
Environmental Analysis Branch
2015 East Shields Suite 100
Fresno, CA 93726
Attention: Juergen Vespermann
Email address:Juergen Vespermann@dot.ca.gov

I would like the following comments filed in the record (please print): IF IT IS DECIDED THAT THERE MUST BE A CORRECTION TO THE HIGHWAY, I SUPPORT THE ALTERNATIVE WITHOUT A BRIDGE. I AM TOTALLY AGAINST A BRIDGE! My QUESTION IS TWOFOLD –

1. IF THE PROJECT IS ANTICIPATED TO BE DONE IN 1½ YEARS (FROM START), HOW MUCH CONSTRUCTION WILL BE DONE IN WINTER?
2. WHAT ARE THE PROJECTED TIMES (AMOUNT OF MINUTES) OF DELAYS FOR TRAFFIC?

Please comment by September 6, 2007

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Response to Comments from Lynne Katusich

Thank you for your comments on the project.

Response to comment #1: Thank you for endorsing Alternative 1. Your support has been noted.

Response to comment #2: With the selection of Alternative 1 as the Preferred Alternative, the project could possibly be built in one construction season, which commonly lasts from May 1 through October 15. The construction window is a requirement of the Regional Water Quality Control Board. Caltrans will explore alternatives to reduce construction impacts, including requesting a variance from the Regional Water Quality Control Board to begin construction before May 1 and/or longer road closures to shorten construction duration.

Response to comment #3: Section 2.4 of this environmental document discusses the projected traffic delays during construction as well as alternatives for detours.

Comment from Nancy Sims

Public Information Meeting
Wednesday, August 29, 2007

NAME: NANCY SIMS

ADDRESS: 360 Meadow Dr. CITY: Wade ZIP: 96107

REPRESENTING: residents of Antelope Valley

Do you wish to be added to the project mailing list? ☑ YES ☐ NO

Please drop comments in the Comment Box or
Mail to: CALTRANS CENTRAL REGION – DIST. 06
Environmental Analysis Branch
2015 East Shields Suite 100
Fresno, CA 93726
Attention: Juergen Vespermann
Email address:Juergen_Vespermann@dot.ca.gov

I would like the following comments filed in the record (please print):

"Notification of residents: Lynne Kalinick' column in Quincy Record-Courier (or public notice in paper). Bulletin boards at General Store, Country Store and post offices, Taylorsville & Colville. 1

Will there be access to the lake for fishing & boating? 2

Much prefer alternative # 1 3

Please comment by September 6, 2007

Response to Comments from Nancy Sims

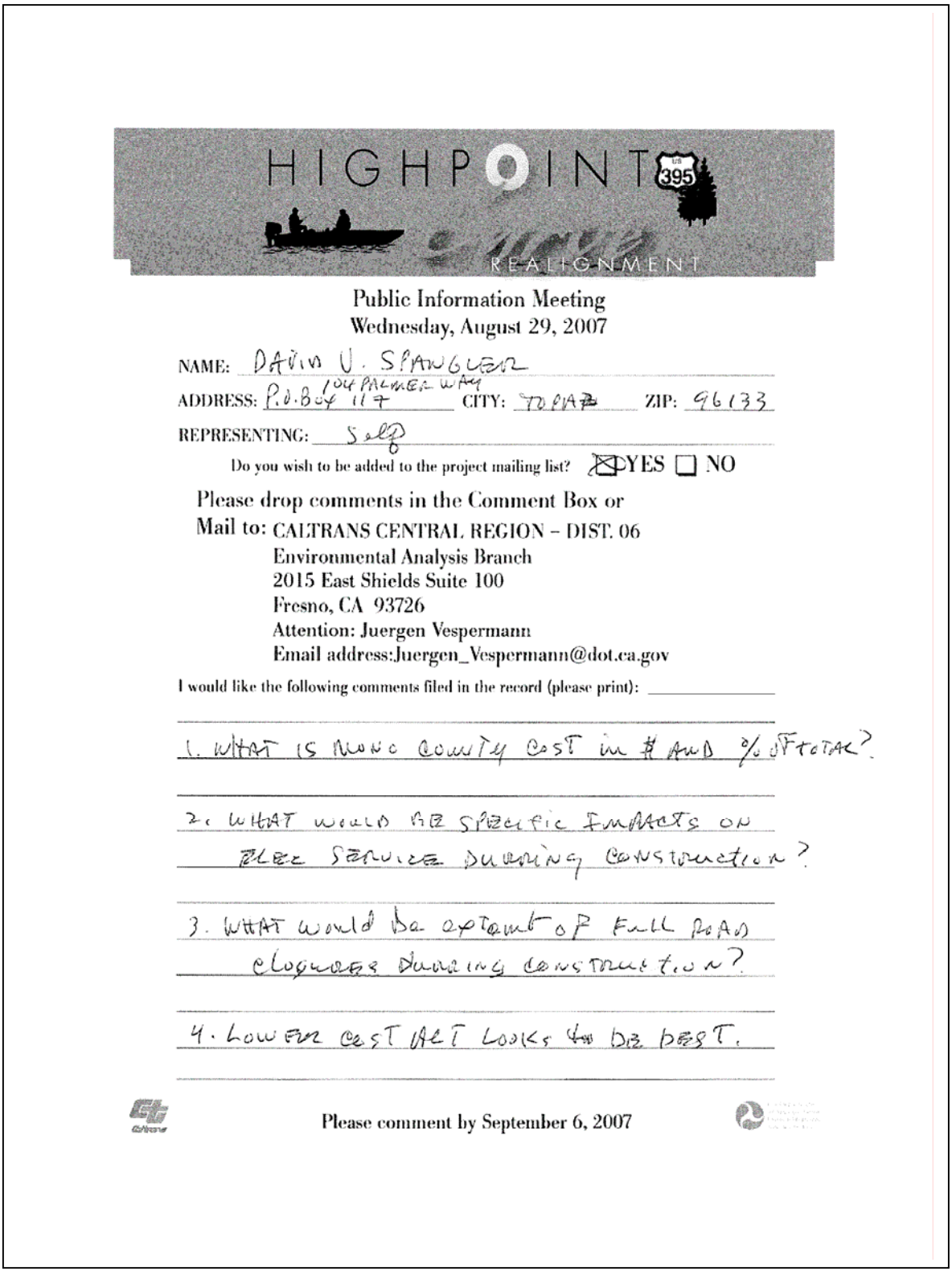
Thank you for your comments on the project.

Response to comment #1: The resident engineer will use various methods such as newspaper ads and bulletin boards to notify residents. Radio announcements could also be an option.

Response to comment #2: During construction, lake access within the project boundaries will be restricted. However, after project completion, the existing access points to Topaz Lake from U.S. Highway 395 will be maintained. In addition, Caltrans intends to enhance safety to the access points where possible.

Response to comment #3: Thank you for endorsing Alternative 1. Your support has been noted.

Comment from David V. Spangler



HIGHPOINT 395 REALIGNMENT

Public Information Meeting
Wednesday, August 29, 2007

NAME: DAVID V. SPANGLER

ADDRESS: P.O. BOX 117 104 PALMER WAY CITY: TOPAZ ZIP: 96133

REPRESENTING: Self

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or
Mail to: CALTRANS CENTRAL REGION – DIST. 06
Environmental Analysis Branch
2015 East Shields Suite 100
Fresno, CA 93726
Attention: Juergen Vespermann
Email address:Juergen_Vespermann@dot.ca.gov

I would like the following comments filed in the record (please print):

1. WHAT IS NEVADA COUNTY COST IN $ AND % OF TOTAL? **1**

2. WHAT WOULD BE SPECIFIC IMPACTS ON ELEC SERVICE DURING CONSTRUCTION? **2**

3. WHAT WOULD BE AMOUNT OF FULL ROAD CLOSURES DURING CONSTRUCTION? **3**

4. LOWER COST ALT LOOKS TO BE BEST. **4**

Please comment by September 6, 2007

Response to Comments from David V. Spangler

Thank you for your comments on the project.

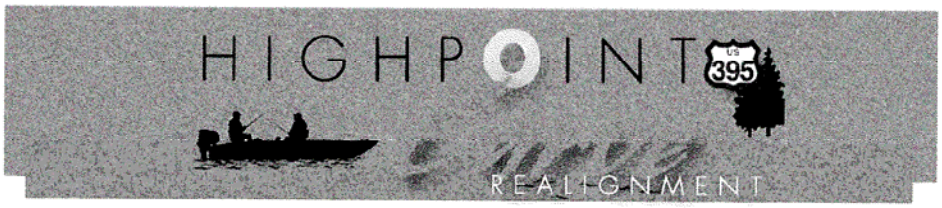
Response to comment #1: If construction is funded, the project will be paid for with money from fuel tax revenues, not the Mono County General Fund. Mono County's share in this cooperatively funded project is 40 percent (with Caltrans also at 40 percent and Inyo and Kern Counties at 10 percent each). For the Preferred Alternative (Alternative 1), Mono County's share equates to $15,040,000.

Response to comment #2: It is possible that there would be temporary power outages during the relocation of utilities.

Response to comment #3: Section 2.4 of this environmental document discusses possible full road closures during construction as well as alternatives for detours.

Response to comment #4: Your support of the lower-cost alternative is noted. Thank you for your input.

Comment from Arden Gerbig



Public Information Meeting
Wednesday, August 29, 2007

NAME: Arden Gerbig

ADDRESS: 106629 Hwy 395 CITY: Coleville ZIP: 96107

REPRESENTING: Antelope Valley RAC

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or
Mail to: CALTRANS CENTRAL REGION – DIST. 06
Environmental Analysis Branch
2015 East Shields Suite 100
Fresno, CA 93726
Attention: Juergen Vespermann
Email address:Juergen_Vespermann@dot.ca.gov

I would like the following comments filed in the record (please print):

QUESTION: Do we need this project? YES. This project will do much to reduce the number of accidents in the area, probably save lives, reduce the times when they closure Incidents Antelope Valley Commun. Ties because this area can be subjected to diverse weather conditions (rain, fog, snow, ice) Alternative one has much more advantage than Alt 2 with the bridge.

In my conversations with friends and neighbors, they all feel the same. We have lived with traffic delays before and can do it again.

1

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Please comment by September 6, 2007

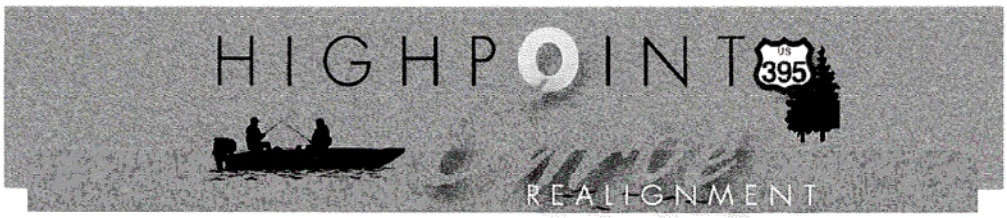
Response to Comments from Arden Gerbig

Thank you for your comments on the project.

Response to comment #1: Yes, this project is needed to improve the safety and level of service on this segment of U.S. Highway 395.

Response to comment #2: Thank you for endorsing Alternative 1. Your support has been noted.

Comment from Mark Langner



Public Information Meeting
Wednesday, August 29, 2007

NAME: MARK LANGNER

ADDRESS: PO 581 CITY: Bridgeport ZIP: 93517

REPRESENTING: _____

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or
Mail to: CALTRANS CENTRAL REGION – DIST. 06
Environmental Analysis Branch
2015 East Shields Suite 100
Fresno, CA 93726
Attention: Juergen Vespermann
Email address:Juergen_Vespermann@dot.ca.gov

I would like the following comments filed in the record (please print): _____

I support the 'no action' alternative.
Any safety gains from this project will be lost with the increased speed limit
Both proposed designs are visually unacceptable. This area is a scenic hiway and the gateway into Mono County - walls & bridges will make it look industrial & ugly
This project is an unnecessary waste of tax dollars.
over →

Please comment by September 6, 2007
14

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What is the 'footing' of the bridge made of- riprap, dirt, concrete?
Will the scenic designation of the roadway be impacted?
Will lake access from California be impacted? Access should not be reduced.

Mark & Lynn
P.O. Box 581
Bridgeport, CA 93517

RENO NV 8
12 SEP 2007 PM 2

CALTRANS CENTRAL REGION – DIST. 06
Environmental Analysis
2015 East Shields Suite 100
Fresno, CA 93726
Attention: Juergen Vespermann

93726+5928

Response to Comments from Mark Langner

Thank you for your comments on the project.

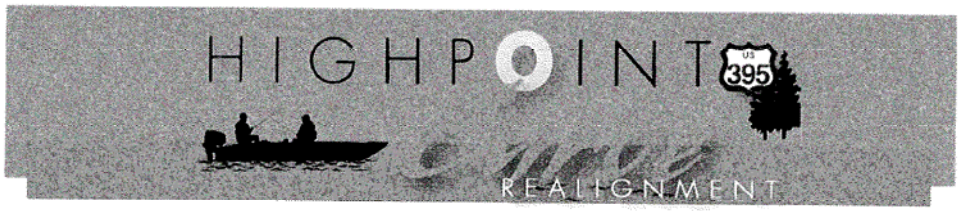
Response to comments #1 through #3: Thank you for your input.

Response to comment #4: The footing of the proposed bridge in Alternative 2 would be made of concrete.

Response to comment #5: U.S. Highway 395 within the project area is not officially designated or eligible as a scenic highway or route by Caltrans. However, U.S. Highway 395 within the project area is designated a scenic transportation corridor by Mono County. The project would create cut slopes as large as 300 feet high and 1,600 long to accommodate the highway realignment. Although the new cut slopes would contrast with the adjacent undisturbed natural landscape, no visual impacts would occur to scenic resources that made this route eligible for the County scenic designation because views of distant mountains in all directions and Topaz Lake would not be altered.

Response to comment #6: During construction, lake access within the project boundaries will be restricted. However, after project completion, the existing access points to Topaz Lake from U.S. Highway 395 will be maintained. In addition, Caltrans intends to enhance safety to the access points where possible.

Comment from Doris Spencer



Public Information Meeting
Wednesday, August 29, 2007

NAME: Doris Spencer

ADDRESS: 774 Eastside Rd CITY: Coleville ZIP: 96107

REPRESENTING: Self

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or
Mail to: CALTRANS CENTRAL REGION – DIST. 06
Environmental Analysis Branch
2015 East Shields Suite 100
Fresno, CA 93726
Attention: Juergen Vespermann
Email address:Juergen_Vespermann@dot.ca.gov

I would like the following comments filed in the record (please print):

After review of the proposals, no build is definately NOT an option - something must be done for the safety of all of us

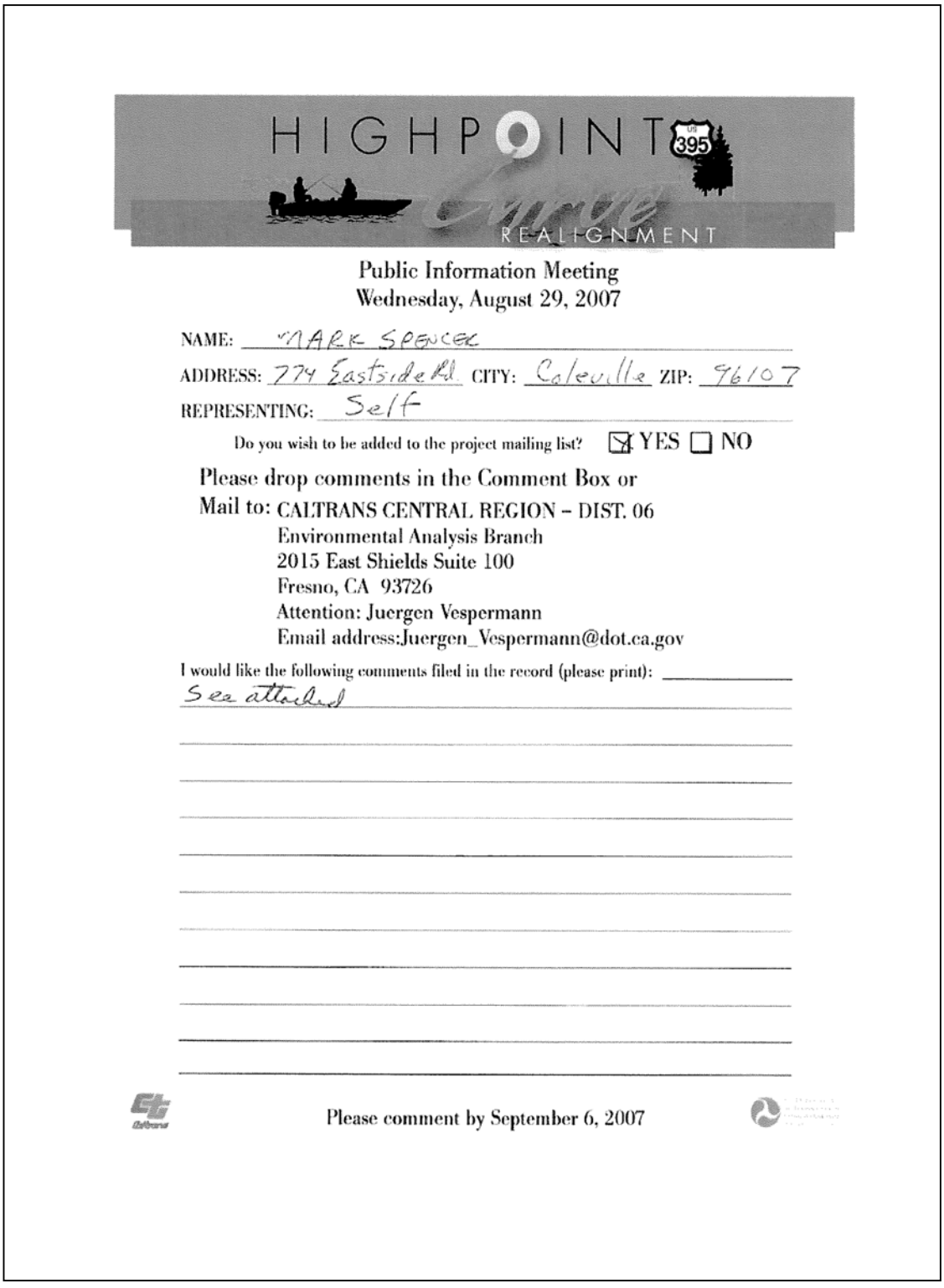
I feel that Alternate 2 would be the better option both practically and asethetically. Actually, I would like to see the road straightened more dramatically but can see the financial constraints as an obstical

Please comment by September 6, 2007

Response to Comments from Doris Spencer

Thank you for your comments on the project. In Section 1.3.4 of this environmental document, Caltrans considered icing on the proposed bridge as a negative aspect of Alternative 2. Alternative 1 was selected as the Preferred Alternative and proposes a cut and fill approach at the High Point Curve location in lieu of a 505-foot concrete bridge.

Comment from Mark Spencer



HIGHPOINT 395 Curve REALIGNMENT

Public Information Meeting
Wednesday, August 29, 2007

NAME: MARK SPENCER

ADDRESS: 774 Eastside Rd. CITY: Calevilla ZIP: 96107

REPRESENTING: Self

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or
Mail to: CALTRANS CENTRAL REGION – DIST. 06
Environmental Analysis Branch
2015 East Shields Suite 100
Fresno, CA 93726
Attention: Juergen Vespermann
Email address:Juergen_Vespermann@dot.ca.gov

I would like the following comments filed in the record (please print):

See attached

Please comment by September 6, 2007

Highpoint Curve Project Comments from Mark Spencer.

1. I prefer the bridge alternative. I feel that you will be able to handle the micro-climate issues in the area of Highpoint better with a bridge instead of the alternate road bead. **1**

2. My main comments concern traffic control during construction. I would suggest that all heavy truck and through traffic be diverted at 208 and passed to highway 22 and 132 through Nevada then to south of Bridgeport. This was done when the highway was closed during the 1996/97 flood and road reconstruction project. **2**

3. If the through and heavy traffic is diverted, the only traffic that will have to be handled would be the local traffic. An alternate to shuttling would be to divert the local traffic through Markleyville and down highway 89 (except when winter closures are in effect). Having free access to construction in stead of dealing with shuttled local traffic might expedite the completion of the project and also reduce costs. **3**

Response to Comments from Mark Spencer

Thank you for your comments on the project.

Response to comment #1: In Section 1.3.4 of this environmental document, Caltrans considered icing on the proposed bridge as a negative aspect of Alternative 2. Alternative 1 was selected as the Preferred Alternative and proposes a cut and fill approach at the High Point Curve location in lieu of a 505-foot concrete bridge.

Responses to comments #2 and #3: Thank you for your suggestion. Section 2.4 of this environmental document discusses the traffic control during construction as well as alternatives for detours. Details will be worked out during the design phase of this project, along with input from the local community.

List of Technical Studies that are Bound Separately

Air Quality Summary
Noise Study Summary
Water Quality Summary
Natural Environment Study
Location Hydraulic Study
Historical Property Survey Report

- Archaeological Survey Report

Hazardous Waste Summary
Visual Impact Assessment
Paleontological Identification Report

ATTACHMENT G

Traffic Data

State of California
DEPARTMENT OF TRANSPORTATION

Business Transportation and Housing Agency

Memorandum

To: ROBIN NELSON
Design

Date: March 27, 2006

File: 09-23770

From: STEPHEN WINZENREAD
Traffic Operations

Subject: Traffic Index (TI) Calculations and Design Designation

Attached you will find the Traffic Index (TI) Calculations and Design Designation for the above referenced project.

Data Year..... 2004 AADT = 4000
Construction Year AADT..... 2012 AADT = 4160
5 Year AADT..... 2017 AADT = 4270
10 Year AADT..... 2022 AADT = 4380
20 Year AADT..... 2032 AADT = 4600
5 Year TI..... 2017 TI = 8.0
10 Year TI..... 2022 TI = 9.0
20 Year TI..... 2032 TI = 9.5
Construction Year DDHV..... 2012 DDHV = 310
5 Year DDHV..... 2017 DDHV = 320
10 Year DDHV..... 2022 DDHV = 320
20 Year DDHV..... 2032 DDHV = 340
2004 Directional Split = 54.21 %
2004 Trucks = 6.3 %

If you have any questions, please do not hesitate to call me. I may be reached at (760) 872-0711 or CALNET 8-627-0711.

Attachment

c: File

TRAFFIC INDEX and DESIGN DESIGNATION
CALCULATION SHEET

CO-RTE-PM Mno-395-17.95/19.38
EA 09-23770
JOB NAME High Point Curve Realignment

Requested by: Robin Nelson
Unit: Design
Date: 03/27/06

Census Year	2004	
Construction Year	2012	
Complete Construction Year	2012	
2 Way AADT	4,000	
Lane Distribution Factor	1.0	(Table 603.3B, Highway Design Manual)

	AM Peak	PM Peak
Peak Hour Percent, K	13.34	13.64
Directional Split, D	53.56	54.21
Product of K and D, KD	7.14	7.39
DHV = AADT x K x D	286	296

PERCENT TRUCKS (%)	6.3
1 WAY TRUCK VOLUME	137
GROWTH FACTOR, %/Year	0.5

----------TRAFFIC INDEX CALCULATIONS----------

Traffic Index Calculations are based on completion of construction per HDM 103.2

FIVE YEAR TRAFFIC INDEX

Vehicle Type	Trucks (%)	Present ADT One Way	Expansion Factor	Expanded ADT One Way	5 Year Constant	Lane Factor	ESALs
2 axle	8.9	12.0	1.0538	13.0	345	1	4,485
3 axle	2.3	3.0	1.0538	3.0	920	1	2,760
4 axle	0.9	1.0	1.0538	1.0	1470	1	1,470
5 axle	87.9	120.0	1.0538	126.0	3445	1	434,070
TOTALS	100	136.0		143.0			442,785

Five Year TI **8.0**

TEN YEAR TRAFFIC INDEX

Vehicle Type	Trucks (%)	Present ADT One Way	Expansion Factor	Expanded ADT One Way	10 Year Constant	Lane Factor	ESALs
2 axle	8.9	12.0	1.0670	13.0	690	1	8,970
3 axle	2.3	3.0	1.0670	3.0	1840	1	5,520
4 axle	0.9	1.0	1.0670	1.0	2940	1	2,940
5 axle	87.9	120.0	1.0670	128.0	6890	1	881,920
TOTALS	100	136.0		145.0			899,350

Ten Year TI **9.0**

TWENTY YEAR TRAFFIC INDEX

Vehicle Type	Trucks (%)	Present ADT One Way	Expansion Factor	Expanded ADT One Way	20 Year Constant	Lane Factor	ESALs
2 axle	8.9	12.0	1.0939	13.0	1380	1	17,940
3 axle	2.3	3.0	1.0939	3.0	3680	1	11,040
4 axle	0.9	1.0	1.0939	1.0	5880	1	5,880
5 axle	87.9	120.0	1.0939	131.0	13780	1	1,805,180
TOTALS	100	136.0		148.0			1,840,040

Twenty Yr TI **9.5**

SHOULDER TIs

Design Life	2% ESALs	TI
5 Year	8,856	**5.0**
10 Year	17,987	**5.5**
20 Year	36,801	**6.0**

----------DESIGN DESIGNATION----------

Design Designation is based on year of construction per HDM 103.1

Construction Year AADT..... **AADT (2012) = 4160**
Five Year AADT..... **AADT (2017) = 4270**
Ten Year AADT..... **AADT (2022) = 4380**
Twenty Year AADT..... **AADT (2032) = 4600**
Construction Year DDHV..... **DDHV (2012) = 310**
Five Year DDHV..... **DDHV (2017) = 320**
Ten Year DDHV..... **DDHV (2022) = 320**
Twenty Year DDHV..... **DDHV (2032) = 340**
D = 54.21 %
T = 6.3 %

Stephen Wingmead
TRAFFIC OPERATIONS

March 27, 2006
DATE

March 23, 2006

TRAFFIC DATA
(Updated)

Project: Highpoint Curve Realignment – Highway 395 – 09-23770
MNO – 395 – KP 189.82/KP 192.12 (PM 117.95/PM 119.38)

The traffic information was compiled using the following sources:

Traffic Data/Index:

2004 Traffic Volumes & 2004 Annual Average Daily Truck Traffic

	Data Year 2004	10 Year 2022	20 Year 2032
AADT	4,000	4380	4600
Peak Hour	550	-	-
Peak Month ADT	5,300	-	-
Trucks (% Total AADT)	6.3%	-	-
Traffic Index, TI	-	9.0	9.5
Growth Rate (per year)	0.5%	-	-

Notes: Data Year = 2004
Ten and Twenty Year dates from Year of Construction.

Speed:

Vehicles have been surveyed ranging from 38 MPH to 77 MPH. The 85th percentile was 61 MPH for either direction of traffic. The highway is zoned for 55 MPH through the project limits. There are two curve speed advisories within the limits of this project. The first recommends a speed of 45 MPH for the curves between approximate PM 117.95 and PM 118.20 while the second recommends a speed of 35 MPH for the curves between approximate PM 119.00 and PM 119.25.

Accident Data:

5 year Table B – 4/1/00 to 3/31/05

Summary: Forty-two (42) collisions recorded during the five-year period resulted in the actual Total accident rate (4.19) being above the statewide average Total rate (1.40).

Nine (9) injury collisions (10 injured) combined with three (3) fatal collisions (3 fatalities) resulted in the actual F&I accident rate (1.20) being above the expected F&I rate (0.68) and the actual Fatal rate (.299) being above the expected Fatal rate (.031).

76% (32) of the collisions were solo vehicle

TRAFFIC DATA
(Continued)

Accident Data (cont.)

Summary (cont.):

67% (28) of the collisions occurred when the pavement was dry
33% (14) of the collisions occurred when the pavement was snowy/icy

83% (35) occurred when weather was clear
10% (4) occurred while raining
5% (2) occurred while snowing
2% (1) occurred while foggy/low visibility

60% (25) occurred during hours of daylight

Collisions by direction were:
- 69% (29) S/B
- 31% (13) N/B

52% (22) were hit object type collisions:
- Ten hit the cut slope or embankment
- Four hit the guardrail
- Two hit a paddle marker
- One each involved:
  - Hitting a dike/curb
  - Hitting a deer in the roadway
  - Hitting a bear in the roadway
  - Hitting metal pipes in the roadway
  - Hitting a rock in the roadway
  - Hitting a large rock off the roadway

29% (12) were overturn collisions
7% (3 each) were:
- Head-on collisions
- Sideswipe collisions

5% (2) were rear end collisions

Primary collision factors were:
- 33% (14 each):
  - Unsafe speed
  - Failure to maintain control of vehicle
- 10% (4) Improper turn
- 7% (3) Driving under the influence
- 2% (1 each):
  - Following too close
  - Driving left of a solid double yellow line

TRAFFIC DATA
(Continued)

Accident Data (cont.)

Summary (cont.):

Primary collision factors were (cont.):
2% (1 each) cont.:
Unsecured/spilled load
Operating a combination of unsafe vehicles
Failure to drive on the right ½ of roadway
Other than driver – vs. deer
Other than driver – vs. bear

Recommendations:

Consideration should be given to the following:

- Improve horizontal/vertical alignments
  - Straighten curves
  - Flatten grades
- Upgrade existing guardrail/end treatments if necessary
  - Bury end treatments where possible
- Widen shoulders
  - Pave
  - Install rumble strips
- Improve clear recovery zones
  - Remove fixed objects
  - Lessen degree of slopes/embankments
- Pave existing turnouts
- Enhance existing warning signs
  - Provide pavement sensors for activating pavement condition signs
  - Provide speed activated leaning truck/speed advisory for curve warnings
- Provide appropriate highway delineation

Compiled by: Steven Wisniewski/Traffic Operations & Safety

California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.

2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.

3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.

4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 2115630
Request Name: Mono395
Ref Date: 02/28/2006

Request- & Line	LOC	DIR	LSC	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates			Override ADT		Req. Type	Com- bine?	Excl Ramp?
									Rate	Inj%	Fat%	Main	Cross			
1 3	H	T	I	09 MNO 395 117.900 thru 09 MNO 395 119.400	01-APR-00	31-MAR-05	N	L						N	N	N

Event Log:

Job id is : 198155 Accidents Table B Request Mono395 Submitted by T9SWISN

California Department of Transportat.
Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Actual Fat	Actual F+I	Average Tot	Average Fat	Average F+I	Average Tot
09 MNO 395 117.900 - 09 MNO 395 119.399	1.500 MI H 03	42	3	9	12	10	0	17	3	3.7	10.03	0.299	1.20	4.19	0.031	.68	1.40
0001-0003 2000-04-01 2005-03-31 *60 mo.*	R	**H99**	**H97**		**H95**			**H99**	10								

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation

OTM22131

Table B Accident Records

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1.TASAS - TSN has officially replaced the TASAS - "Legacy" database.

2.Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized repesentative.

3.Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.

4.The contents of the reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

California Department of Transportation

OTM22131

Table B Accident Records

Report Parameters:

REPORT DATE:	02/28/2006
REFERENCE DATE:	02/28/2006
SUBMITTOR:	T9SWISN
REPORT TITLE:	Mono395
EVENT ID:	2115630

Total Accidents Retrieved

42

Table B Accident Records

REQUEST-& LINE	ARS	PP	POST MILE	PS	FTL	IRH	SOY	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND WLS	RCC	RWC	TOC	NO MTR VEH	PTR	DIH	VHI	SI	PERSON K	PERSON I	OSP	OLC	OSO	OLC	OSO	OLC	OSO	OLC	OAF 12	MOV	SDP 12
1 3	09 MNO 395		117.960		H	-	S	7	05-04-02	1406	982099999	5	A A A	H	D	E	02	2	S	1	C	00	00	22H	43H	V2D	---	N<	C	A<
																		G	N	1	C	00	00	---	V1F	---	---	N<	B	A<
1 3	09 MNO 395		117.970		H	-	S	1	11-25-01	1115	982014841	5	A A C	G	D	F	01	A	S	1	D	00	00	44F	---	---	---	N<	B	A<
1 3	09 MNO 395		117.970		H	-	S	7	01-05-02	1211	982014841	4	A A A	H	D	E	01	A	S	1	D	00	00	23H	44F	---	---	N<	C	A<
1 3	09 MNO 395		118.000		H	-	S	5	12-04-03	1802	982014841	4	A D A	H	D	E	01	D	S	1	D	00	01	99B	23H	44H	---	N<	C	A<
1 3	09 MNO 395		118.040		H	-	S	7	02-07-04	0915	982011062	6	A A C	H	A	E	01	A	S	1	C	00	00	15B	24B	44B	---	N<	C	A<
1 3	09 MNO 395		118.200		H	-	N	7	03-17-01	0835	982011062	6	A A A	H	D	F	01	A	N	1	<	00	00	44H	---	---	---	N<	C	A<
1 3	09 MNO 395		118.470		H	-	S	7	01-03-04	0920	982011062	6	A A C	H	A	C	02	A	S	1	C	00	00	V2J	---	---	---	N<	D	A<
																		A	S	1	C	00	01	V1J	---	---	---	N<	O	H<
1 3	09 MNO 395		118.490		H	-	N	7	10-20-01	1710	982013514	1	A A A	H	D	E	01	A	N	1	D	00	00	23B	---	---	---	4<	C	B<
1 3	09 MNO 395		118.500		H	-	S	3	12-28-04	1430	982017004	6	D A C	H	A	<	02	A	S	1	C	00	00	V2D	---	---	---	N<	N	A<
																		I	N	1	C	00	00	V1F	---	---	---	N<	B	A<
1 3	09 MNO 395		118.520		H	-	S	6	08-11-00	1600	982009819	6	A A A	H	D	H	02	G	S	1	<	00	00	---	---	---	---	N<	B	A<
																		A	N	1	<	00	00	V3F	---	---	---	N<	B	A<
																		O	<	1	<	00	00	V2D	---	---	---	<<	R	<<
1 3	09 MNO 395		118.800		H	-	S	2	09-09-02	0845	982014838	2	A A A	D	D	C	02	F	S	1	C	00	00	V2F	---	---	---	N<	H	A<
																		D	S	1	C	00	01	V1F	---	---	---	N<	H	A<
1 3	09 MNO 395		118.950		H	-	N	4	12-18-02	1458	982014841	5	B A C	H	D	F	01	D	N	1	C	00	00	44F	---	---	---	N<	B	A<
1 3	09 MNO 395		118.960		H	-	N	4	01-12-05	1530	982014841	5	A A C	H	D	F	01	D	N	1	C	00	00	44D	---	---	---	N<	N	A<
1 3	09 MNO 395		119.000		H	-	S	2	11-12-01	0630	982010213	C	A B A	H	D	H	01	A	S	1	D	00	00	V2F	---	---	---	N<	B	A<
																		X	<	-	<	00	00	V1-	---	---	---	<<	<	<<
1 3	09 MNO 395		119.000		H	-	N	7	06-29-02	2300	982014841	C	A D A	H	D	H	01	D	N	1	D	00	00	V2F	---	---	---	N<	B	A<
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1 3	09 MNO 395		119.000		H	-	S	3	09-21-04	2315	982010213	4	A D A	H	A	E	01	2	S	1	C	00	00	42G	---	---	---	L<	C	A<
1 3	09 MNO 395		119.010		H	-	N	3	12-23-03	2220	982013514	5	B D C	H	D	E	01	A	N	1	<	00	00	23B	43B	---	---	N<	C	G<
1 3	09 MNO 395		119.010		H	-	S	3	01-25-05	0814	982010213	5	B A C	H	A	B	02	D	S	1	C	00	00	44F	V2H	---	---	N<	B	A<
																		D	<	1	<	00	00	---	V1H	---	---	I<	O	H<
1 3	09 MNO 395		119.020		H	-	S	5	12-20-01	1209	982010213	6	A A A	H	A	E	01	A	S	1	D	00	00	23H	---	---	---	N<	C	A<
1 3	09 MNO 395		119.020		H	-	S	6	01-16-04	0600	982011062	6	A D C	H	A	E	01	A	S	1	C	00	00	23H	44H	---	---	N<	C	A<
1 3	09 MNO 395		119.030		H	-	S	5	12-20-01	1210	982010213	6	A A C	H	A	E	01	A	S	1	D	00	00	23H	---	---	---	N<	C	A<
1 3	09 MNO 395		119.050		H	-	S	2	11-05-01	1930	982009819	6	A D A	H	A	E	01	G	S	1	<	00	00	22H	---	---	---	5<	C	G<
1 3	09 MNO 395		119.050		H	-	N	5	08-26-04	2240	982010213	1	A D A	H	A	E	01	M	N	1	C	01	01	15H	23B	44C	---	4<	B	B<
1 3	09 MNO 395		119.060		H	-	S	2	04-29-02	2305	982013514	5	A D A	H	A	E	01	A	S	1	D	00	00	99H	15B	23H	---	L<	C	A<
1 3	09 MNO 395		119.070		H	-	S	3	08-21-01	1340	982015608	5	A A A	H	D	F	01	G	S	1	C	00	01	44F	---	---	---	6<	B	A<
1 3	09 MNO 395		119.070		H	-	S	4	07-16-03	1245	982012658	6	A A A	H	A	F	01	G	S	1	C	00	01	44H	23H	---	---	N<	B	A<
1 3	09 MNO 395		119.070		H	-	S	3	09-16-03	0840	982010213	6	A A A	H	D	E	01	C	S	1	D	01	00	22H	23H	44H	---	N<	C	A<
1 3	09 MNO 395		119.080		H	-	N	2	12-30-02	1030	982014841	5	B A C	H	D	A	02	A	N	1	C	00	00	V2D	---	---	---	6<	B	A<
																		A	S	1	D	00	00	V1F	---	---	---	N<	B	A<
1 3	09 MNO 395		119.080		H	-	S	6	10-17-03	0745	982011062	6	A A A	H	A	E	01	C	S	1	D	01	00	23H	43H	44H	---	E<	C	A<
1 3	09 MNO 395		119.080		H	-	S	5	04-29-04	1355	982014841	6	A A A	H	D	F	01	G	S	1	D	00	00	44G	23H	---	---	5<	C	A<
1 3	09 MNO 395		119.090		H	-	S	2	05-06-02	1953	982014841	5	A B A	H	D	F	01	G	S	1	D	00	00	44G	23H	---	---	N<	B	A<
1 3	09 MNO 395		119.090		H	-	S	3	07-23-02	2344	982014841	6	A D A	H	A	F	01	G	S	1	D	00	00	44H	23H	---	---	5J	B	A<
1 3	09 MNO 395		119.090		H	-	N	6	10-11-02	0715	982010213	6	A A A	H	D	B	02	A	S	1	C	00	00	V2G	15B	---	---	N<	B	A<
																		D	N	1	D	00	00	V1C	---	---	---	6<	N	G<
1 3	09 MNO 395		119.090		H	-	S	2	12-02-02	0540	982014841	5	A D A	H	D	E	01	A	S	1	D	00	01	43H	---	---	---	N<	C	A<

Table B Accident Records

REQUEST- & LINE	ARS	PP	POST MILE	PS	IFTL	IRLH	SOHH	DAYY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSPC	OLOC	OSOC	OLOC	OSOC	OLOC	OAF12	MOV	SDP12
1 3	09 MNO 395		119.100		H	-	N	4	01-08-03	0615	982011317	5	A	D	C	H	A	E	01	A	N	1	D	00	00	23B	---	---	---	---	---	N<	N	A<
1 3	09 MNO 395		119.110		H	-	N	6	12-01-00	0650	982009819	5	E	B	C	H	A	F	01	A	N	1	<	00	01	44B	23B	---	---	---	---	6F	C	G<
1 3	09 MNO 395		119.120		H	-	N	2	11-26-01	1630	982013514	5	D	B	C	H	A	A	02	A	N	1	D	00	00	V2D	---	---	---	---	---	N<	N	A<
																				D	S	1	D	00	01	V1F	---	---	---	---	---	N<	B	A<
1 3	09 MNO 395		119.130		H	-	S	7	07-13-02	1050	982014838	6	A	A	A	H	A	F	01	G	S	1	C	00	01	24H	44H	43H	23H	---	---	N<	C	A<
1 3	09 MNO 395		119.200		H	-	N	3	10-28-03	0845	982015256	6	A	A	A	H	D	E	01	2	N	1	D	00	00	---	---	---	---	---	---	6<	B	A<
																				O	<	1	<	00	00	23B	---	---	---	---	---	<<	R	<<
1 3	09 MNO 395		119.380		H	-	S	6	01-17-03	1920	982014841	1	A	D	A	H	D	E	01	A	S	1	D	00	00	16B	26H	---	---	---	---	5<	C	B<
1 3	09 MNO 395		119.400		H	-	S	2	05-17-04	1545	982013514	4	A	A	A	H	A	B	02	A	S	1	<	00	00	V2D	---	---	---	---	---	5<	B	A<
																				A	S	1	<	00	00	V1F	---	---	---	---	---	N<	B	A<
1 3	09 MNO 395		119.400		H	-	S	2	10-11-04	0410	982017372	6	A	D	A	H	A	F	01	A	S	1	C	00	00	23H	44H	---	---	---	---	M<	C	AI

ATTACHMENT H

Storm Water Data Report

Long Form - Storm Water Data Report

Dist-County-Route: 09 – MNO -395

Post Mile Limits: 117.8/119.6

Project Type: Curve Realignment

EA: 09-23770

RU: 06-230

Program Identification: RIP 20.XX.075.600
IIP 20.XX.025.700

Phase: ☐ **PID** ☒ **PA/ED** ☐ **PS&E**

Regional Water Quality Control Board(s):

Is the project required to consider incorporating Treatment BMPs? ☐ Yes ☒ No

If yes, can Treatment BMPs be incorporated into the project? ☐ Yes ☐ No

If No, a Technical Data Report must be submitted to the RWQCB at least 30 days prior to Advertisement. List submittal date:

Total Disturbed Soil Area: 34 acres

Estimated Construction Start Date: June, 2010 Construction Completion Date: Oct. 2011

Notification of Construction (NOC) Date to be submitted:

Notification of ADL reuse (if Yes, provide date) ☐ Yes Date: ☒ No

Separate Dewatering Permit (if Yes, permit number) ☐ Yes Permit #: ☒ No

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

Registered Project Engineer — 10 Apr, 2007 Date

I have reviewed the storm water quality design issues and find this report to be complete, current, and accurate:

Project Manager — 4/16/07 Date

Maintenance Representative — R Stan Miller — 4-17-07 Date

Landscape Architect Representative — Charley Davis — 4-16-07 Date

STAMP
[Required for PS&E only]

District/Regional SW Coordinator or Designee — 4/16/07 Date

ATTACHMENT I

Traffic Management Plan

TRAFFIC MANAGEMENT PLAN CHECKLIST

District / EA: 09-237700
Date Prepared: October 30, 2007
Prepared By: Joe Blommer
Phase: Draft Project Report

Co.-Rte-KP: Mno-395-PM 117.8/119.6
Description: High Point Curve Realignment
See also attached Narrative

	Included in Proj.	Under Dvlpmnt	Not required	Not Applicable	COMMENTS
1.0 Public Information					
1.1 Brochures and Mailers		x			One way reversible traffic control
1.2 Media Releases (& minority media sources)		x			with 20 minute closures. Advise
1.3 Paid Advertising		x			inter-regional traffic through NV
1.4 Public Information Center			x		
1.5 Public Meetings/Speakers Bureau		x			Pre-Const. Public Info Mtgs
1.6 Telephone Hotline			x		
1.7 Visual Information (videos, slide, shows, etc.)			x		
1.8 Total Facility Closure		x			Detours during earthwork
1.9 Local cable TV and News		x			Local Update of Construction
1.10 Traveler Information Systems (Internet)		x			
1.11 Internet		x			Included at time of const by PIO
2.0 Motorist Information Strategies					
2.1 Electronic Message Signs		x			Interregional NV Detour
2.2 Changeable Message Signs		x			
2.3 Extinguishable Signs			x		
2.4 Ground Mounted Signs		x			Const Area Signs & permanent
2.5 Commercial Traffic Signs			x		
2.6 Highway Advisory Radio (fixed and mobile)			x		
2.7 Planned Lane Closure Web Site			x		
2.8 Caltrans Highway Information Network (CHIN)		x			
2.9 Radar Speed Message Sign			x		
3.0 Incident Management					
3.1 Call Boxes		x			Multiple Locations within Project
3.2 Construction or Maintenance Zone Enhance Enforcement Program - COZEEP or MAZEEP			x		
3.3 Freeway Service Patrol			x		
3.4 Traffic Surveillance Stations (loop detectors and CCTV)			x		
3.5 911 Cellular Calls		x			RE and Inspectors call in
3.6 Transportation Management Center			x		
3.7 Traffic Control Officers			x		
3.8 CHP Officer in TMC during construction			x		
3.9 Traffic Management Teams		x			RE and Inspectors on site
3.10 On-site Traffic Advisor			x		
3.11 CHP Helicopter			x		
3.12 Upgraded Equipment			x		

	Included in Proj	Under Dvlpmnt	Not required	Not Applicable	COMMENTS
4.0 Construction Strategies					
4.1 Incentive/Disincentive Clauses				x	
4.2 Ramp Metering				x	
4.3 Lane Rental				x	
4.4 Off peak/Night/Weekend Work		x			Specify to Reduce Impact
4.5 Planned Lane/Ramp Closures		x			Lane Closure with Detour
4.6 Project Phasing		x			Stage Construction
4.7 Temporary Traffic Screens				x	
4.8 Total Facility Closure		x			Detours during earthwork
4.9 Truck Traffic Restrictions		x			Route interregional thru NV
4.10 Variables Lanes				x	
4.11 Extended Weekend Closures				x	
4.12 Reduced Speed Zones		x			Construction signage
4.13 Coordination with adjacent construction				x	
4.14 Traffic Control Improvements				x	
4.15 Contingency Plans		x			Included in SSPs
4.15.1 Material Plant on standby					
4.15.2 Extra Critical Equipment on site					
4.15.3 Material Testing Plan					
4.15.4 Alternate Material on site (In case of failure or major delays)					
4.15.5 Emergency Detour Plan		x			
4.15.6 Emergency Notification Plan		x			RE to be notified of contact
4.15.7 Weather Conditions Plan		x			Addressed in SSPs
4.15.8 Emergency Funding Plan		x			
4.15.9 Delay Timing and Documentation Plan			x		20-min delay clause in SSPs
4.15.10 Late Closure Reopening Notification (Policy & Plan)			x		
4.15.11 Traffic Inspector on site		x			Construction inspector on site
5.0 Demand Management					
5.1 HOV Lanes/Ramps				x	
5.2 Park-and-Ride Lots				x	
5.3 Parking Management/Pricing				x	
5.4 Rideshare Incentives				x	
5.5 Rideshare Marketing				x	
5.6 Transit, Train, or Light-Rail Incentives				x	
5.7 Transit Service Improvements				x	
5.8 Variable Work Hours				x	
5.9 Telecommute				x	
5.10 Ramp Metering				x	
6.0 Alternate Route Strategies					
6.1 Ramp Closures				x	
6.2 Street Improvements				x	
6.3 Reversible Lanes	x				Staging
6.4 Temporary Lanes or Shoulders Use	x				Staging
6.5 Freeway to freeway connector closures				x	

	Included in Proj	Under Dvlpmnt	Not required	Not Applicable	COMMENTS
7.0 Other Strategies					
7.1 Application of new technology				X	
7.2 Innovative products		X			Signal Controlled Reversible
7.3 Improved specifications				X	
7.4 Staff Training/Development				X	
7.5 Upgraded Equipment				X	

Peer Review Committee:

This TMP has been reviewed by the following PEER Committee Members:

	Name	Tele/Fax	Representing	Signature
1-	Brian Wesling	(760) 872-0630 8-627-0630	Design	
2-	Luis Elias	(760) 872-5251 8-627-5251	Construction	

Approved by:

Donna Holland
PEER COMMITTEE CHAIR

Traffic Management Plan
"High Point" Highway Realignment Project
09-237700 Mno 395 PM 117.8 / 119.6

Constraints of the steep hillside to the west and Topaz Lake to the east will create limited room for detours and challenging traffic control during the construction of the project.

It is proposed to construct the project in four stages. Each stage will require one-lane reversible traffic control. The one direction control will be accomplished using flaggers and temporary signals at each end of the project – a total of 1.8 miles of one-way traffic.

The duration of the staged one-lane traffic control is estimated to be about 8 to 12 months total. During periods of extended work shutdown, such as winter suspensions, the fully operational two-lane highway will be maintained.

A speed limit of 25 mph through the project will create a minimum 10-minute wait at each end depending on the queue. Additional delays will occur when blasting and/or sidehill excavation will create unsafe passage. Although a 20-minute total maximum delay will be specified, there will likely be extraordinary occasions where delays of up to an additional 50 minutes, for a total of 70 minutes, could occur as excess debris is cleared and cut slopes are stabilized. To minimize this delay and protect the traveled way ~~a~~ temporary rockfall protection will be deployed at the base of major cut slope excavations.

Full closure of Route 395 during portions of the day with signed detours on existing highways and a public information campaign for a limited time period during sidehill excavation will be evaluated, in the interest of expediting the most difficult work and minimizing the overall disruption to the public during construction. The District Lane Closure Review Committee must approve all closures longer than 20 minutes.

If full closures are used, there are two proposed detour routes. Autos may be directed to CA Route 89 over Monitor Pass through Markleeville, CA and to CA Route 88 in Minden, NV. This detour will add about 20 miles distance and 39 minutes travel time. Trucks will be directed to NV Rte 208 ("Holbrooke Junction") and to CA Rte 182 at Bridgeport. This detour through Nevada will add about 7 miles distance and 25 minutes travel time. If the Route 88/Route 89 detour route is not available, the detour through Nevada for Antelope Valley residents will add up to 45 miles and 65 minutes travel time. Interregional trucks on northbound Route 395 would be advised to take Rte 6 from Bishop.

The minimum clear width will be 12 ft. lane plus 4 ft. shoulders for total 20 ft. This will allow room for opposing emergency vehicles to pass and/or thru traffic to pass stranded vehicles. There will be several locations where there will be more width available for pullouts for stranded vehicles. At these locations temporary emergency call boxes may be installed. The 4 ft. shoulders will provide for bicycle traffic.

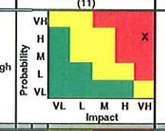
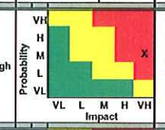
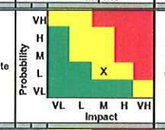
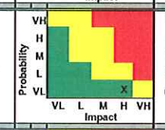
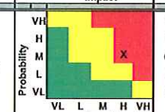
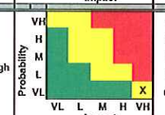
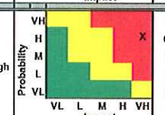
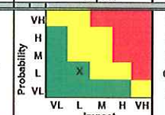
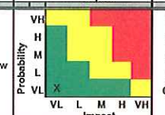
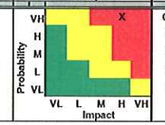
The residents of Antelope Valley, including the communities of Walker, Coleville and Topaz, CA. will be most directly impacted by this project. Many of these residents commute north to Nevada: Topaz Lake, Gardnerville, and Carson City. Public meetings in Antelope Valley will be conducted during project development to advise these residences of the project and associated traffic control strategy.

ATTACHMENT J

Risk Management Plan

Dist - E.A	Co-Rte-PM	Project Name		Project Manager	Telephone Number	Date	Version/Draft
09-23770	MNO - 395 - 117.8/119.6	HIGH POINT CURVE REALIGNMENT		Cedrik Zemitis	(760) 872-5250	11/7/2007	

PROJECT RISK MANAGEMENT PLAN REGISTER

	Identification						Qualitative Analysis				OPTIONAL Quantitative Analysis				Risk Response Plan		Monitoring and Control	
Priority	Status	ID #	Date Identified Project Phase	Functional Assignment	Risk/Opportunity Event	Risk Trigger	Type	Probability	Impact	Risk Matrix		Probability (%)	Impact ($ or days)	Effect ($ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibility (Risk Manager)	Last date changes made to risk and Comments
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)		(12)	(13)	(14) =(12)x(13)	(15)	(16)	(17)	(18)
	Dormant		10/30/2007 PA&ED	Design (Geotech)	PSE delayed if Final Geotech Design Report is not received timely	Geotech Report not received 6 mos after request submitted	Schedule Quality	High	Very High		0 0.7 0 0 0	70%			Avoidance	Design contacts Geotech periodically prior to due date	Joe Blommer (Design)	
	Dormant		10/30/2007 PA&ED	Design (Geotech)	Unidentified ground water affects wall & bridge designs	Geotech Report not received 6 mos after request submitted	Schedule Cost Quality	Moderate	Very High		0 0 0.5 0 0	50%			Avoidance	Design contacts Geotech periodically prior to due date	Joe Blommer (Design)	
	Dormant		10/30/2007 PA&ED	Design	Unidentified Stormwater issues	Late PSE review by Env & Const	Schedule Cost Quality	Low	Moderate		0 0 0 0.3 0	30%			Avoidance	Design contacts Env & Const when comments are due	Joe Blommer (Design)	
	Dormant		10/30/2007 PA&ED	Design	Design Exceptions may be required	All highway geometric are reviewed & required design exceptions are prepared during PSE	Schedule	Very Low	High		0 0 0 0 0.1	10%			Avoidance	Design reviews highway geometrics as a 1st order of work during PSE	Joe Blommer (Design)	
	Dormant		10/30/2007 PA&ED	Design	Context Sensitive Solutions	Input from local community	Schedule Cost Quality	Moderate	High		0 0 0.5 0 0	50%			Avoidance	PDT use community input	PDT	
	Dormant		10/30/2007 PA&ED	Design	Variance to Lahontan Regional Water Board seasonal restriction	Input from LRWB	Schedule Cost	Very Low	Very High		0 0 0 0 0.1	10%			Acceptance	Make best effort to address LRWB concern/requirements	Joe Blommer (Design) & Dan Holland (Env)	
	Dormant		10/30/2007 PA&ED	Design	Cost Reduction	Input from Mono Co	Schedule Cost	High	Very High		0 0.7 0 0 0	70%			Acceptance	Consider cost saving options such as eliminating cut at Middle Curve & reducing design speed to 55 mph	PDT	
	Active		2/14/2006	Design (Surveys)	Surveys are late - could delay design work	Conversion of aerial mapping from metric to US Survey Feet is not completed by requested date.	Schedule	Low	Low		0 0 0 0.3 0	30%			Avoidance	Request HQ Photogrammetry to expedite mapping conversion	Brian Jared (Surveys)	Surveys will keep in touch with HQ Photogrammetry for updates on conversion progress.
	Active		2/14/2006	Design (Surveys)	Surveys contain errors - could require additional survey work	Design encounters problems with survey data while doing design work	Schedule	Very Low	Very Low		0 0 0 0 0.1	10%			Avoidance	Surveys assesses problems and either reprocesses previous survey work or does more survey field work.	Brian Jared (Surveys)	Perform standard Quality Control on survey work submitted to Design. Discusss any issues with Design Engineers.
	Active		11/20/2007	PDT	Project construction delays	Public/political opposition to detours (and thus longer closures) resulting in more working days (possibly two construction seasons)	Schedule Cost	Very High	High		0.9 0 0 0 0	90%	$6,000,000	$5,400,000	Avoidance	Public outreach	PDT	Project Management and Planning will maintain public outreach throughout the project.