

California Department of Transportation

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9/26/2024

Notice of Preparation of an Environmental Impact Report

Project Title: Bridgeport Rehab

Lead Agency: California Department of Transportation

Project Location: The California Department of Transportation (Caltrans) proposes to rehabilitate pavement, replace nonstandard highway facilities, and make other improvements on U.S. Route 395 from post miles 76.00 to 80.60 in the community of Bridgeport in Mono County.

County: Mono

Project Description: The main asset being addressed by the project is the deteriorating pavement on U.S. Route 395. The project limits run from post mile 76.0 (approximately one-quarter mile south of the junction of U.S. Route 395 and State Route 182 and the community of Bridgeport) to post mile 80.6 (just north of the intersection of Buckeye Road and U.S. Route 395, north of the community of Bridgeport). See Figure 1-1 for the project location and vicinity map. For the project limits that fall outside of the community of Bridgeport (post mile 76.0 to post mile 76.2, and post mile 76.8 to post mile 80.6), the existing pavement will be cold planed (removal of existing pavement surface with machine grinding equipment) to a depth of 0.2 foot and replaced with approximately 0.4 foot of hot mix asphalt within the existing travel lanes. Beyond the travel lanes, the existing paved shoulders will be overlaid with 0.2 feet of hot mix asphalt mix.

Within the community of Bridgeport (post mile 76.3 to post mile 76.7), the existing travel lanes on U.S. Route 395 will be pulverized and removed to a depth of 1.4 feet. Either 0.75 foot of recycled pulverized material, or 0.75 foot of new Class 2 aggregate base, will then be installed, followed by the placement of 0.65 foot of new hot mix asphalt (Type A). For the center median and turn pockets in the community, approximately 0.20 foot of the existing pavement will be cold planed (removed) and approximately 0.20 foot of new hot mix asphalt will be placed. No work is planned for the existing paved shoulders within this stretch of the project.

In three locations on U.S. Route 395 within the project limits, existing shoulders are too narrow and will be widened to ensure that up to 3 feet of shoulder backing can be placed beyond the edge of pavement. Shoulder backing is a thin course of granular material that is used to provide support to the pavement edge by preventing edge cracking and pavement edge loss. Shoulder backing also minimizes pavement edge

drop-off heights for overlays and provides additional recovery room for errant vehicles running off the pavement. The paved southbound shoulder, from post miles 76.2 to 76.3, will be widened to an 8-foot width. In addition, from post miles 78.94 to 79.02 and 79.30 to 79.35, the side slope embankment of the southbound shoulder will be widened out to a slope angle ratio of 4 to 1 or flatter. This will allow for the placement of 3 feet of shoulder backing off of the existing paved shoulder.

Within the community of Bridgeport, multiple Complete Streets facilities will be constructed or upgraded on U.S. Route 395. Multiple curb ramps will be upgraded or installed to meet current Americans with Disabilities Act standards. The southeast and northeast curb ramps at the intersection of U.S. Route 395 and School Street will be upgraded to bulb-out pedestrian refuges and include intersection lighting, pedestrian-activated crosswalk signals, and cross drains. The curb ramp at the northeast corner of the intersection of U.S. Route 395 and Twin Lakes Road will also be upgraded to include these facilities (bulb-out refuge, intersection lighting, crosswalk signal, and a cross drain). The southeast corner of this intersection will see the construction of a Type C pedestrian passageway (an above-grade concrete island/refuge) and include three curb ramps, pedestrian-activated crosswalk signals, intersection lighting, and a cross drain. The northwest and northeast curb ramps at the intersection of U.S. Route 395 and Sinclair Street will also be upgraded. Lastly, temporary pedestrian refuges will be installed at the existing crosswalk at post mile 76.53 (adjacent to the Jolly Kone restaurant). These refuges, which will be made of plastic or rubber, are designed to be removed when deemed necessary. In addition to curb ramps, three new segments of sidewalk will be constructed: from post miles 76.37 to 76.47 (along the northbound side of U.S. Route 395, from the eastern edge of the Walker River Lodge to the western edge of a private residence directly west of the lodge); from post miles 76.49 to 76.51 (along the northbound side of U.S. Route 395, from the front of the parking lot of the Burger Barn restaurant to the eastern edge of the Jolly Kone restaurant); and from post miles 76.69 to 76.75 (along the northbound side of U.S. Route 395, at the intersection of the highway and Twin Lakes Road).

The project will also remove and replace five existing drainage culverts on U.S. Route 395. Culverts at post miles 76.76, 76.05, and 80.03 will be replaced in-kind. In addition, the existing culvert and connecting drop inlets at post mile 76.38 will be replaced in-kind. Lastly, two culverts (post miles 76.86 and 80.34) will be removed completely.

Other drainage facility upgrades include the installation of new rock slope protection along the eastern bank of Rickey Ditch right before flowing under the Rickey Ditch bridge (post mile 76.9) to address bank erosion. Rock slope protection will fortify the ditch bank where the ditch curves at a nearly 90-degree angle before flowing under the bridge at U.S. Route 395. It is not yet known if a temporary water diversion system will be required at this location to prevent working in flowing water.

There are five separate bridge locations that will have existing bridge railings, transition railing, and approach railing upgraded to meet current safety standards: Bridge No. 47-47 (post mile 76.9), Bridge No. 47-32 (post mile 79.05), Bridge No. 47-33 (post mile 79.13), Bridge No. 47-36 (post mile 79.33), and Bridge No. 47-34 (post mile 79.48). In addition, the approach railing at all bridge locations may be extended by up to 160 feet beyond the edge of the existing approach railing. To reconstruct existing bridge rails, falsework may be required.

Temporary construction easements are anticipated for the construction of curb ramps in Bridgeport, some culvert replacements, the installation of rock slope protection at Rickey Ditch bridge crossing and proposed staging areas.

Potential Environmental Effects of the Project:

The following is a list of the subject areas to be analyzed in the EIR consistent with the 2024 CEQA Guidelines.

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| Aesthetics | Land Use and Planning |
| Agriculture and Forestry Resources | Mineral Resources |
| Air Quality | Noise |
| Biological Resources | Population and Housing |
| Cultural Resources | Public Services |
| Energy | Recreation |
| Geology and Soils | Transportation |
| Greenhouse Gas Emissions | Tribal Cultural Resources |
| Hazards and Hazardous Material | Utilities and Service Systems |
| Hydrology and Water Quality | Wildfire |

CEQA Compliance:

CEQA requires that public agencies consider the potentially significant adverse environmental effects of projects over which they have discretionary approval authority before acting on those projects (Public Resources Code Section 21000 et. seq.). According to California Code of Regulations Section 15064(f)(1), preparation of an EIR is required whenever a project may result in a significant adverse environmental effect. An EIR is an informational document that is used to inform public agency decision makers and the general public about the significant environmental effects of a project, identify possible ways to mitigate or avoid the significant effects, and describe a range of reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project.

Public Comment Period:

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Notice of Preparation of an EIR
9/26/2024
Page 4

Comments on this NOP will be accepted for 30 days following issuance of this notice and must be received no later than October 26th at 5:00pm. Comments on the NOP document can be emailed or sent via mail to Dennee Alcalá, Senior Environmental Scientist Supervisor.

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