North Lone Pine Pavement

Lone Pine, California

District 9-INY-395-post miles 57.90 to R59.00

EA 09-38380/Project ID 0919000070

State Clearinghouse Number: 2023110315

Initial Study with Negative Declaration

Volume 1 of 2

Prepared by the
State of California Department of Transportation

February 2024

General Information About This Document

Document prepared by: Caltrans District 9

The Initial Study with Proposed Negative Declaration circulated to the public for review and comment for 30 days between November 13, 2023 and December 12, 2023. Comments received during this period are included in Appendix B. Elsewhere, language has been added throughout the document to indicate where a change has been made since the circulation of the draft environmental document. Minor editorial changes and clarifications have not been so indicated.

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State Clearinghouse Number: 2023110315
09-INY-395-57.90/R59.00
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Rehabilitate pavement, enhance complete street and pedestrian facilities, upgrade existing drainage facilities, and perform other work on U.S. Route 395, from post miles 57.90 to R59.00, in Lone Pine, Inyo County, California

INITIAL STUDY
with Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

and

Responsible Agencies: Lahontan Regional Water Quality Control Board, California Department of Fish and Wildlife, California Transportation Commission

Cooperating Agency: U.S. Army Corps of Engineers

Kirsten Helton
Deputy District Director, Planning and Environmental Analysis
California Department of Transportation
CEQA Lead Agency

02/07/2024
Date

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Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2023110315

District-County-Route-Post Mile: 09-INY-395-57.90 to R59.00

EA/Project ID Number: 09-38380/0919000070

Project Description

The California Department of Transportation (Caltrans) proposes to rehabilitate pavement, enhance complete street and pedestrian facilities, upgrade existing drainage facilities, and perform other work on U.S. Route 395, from post miles 57.90 to R59.00, in Lone Pine, Inyo County, California.

Determination

An Initial Study has been prepared by Caltrans District 9. On the basis of this study, it is determined that the project with the incorporation of the identified avoidance and minimization measures will not have a significant effect on the environment for the following reasons:

- The project will have no impact to Agriculture and Forestry, Air Quality, Energy, Geology and Soils, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

- In addition, the project will have less than significant impacts to Aesthetics, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, and Hydrology and Water Quality.

Kirsten Helton

Kirsten Helton
Deputy District Director, Planning and Environmental Analysis
California Department of Transportation

02/07/2024

Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to rehabilitate pavement, enhance complete street facilities, upgrade existing drainage facilities, and perform other work on U.S. Route 395, from post miles 57.90 to R59.00, in Lone Pine, Inyo County, California.

1.2 Purpose and Need

The project "purpose" is a set of objectives the project intends to meet. The project "need" is the transportation deficiency that the project was initiated to address.

1.2.1 Purpose

The purpose of this project is to:

- Restore the facility to a state of good repair.
- Reconstruct existing pedestrian facilities to bring them up to current Americans with Disabilities Act standards.
- Maintain, replace or repair degrading drainage system elements.
- Replace nonstandard traffic safety system elements to meet current standards.
- Improve access for multiple modes of transportation while also addressing the local needs of the community of Lone Pine.

1.2.2 Need

Pavement within the project limits on U.S. Route 395 is in need of capital maintenance work to provide relief from ongoing maintenance over the next 10 years. Severe load-associated distress of the roadway has resulted in extensive "alligator B" cracking and pumping of base fine material in the number 2 lanes in both directions. "Pumping" occurs when fine material (and water during wet conditions) is ejected from underlying layers through cracks in the top layer of the pavement under moving loads. This distress is beyond what can reasonably be maintained and repaired by Caltrans maintenance personnel.

Existing curb ramps, driveways, and sidewalks are in need of replacement to be brought up to current Americans with Disabilities Act standards.

Additional complete streets features are needed to enhance the multi-modal transportation system capabilities of the U.S. Route 395 corridor in the community of Lone Pine.

Multiple drainage system improvements are needed within the project limits. Some of the culvert systems have exceeded their service life and need replacement. Other culvert systems need extensions and new drainage inlets to properly capture and convey water in locations where curb ramp extensions are to be made.

Guardrails and associated end treatments within the project limits need to be replaced to meet current safety standards.

1.3 Project Description

This State Highway Operations and Protection Program (SHOPP) Pavement Resurfacing and Restoration (2R) project proposes to repair existing pavement and drainage facilities, reconstruct existing Americans with Disabilities Act facilities to current standards, and construct new complete streets facilities (enhanced pedestrian crossing features).

The southern limit of construction will be the south edge of the curb extensions (bulb-outs) at the intersection of Locust Street and U.S. Route 395, post mile 57.9. The northern limit of construction will be the conform line just south of the painted cattle guard, post mile R59.0. Construction duration will last approximately 100 working days for concurrent construction of Americans with Disabilities Act facilities and pavement work. Figure 1-1 shows a map of the general vicinity of the project, and Figure 1-2 shows the specific project location.

1.3.1 Pavement

The pavement strategy for the entire project limits includes the removal of the top 0.25 foot of the existing asphalt concrete surface from edge of pavement to edge of pavement on U.S. Route 395. The removed surface area will be replaced with 0.25 feet of new hot mix asphalt to match the previous roadway grade. An exception to this includes the number 2 lanes of both directions of the highway, which will have the existing asphalt concrete surface removed to the roadway base (varies; 3.5 to 9.5 inches) and replaced with new hot-mix asphalt to match the previous roadway grade. Since the pavement strategy is to remove and replace, the new pavement will conform to existing segments of curb and gutter, and shoulder backing is not required; however, the Construction unit has requested shoulder backing be placed in areas where existing material has been eroded from vehicles driving off the pavement.

The new pavement will include 6-inch skip rumble strip to be added to the shoulders from post mile R58.47 to post mile R59.00 within the 55-mile-per-

hour zone. Traffic signs and pavement markings will be perpetuated, however all signs and markings installed to prior standards will be upgraded to current standards. This includes reflectivity standards for signs, recessed methyl methacrylate (MMA) for traffic stripe and higher visibility markings for pedestrian crossings.

[This paragraph has been added since the Initial Study with Proposed Negative Declaration circulated for 30 days for public comment between November 13, 2023, through December 12, 2023.] After further consideration of the input received during the public comment period, Caltrans will be adding enhanced pavement delineations, pavement markings, and bicycle signage on U.S. Route 395. Also, new pavement delineation configurations and pavement markings will be evaluated at the intersection of Pangborn Lane and U.S. Route 395 to improve traffic flow.

1.3.2 Americans With Disabilities Act Upgrades

All existing segments of sidewalk and curb and gutter on both sides of U.S. Route 395 within the project limits will be reconstructed to current Americans with Disabilities Act standards. In addition, some portions of sidewalk, curb and gutter adjacent to the curb extensions (at the Locust Street and U.S. Route 395 intersection) and reconstructed curb ramps (at the East Begole Street and U.S. Route 395 intersection) will need to be reconstructed to match.

All driveways listed below will be reconstructed to provide for Americans with Disabilities Act-compliant pedestrian passage. Except for the north driveway at the Shell Gas Station, driveways will be reconstructed to incorporate sidewalks.

- Spainhower Park (post mile 57.97, on the west side of U.S. Route 395): Two parking lots border the park to the north and south; both provide direct access to the facility. All driveways at the park will be reconstructed within the existing Caltrans right-of-way. The south driveway will require conforms. A temporary construction easement will be required.

- Shell Gas Station (post mile 57.92, on the west side of U.S. Route 395): Two driveways provide direct access to the gas station via U.S. Route 395. The south driveway will be shortened at the south end and will extend through the curb extension at the northwest corner of Locust Street and U.S. Route 395. The north driveway will be tapered at the north end to provide Americans with Disabilities Act access in the form of a sidewalk to the concrete apron behind the driveway. A permanent right-of-way easement and temporary construction easement will be required.

- El Dorado Savings Bank (post mile 57.91, on the east side of U.S. Route 395): One driveway will be reconstructed at this location. There is sufficient Caltrans right-of-way to accommodate this work. Conforms will

need to be constructed, and a temporary construction easement will be required.

1.3.3 Complete Streets Additions

Four existing curb ramps within the project limits will be reconstructed. Two curb ramps at the northwest and northeast corners of the Locust Street and U.S. Route 395 intersection will be reconstructed to include curb extensions (bulb-outs). The other two are at the south side of the intersection of East Begole Street and U.S. Route 395.

A new Americans with Disabilities Act-compliant curb ramp will be constructed at the north end of existing sidewalk on the west side of U.S. Route 395, just north of Spainhower Park (post mile R58.1).

A rapid rectangular flashing beacon will be installed at the existing crosswalk at the intersection of Locust Street and U.S. Route 395 for enhanced pedestrian safety.

1.3.4 Drainage Improvements

The following four existing culvert systems will be addressed by this project and are identified as culverts 1 through 4 below. The culvert system identification number is also included, with the last 4 digits of the system number representing the post mile location of that system.

- Culvert 1 (system 483954005793, post mile 57.93): The existing drainage inlets on either side of U.S. Route 395 will be relocated behind the bulb-outs, and the culvert will be extended approximately 25 feet. This work will require a temporary construction easement during construction.

- Culvert 2 (system 4839554105808, post mile R58.08): The entire culvert system adjacent to Spainhower Park (which carries water from the stream that runs through the park) will be replaced. The culvert system runs north under the west sidewalk for approximately 358 feet before crossing U.S. Route 395 (approximately 74 feet) to a vault on the east side. The culvert continues underground in a system owned and maintained by the Los Angeles Department of Water and Power. Dewatering of the culvert system will likely be required. A temporary construction easement will be required for work on the connection point in the Los Angeles Department of Water and Power-owned vault.

- Culvert 3 (system 483954105848, post mile R58.48): The culvert (115.9 feet long) including end treatment and headwall will be replaced. The culvert conveys water across U.S. Route 395 just to the north of Lone Pine Narrow Gauge Road. The culvert may have water running through at

the time of construction, and dewatering may be required. Work on the outlet will require a temporary construction easement.

- Culvert 4 (system 4839558005881, post mile R58.81): A 50.6-foot-long culvert (with no end treatments) runs under the Mount Whitney Cemetery Road entrance on the east side of U.S. Route 395 and will be replaced. Dewatering of this culvert is not anticipated, and this work will occur within the existing Caltrans right-of-way.

1.3.5 Utilities

Power Poles: The power pole at the corner of East Begole Street and U.S. Route 395 may need to be relocated to avoid interference with an Americans with Disabilities Act curb ramp on the corner. At that location, there is an awning on the auto parts store (that may or may not be permitted) that overhangs into the Caltrans right-of-way. The awning may need to be removed, contingent upon placement of the relocated power pole.

Light Poles: Due to the installation of the bulb-out, the existing light pole at the northeast corner of Locust Street and U.S. Route 395 will be removed and replaced. A pole will be added on the northwest corner of Locust Street and U.S. Route 395.

Power for the rapid rectangular flashing beacon at Locust Street and U.S. Route 395 will be pulled from a power pole with a transformer in the alley just east of El Dorado Savings Bank on Locust Street (approximately 120 feet away). Trenching or directional boring under the roadway and/or sidewalk will be required to place conduit. Pull boxes may also be required. A meter and cabinet will be placed within the Caltrans right-of-way for the rapid rectangular flashing beacon. A temporary construction easement will be required from Inyo County.

1.3.6 Guardrail

Existing guardrail and end treatments protecting the changeable message sign at post mile R58.38 will be replaced with a new Midwest guardrail system to be brought up to current standards per the Manual for Assessing Safety Hardware.

1.3.7 Tree Removal

At Spainhower Park, two Siberian elm trees adjacent to the sidewalk replacement and culvert replacement (culvert 4839554105808) will be removed at post miles 57.95 and R58.02. The culvert north of Lone Pine Narrow Gauge Road (culvert 483954105848) has elm trees directly adjacent to the headwall replacement. Due to the close proximity to the headwall, approximately 4 elm tree trunks will be removed. These trees are all outside

of the Caltrans right-of-way and will require a temporary construction easement to remove them.

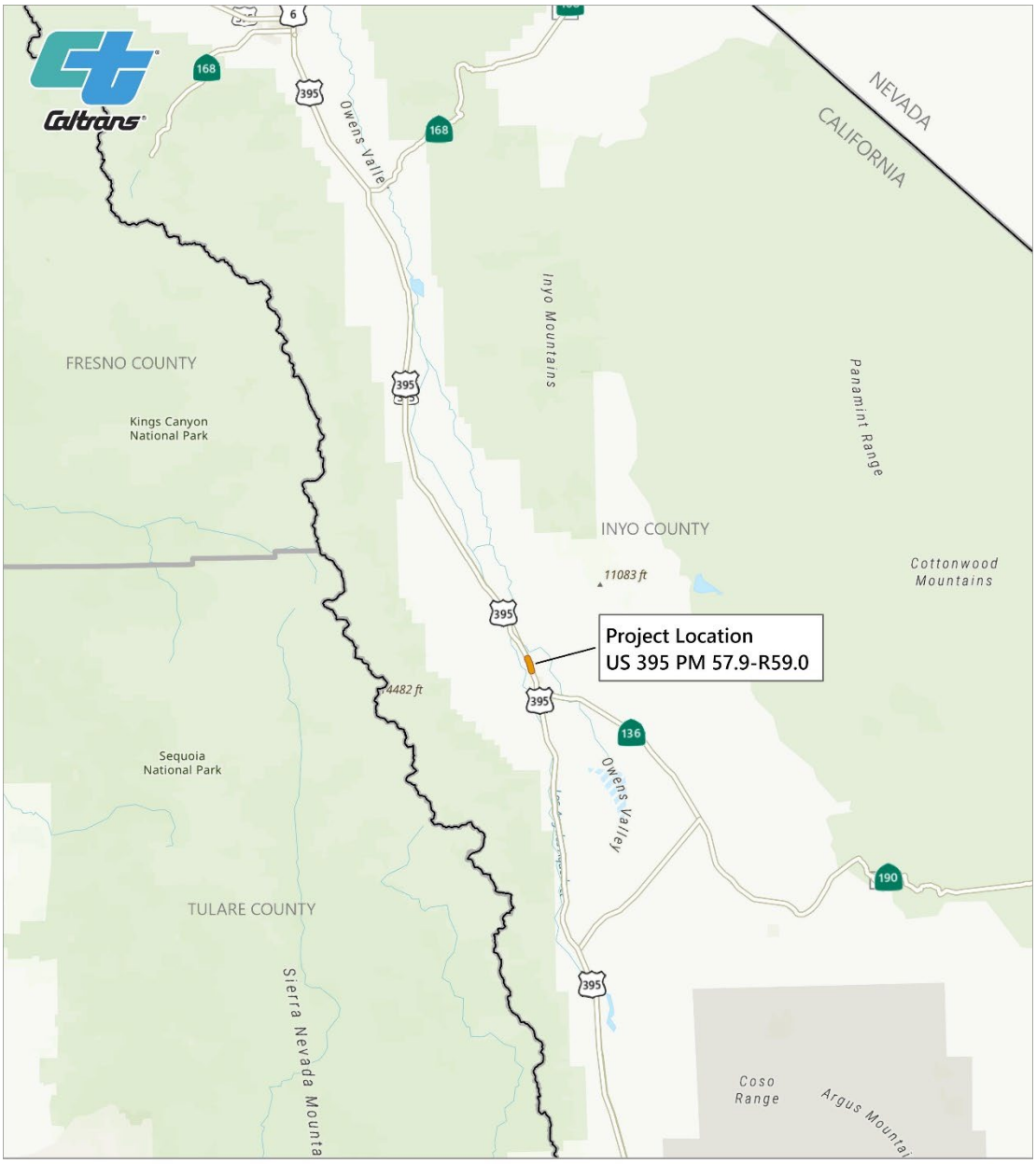
1.3.8 Detours, Closures and Staging Areas

Caltrans proposes three staging areas within the right-of-way, listed from north to south:

- Post miles R58.88 to R58.99: a paved shoulder just north of Mount Whitney Cemetery on the east side of U.S. Route 395.
- Post miles R58.67 to R58.55: a paved shoulder on the west side of U.S. Route 395.
- Post miles R58.17 to R58.10: a disturbed shoulder on the west side of U.S. Route 395 just north of Spainhower Park.

During construction, traffic will temporarily be driving on cold-planed (scraped-layer) roadway surfaces and possibly routed into opposing lanes. Curb ramps, sidewalk and driveways will be closed at times. Impacts to local businesses will be minimized through thoughtful construction techniques, staging and traffic handling plans; however, temporary traffic impacts cannot be avoided entirely. Night work may be considered, if appropriate.

Figure 1-1 Project Vicinity Map



Project Vicinity Map

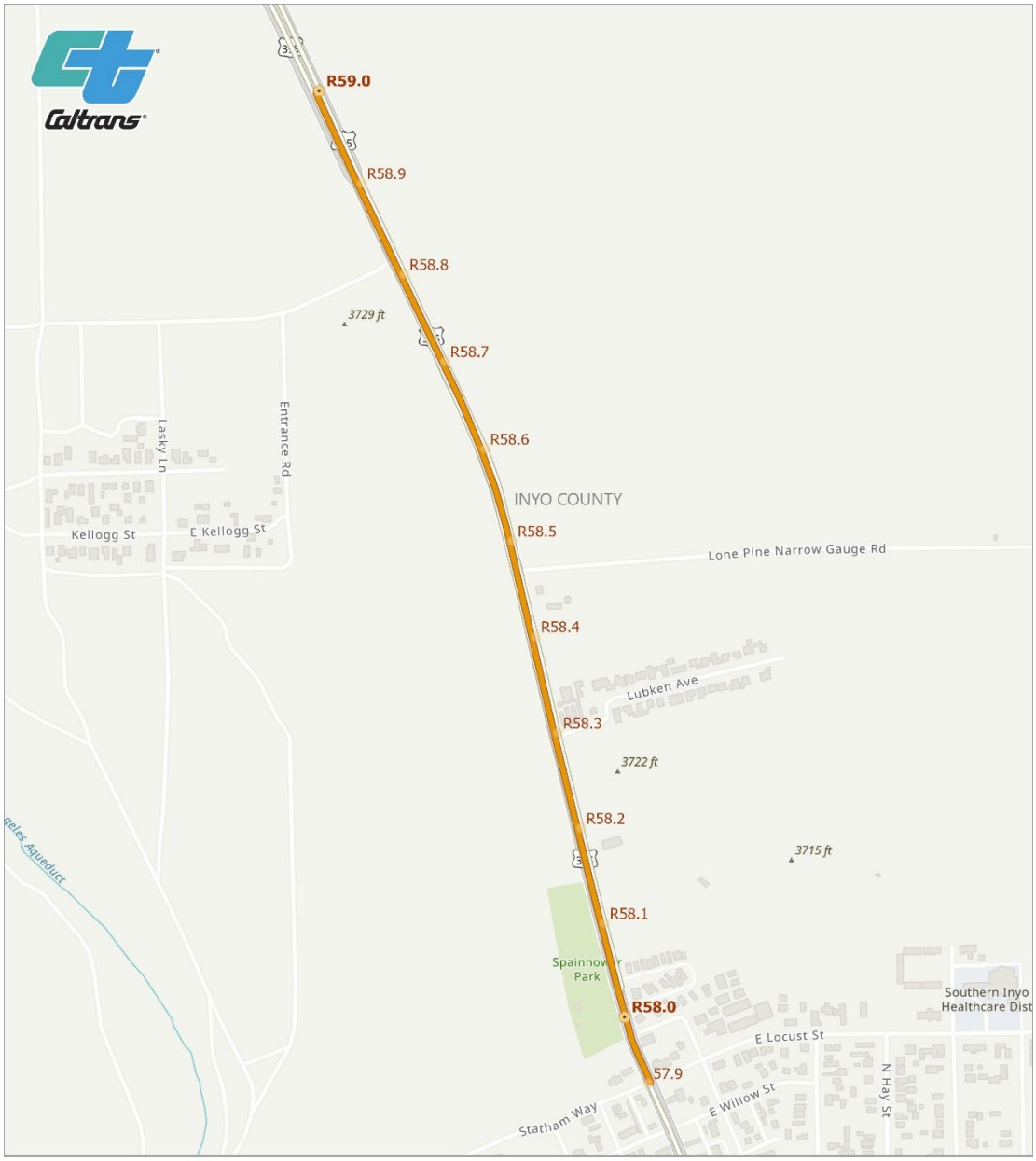
North Lone Pine Pavement Project
Inyo County
US Route 395, Postmiles 57.9 - R59.0
EA 09-38380/0919000070

District 9 Boundary
County Boundary

0 5 10 20 Miles

N

Figure 1-2 Project Location Map



Project Location Map

North Lone Pine Pavement Project
Inyo County
US Route 395, Postmiles 57.9 - R59.0
EA 09-38380/0919000070

1.4 Project Alternatives

One build alternative and one no-build alternative are under consideration for the project.

1.4.1 Build Alternative

The build alternative will repair existing pavement and drainage facilities, reconstruct existing Americans with Disabilities Act facilities to current standards, and construct new complete streets facilities (enhanced pedestrian crossing features). For a detailed description of this work, please refer to Section 1.3 Project Description.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the project. These measures are listed later in this chapter under “Standard Measures and Best Management Practices Included in All Build Alternatives.”

1.4.2 No-Build (No-Action) Alternative

The no-build alternative would maintain the existing facilities within the project limits on U.S. Route 395 as they are. Selection of the no-build alternative would result in no project-related construction activities taking place. The no-build alternative will not meet the project purpose and need because it will not address pavement, drainage, Americans with Disabilities Act or complete streets upgrades, or replace other highway features on the segment of U.S. Route 395 within the project limits.

1.5 Identification of a Preferred Alternative

[This section on the identification of a preferred alternative has been added since the Initial Study with Proposed Negative Declaration circulated for public comment for 30 days from November 13, 2023, to December 12, 2023.]

After public circulation of the Initial Study with Proposed Negative Declaration, the Project Development Team selected the build alternative as the preferred alternative. The selection of the preferred alternative occurred on January 9, 2024. The build alternative was chosen because it will address the purpose and need of the project. The build alternative will rehabilitate pavement, enhance complete street and pedestrian facilities, upgrade existing drainage facilities, and perform other work on a segment of U.S. Route 395.

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

This project includes a list of Caltrans standard measures that are typically used on all Caltrans projects. Caltrans standard measures are considered features of the project and are evaluated as part of the project. Caltrans standard measures are not implemented to address any specific effects, impacts or circumstances associated with the project, but are instead implemented as part of the project's design to address common issues encountered on projects. The measures listed below are those related to environmental resources and are applicable to the project. These measures can be found in Caltrans 2023 Standard Specifications.

- 7-1 Legal Relations and Responsibility to the Public
- 10-4 Water Usage
- 10-5 Dust Control
- 10-6 Watering
- 12-1 Temporary Traffic Control
- 12-3 Temporary Traffic Control Devices
- 12-4 Traffic Control Systems
- 13-1 Water Pollution Control
- 13-2 Water Pollution Control Program
- 13-4 Job Site Management
- 13-6 Temporary Sediment Control
- 13-7 Temporary Tracking Control
- 13-10 Temporary Linear Sediment Barriers
- 14-1 Environmental Stewardship
- 14-2 Cultural Resources
- 14-6 Biological Resources
- 14-7 Paleontological Resources
- 14-8 Noise and Vibration
- 14-9 Air Quality
- 14-10 Solid Waste Disposal and Recycling
- 14-11 Hazardous Waste and Contamination
- 14-12 Other Agency Regulatory Requirements
- 17-2 Clearing and Grubbing
- 18-1 Dust Palliatives
- 20-1 Landscape
- 20-3 Planting

- 20-4 Plant Establishment Work
- 21-2 Erosion Control Work

Additional standard measures will be added to the project as necessary or appropriate.

1.7 Discussion of the NEPA Categorical Exclusion

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

1.8 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1602 Lake and Streambed Alteration Agreement	To be obtained before construction.
California Water Resources Board, Lahontan Regional Water Quality Control Board	Section 401 Water Quality Certification	To be obtained before construction.
U.S. Army Corps of Engineers	Section 404 of the Clean Water Act	To be obtained before construction.
California Transportation Commission	California Transportation Commission votes to approve funds.	Following the approval of the final environmental document, the California Transportation Commission will vote to approve funding for future project phases. The vote is anticipated in May 2024.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

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

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

"No Impact" determinations in each section are based on the scope, description, and location of the project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information in the Visual Impact Assessment and Scenic Resource Evaluation Memorandum dated August 28, 2023, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

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

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	**Less Than Significant Impact**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**No Impact**

Affected Environment

U.S. Route 395 through the project limits has been designated as part of the Eastern Sierra Scenic Byway and listed as Eligible within the California State Scenic Highway System. Despite U.S. Route 395's Scenic Highway System eligibility, the designation is not in effect within developed areas that include the limits of work for this project. The U.S. Route 395 corridor is considered to be a sensitive corridor regarding visual resource issues. High desert, pine forests and mountainous views are common along the entire length of the byway. The scenic and recreational nature of the region draws visitors from around the U.S. and internationally. The community is considered a gateway to many recreational and natural resources, including Mount Whitney and the Alabama Hills.

Within the project limits, Lone Pine can be characterized as mostly urban, with commercial properties, a public park, a public sporting venue, and a motor home residential park along U.S. Route 395. Spainhower Park provides a shaded picnic area, many large trees, lawn area, playground, and other amenities. Views of the Sierra Nevada Mountains to the west and the Inyo Mountains to the east are scattered throughout the corridor. The motor home residential park to the north is where the setting changes, transitioning away from the developed downtown and becoming more rural. Views of the mountains are less obscured at the northern end of the project limits.

Environmental Consequences

Review of the project site and project plans indicate that the project will not result in substantial adverse impacts to the visual environment. New Americans with Disabilities Act-accessible and pedestrian-friendly features will enhance the multi-modal connectivity of downtown Lone Pine and are compatible with the existing urban environment. Installation of new and improved existing Americans

with Disabilities Act-accessible facilities will bring the highway facility to a more pedestrian-friendly scale. Traffic-calming measures such as new bulb-outs and a new rapid rectangular flashing beacon will also increase pedestrian visibility, improving pedestrian circulation overall.

Other project elements, such as culvert replacements, will be largely unnoticeable and not impede upon the intactness of existing views and overall visual quality of the existing landscape. Some existing vegetation, including trees, will need to be removed prior to sidewalk construction and culvert replacement. Tree removal will occur in Spainhower Park and at the culvert and headwall on the northern project limits at the intersection of U.S. Route 395 and Lone Pine Narrow Gauge Road. Trees to be removed appear diseased and/or exceed the guidance for setbacks from paving and will be removed to accommodate the new facilities and prevent further decline of the mature vegetation and of the highway facilities. Both at the park and at the culvert to be replaced, there is mature vegetation directly adjacent that will remain in place; therefore, tree removals are not anticipated to cause a significant change in existing views in the landscape.

Avoidance, Minimization, and/or Mitigation Measures

While the project does not have the potential to result in significant impacts requiring implementation of avoidance, minimization and/or mitigation measures, the following avoidance and minimization measures will be implemented to reduce less than significant impacts:

VIS-1: Tree and vegetation removal shall be limited to the extent feasible.

VIS-2: During construction operations, unsightly material and equipment in staging areas shall be placed where they are less visible and/or covered where possible.

VIS-3: Construction activities shall limit all construction lighting to within the area of work and avoid light trespass in residential areas through directional lighting, shielding, and other measures as needed.

2.1.2 Agriculture and Forestry Resources

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

measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Based on a search of the California Department of Conservation's Important Farmland Mapping Tool, there are no designated Prime, Unique or Farmlands of Statewide Importance in or near the project limits. The project will not have any effect on protected farmlands, including those under the Williamson Act, or convert any farmlands to non-agricultural use (https://maps.conservation.ca.gov/DLRP/CIFF).

Impacts to timberland are analyzed as required by the California Timberland Productivity Act of 1982 (California Government Code Sections 51100 et seq.), which was enacted to preserve forest resources. Similar to the Williamson Act with farmland, this program gives landowners tax incentives to keep their land in timber production. Contracts involving Timber Production Zones are on 10-year cycles. Searches of the California Department of Forestry and Fire Protection website and the California Department of Conservation website show no designated timberlands or Timber Protection Zones in or near the project vicinity. The project will have no effect on protected timberlands since none exist in the project area.

Question—Would the project:	**CEQA Significance Determinations for Agriculture and Forest Resources**
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?	**No Impact**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**No Impact**
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	**No Impact**
d) Result in the loss of forest land or conversion of forest land to non-forest use?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	**No Impact**

2.1.3 Air Quality

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

Considering the information in the Air, Noise, Hazardous Waste, Water Quality and Paleontology Memo dated August 24, 2023; the following significance determinations have been made:

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

2.1.4 Biological Resources

Considering the information in the Natural Environment Study (Minimal Impacts) dated September 12, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	**Less Than Significant Impact**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	**Less Than Significant Impact**
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	**No Impact**
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	**No Impact**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	**No Impact**
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	**No Impact**

Affected Environment

The Natural Environment Study (Minimal Impacts) outlines a biological study area for the project, defined as the area that encompasses all potential species and habitat present. The biological study area includes the area that will be disturbed by the project (including the active construction zone, potential staging areas, access locations), and a biological buffer area approximately 50 feet from the roadway centerline. The project's biological

study area sits in a census-designated place in the community of Lone Pine in Inyo County, California.

The project sits at the southern end of the Owens Valley along U.S. Route 395, north of the Mojave Desert and bound by the Sierra Nevada Mountain range and the White Mountain/Inyo Mountain range. The landscape is expansive and largely undeveloped surrounding the project area. Within the project area, the northern end of Lone Pine is a paved, built, developed environment composed mostly of commercial and some residential properties.

The elevation of the project is approximately 3,727 feet above sea level. The climate in Lone Pine is characterized by hot and dry summers, with mild winters. Temperatures vary greatly throughout the year, with an average maximum temperature of 97 degrees Fahrenheit during the warmest months of the year and an average minimum temperature of 27 degrees Fahrenheit during the coldest months of the year. The average total precipitation for the area is 5.4 inches per year.

Field reviews were conducted in June and August of 2023 in the biological study area. The types of field reviews consisted of site reconnaissance surveys, flora and fauna surveys, and an aquatic resource delineation where culvert work will occur. During field reviews, aquatic resources were identified, including a tributary of Lone Pine Creek and an unnamed channel where work will be conducted on Culverts 2 and 3, respectively. Both aquatic resources identified above have riparian habitat present; however, there are no typical riparian habitat or wetland indicators (such as plant species, hydrology, or soil types). Additional aquatic resources were identified outside the project impact area, including Freshwater Emergent and Freshwater Forested/Shrub wetlands. No jurisdictional wetlands are present in the project impact area.

Riparian Habitat and Jurisdictional Water Resources

A tributary of Lone Pine Creek runs west to east through Spainhower Park where the creek enters the culvert replacement at post mile R58.08 (Culvert 2). The culvert runs north under the sidewalk for approximately 358 feet and then bends to the east, crossing under U.S. Route 395 for 74 feet and continues outside of the Caltrans right-of-way onto the Los Angeles Department of Water and Power property. Lone Pine Creek runs year-round and is a tributary to the Owens River that flows into Owens Dry Lakebed. This resource has riparian habitat at the culvert inlet at Spainhower Park and is considered a Section 1602 resource under the jurisdiction of the California Department of Fish and Wildlife.

In addition, an unnamed channel that conveys water seasonally north of Lone Pine Narrow Gauge Road at post mile R58.48 flows west to east through Culvert 3 that will be replaced. This resource also has riparian habitat at the culvert outlet on the east side of U.S. Route 395 and is also considered a

Section 1602 resource under the jurisdiction of the California Department of Fish and Wildlife.

The riparian vegetation at both culvert locations is composed of entirely non-native and invasive plant species. The plant species at the inlet and outlet of Culvert 3 include Russian thistle (*Salsola tragus*), Siberian elm (*Ulmus pumila*), and cheatgrass (*Bromus tectorum*).

The inlet of Culvert 2 is on Spainhower Park, which is managed by Inyo County. Plant species exclusively include non-native lawn grasses and non-native Siberian elm. County staff regularly mow and perform landscaping activities within the park along the channel. The bank of the channel is compacted and eroded in some locations. A weir has also been placed in the channel upstream of the culvert inlet.

All four culverts being worked on are presumed to be Waters of the State under the jurisdiction of the Regional Water Quality Control Board. Also, Culvert 2 is considered to be a Water of the U.S. under the jurisdiction of the U.S. Army Corps of Engineers. A discussion of these jurisdictional waters can be found in Section 2.1.10 (Hydrology and Water Quality). Suitable habitat for candidate, sensitive or special-status aquatic species is not present in either drainage.

Migratory Nesting Birds

According to the Migratory Bird Treaty Act, it is unlawful to pursue, hunt, take, capture, or kill; attempt to take, capture or kill; or to possess or sell migratory birds. The law also applies to live and dead birds and grants full protection to any bird parts, including feathers, eggs, and nests. The act protects over 800 species of birds that occur in the United States. The act also protects all species of nesting birds.

No nesting bird activity or special-status bird species were observed during the 2023 field surveys. According to the Information for Planning and Consultation tool found on the U.S. Fish and Wildlife Service's website, there is potential for special-status migratory bird presence in the biological study area during migration season. This includes the bald eagle (*Haliaeetus leucocephalus*), black-chinned sparrow (*Spizella atrogularis*), Costa's hummingbird (*Calypte costae*), golden eagle (*Aquila chrysaetos*), and Lawrence's goldfinch (*Carduelis lawrencei*).

Environmental Consequences

Response to a) Less than Significant Impact

There are no anticipated impacts to the special-status bird species listed above; however, nesting birds may be found in the biological study area or project impact area prior to construction. Minimal vegetation removal within the project impact area is anticipated, therefore permanent impacts are not anticipated. The removal of invasive Siberian elm trees will occur outside of the nesting bird

season (February 1 to September 30). Construction activities may have indirect temporary effects on nesting birds if nesting birds are found prior to construction within the limits of the biological study area. Noise, vibration, and human activity may cause nesting birds to change their behavior, avoid the area, become stressed, and/or abandon nests, which could result in nest failure.

Response to b) Less than Significant Impact

Culvert 2 at Spainhower Park will require a clear water diversion plan while the culvert is replaced. Construction will likely occur during the low-flow time of the year (between November and March) to limit impacts to the resource. The replacement of Culvert 3 north of Lone Pine Narrow Gauge Road will likely occur during low-flow or non-flow times.

Both culverts will be replaced in-kind. No additional material such as rock slope protection or added capacity to the culvert system is planned. Therefore, there will be no permanent impacts associated with this work. Approximately .004 acre of temporary impacts are anticipated to occur to the drainage system at Spainhower Park as a result of replacing Culvert system 2 and approximately .001 acre of temporary impact is anticipated to occur in the drainage just north of Lone Pine Narrow Gauge Road as a result of replacing Culvert 3.

Work on both culverts will require that a 1602 permit be obtained from the California Department of Fish and Wildlife.

Two Siberian elm trees will likely need to be removed at Culvert 3 near Lone Pine Narrow Gauge Road (post mile 58.48). One of the trees is 5.1 inches in diameter at breast height. The other tree has four trunks (8.0 inches, 5.3 inches, and two under 2 inches in diameter at breast height).

Two Siberian elm trees adjacent to Spainhower Park will also likely have to be removed. One of the trees is next to Culvert 2 and is 7 inches in diameter at breast height. The other elm tree is approximately 173 feet south of the culvert and was measured at 6 inches in diameter at breast height. This tree is outside of any aquatic resource jurisdictional areas. Refer to Table 2-1 for more details.

Native vegetation is absent at Culverts 2 and 3; only invasive and non-native plant species are present at these locations. The vegetation being removed does not offer good quality habitat to native wildlife species. Adjacent open space has many acres of native vegetation that provides higher quality habitat availability. Removal of non-native vegetation may allow for revegetation by native species and may improve habitat quality. Erosion control seeding of impacted banks will be implemented using a native species seed mix based on native species adjacent to the project limits.

Note: In Table 2-1 below, Elm 2* (identified in column 2) has four trunks.

Table 2-1. Riparian Vegetation Removal

Location	Tree Identification	Diameter at Breast Height (inches)
Lone Pine Narrow Gauge Road (post mile 58.48)	Elm 1	5.1
Lone Pine Narrow Gauge Road (post mile 58.48)	Elm 2*	8.0
Lone Pine Narrow Gauge Road (post mile 58.48)	Elm 2*	5.3
Lone Pine Narrow Gauge Road (post mile 58.48)	Elm 2*	Less than 2
Lone Pine Narrow Gauge Road (post mile 58.48)	Elm 2*	Less than 2
Spainhower Park (post mile 58.08)	Elm 3	7

Avoidance, Minimization, and/or Mitigation Measures

While the project does not have the potential to result in significant impacts requiring implementation of avoidance, minimization and/or mitigation measures, the following avoidance and minimization measures shall be implemented to reduce impacts that have been determined to be less than significant:

BIO-1: Riparian tree removal shall be conducted outside of nesting bird season (February 1 to September 30) to reduce impacts to nesting birds.

BIO-2: Pre-construction nesting bird surveys shall be conducted at least 48 hours prior to any work being done regardless of time of year as species nesting times vary within and outside of the normal nesting period.

BIO-3: If a nest is found within the project impact area, an appropriately sized no-work buffer may be implemented as determined by the project Biologist to reduce impacts caused by construction until nesting season has finished, or nesting activities have completed, and the bird nestling has fledged and left the area.

BIO-4: Any nest within the project impact area may be monitored by a qualified Biologist to determine nesting process status.

BIO-5: If a nest is found outside the project impact area, but within 500 feet of construction, a no-work buffer may be implemented, and monitoring may occur by a qualified Biologist. If the construction activities appear to not disrupt nesting activities (parent birds not exhibiting stressed behavior, territorial behavior, or abandoning nest, etc.), then the qualified Biologist may clear the area for construction work.

BIO-6: Environmentally sensitive area fencing shall be placed around the aquatic resources at the boundary of where temporary and permanent impacts will potentially occur.

BIO-7: A full-time biological monitor shall be onsite for all construction activities occurring in aquatic resources. The monitor will oversee installation of the Environmentally Sensitive Area fencing and ensure it remains intact throughout construction.

BIO-8: The biological monitor shall also provide a Biological Resource Information Program training to all construction personnel about the environmentally sensitive area fencing, permits, and the resources present onsite.

BIO-9: Implementation of water pollution control best management practices shall occur prior to and during construction to protect all aquatic resources and riparian habitats from discharge of water or substances into resources.

BIO-10: All required avoidance and minimization measures included in resource permits from the Lahontan Regional Water Quality Control Board, California Department of Fish and Wildlife and U.S. Army Corps of Engineers shall be implemented.

BIO-11: To limit importation of invasive species, Caltrans Standard Special Provision (14-6.05 Invasive Species Control) shall be implemented.

BIO-12: To minimize impacts to fish species that could be present during dewatering and diversion at Culvert 2, Caltrans Standard Special Provision 14-6.03C shall be implemented.

BIO-13: Use only Caltrans Biologist-approved seeds and seedlings when restoration is required. Prepare soils appropriately based on Caltrans Biologist recommendations to encourage new seeds and plants to survive.

2.1.5 Cultural Resources

Considering the information in the Historic Property Survey Report dated October 5, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	**Less Than Significant Impact**

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	**Less Than Significant Impact**
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	**No Impact**

Affected Environment

Cultural resource studies completed for the project consist of the Archaeological Survey Report (completed August 2023), the Environmentally Sensitive Area Action Plan (completed October 3, 2023) and the Historic Property Survey Report (completed October 5, 2023). Support studies and survey methods conducted for the project include record searches, field surveys and Native American consultation. A completed record search of the project included a search of the following databases: National Register of Historic Places, California Register of Historical Resources, National Historic Landmarks, California Historical Landmarks, California Points of Historical Interest, Caltrans Historic Bridge Inventory, and Caltrans Cultural Resources Database. Other sources consulted include historical maps and aerial photos, including U.S. Bureau of Land Management General Land Office plats, historical U.S. Geological Survey quadrangles, and a 1944 aerial photo set. The archival search included the area of potential effects and the surrounding quarter-mile radius.

Native American consultation was also conducted as part of the project. For more information, see section 2.1.18, Tribal Cultural Resources, for a detailed discussion of the consultation effort.

Intensive pedestrian field surveys were conducted by Far Western Anthropological Research Group, accompanied by a tribal monitor from Lone Pine Paiute-Shoshone Reservation, on May 31 and June 1, 2023. The surveys were conducted with north-south transects consisting of 5-meter spacing between the Caltrans right-of-way fence and the edge of pavement. The area surveyed included temporary construction easement locations.

In accordance with Section 106 Programmatic Agreement Stipulation VIII.A, the area of potential effects for the project was established in consultation with the project's archaeologist and project manager on October 4, 2023. The area of potential effects was established as the entirety of the project footprint, including staging areas. In instances where the project area intersects a cultural resource, the entire resource was brought into the area of potential effects. The area of potential effects includes locations of potential and direct ground-disturbing project activities. The area of potential effects spans approximately 19 acres. The vertical area of potential effects extends

from the ground surface to approximately 4 feet, the maximum depth for culvert work.

According to the Historic Property Survey Report, four cultural resources were identified within the project's area of potential effects and two historical resources were identified pursuant to Section 15064.5 of the California Environmental Quality Act. Two of the four sites were evaluated and determined not eligible for the National Register of Historic Places; they do not warrant further management considerations. The other two resources are considered eligible for inclusion in the National Register of Historic Places. One resource is outside the project's limits of direct impact. Within the other resource, culvert replacement and tree removal will occur in an area previously disturbed by the existing culvert. There is limited potential to affect this resource within the limits of direct disturbance.

Environmental Consequences

Response to a) and b) Less than Significant Impact

Within the project's area of potential effects, two cultural resources have been determined eligible for inclusion to the National Register of Historic Places. Both eligible historic properties are historic and prehistoric archaeological sites. One of the two resources will be avoided and protected in its entirety during construction within an established and fenced-off environmentally sensitive area. The other resource is heavily disturbed within the culvert replacement and tree removal area. Therefore, complete avoidance of the resource is not possible.

Pursuant to Section 106 Programmatic Agreement, Stipulation X.B.1.a/b and Attachment 5, Caltrans has determined a Finding of No Adverse Effect with Standard Conditions-Environmentally Sensitive Areas for the project (undertaking) as a whole.

Avoidance, Minimization, and/or Mitigation Measures

While the project does not have the potential to result in significant impacts requiring implementation of avoidance, minimization and/or mitigation measures, the following avoidance and minimization measures shall be implemented to reduce impacts that have been determined to be less than significant:

If cultural materials are discovered during construction, all earth-moving activities within and around the immediate discovery area shall be diverted until a qualified archaeologist can assess the nature and significance of the find. If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner be contacted. If the remains are thought by the coroner to be Native American, the coroner shall notify the Native American Heritage Commission, who,

pursuant to Public Resources Code Section 5097.98, shall then notify the most likely descendent. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

In addition to above, the following avoidance and minimization measures shall be implemented for the project:

ARCH-1: Tribal and archaeological monitors shall be present during various construction activities.

ARCH-2: An Environmentally Sensitive Area Action Plan shall be implemented during construction to protect existing cultural resources within or near the project limits.

2.1.6 Energy

Considering the information in the Climate Change Analysis dated September 15, 2023, the following significance determinations have been made:

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

2.1.7 Geology and Soils

Considering the information in the Air, Noise, Hazardous Waste, Water Quality and Paleontology Memo dated August 24, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	**No Impact**
ii) Strong seismic ground shaking?	**No Impact**
iii) Seismic-related ground failure, including liquefaction?	**No Impact**
iv) Landslides?	**No Impact**
b) Result in substantial soil erosion or the loss of topsoil?	**No Impact**
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	**No Impact**
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	**No Impact**
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	**No Impact**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**No Impact**

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change Analysis dated September 15, 2023, the following significance determinations have been made:

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

Affected Environment

The project is in Inyo County in the community of Lone Pine on U.S. Route 395. The project is in a rural area, with a mostly natural resources-based agricultural and tourism economy. U.S. Route 395 is the main transportation route to and through the area for both passenger and commercial vehicles, and the highway serves as a Main Street for the community of Lone Pine. The Inyo County Local Transportation Agency guides transportation development in the project area. The Inyo County General Plan Circulation, Safety, and Traffic elements address greenhouse gases in the project area.

Environmental Consequences

Response to a) Less Than Significant Impact

Construction emissions cannot be avoided with any construction process, and construction activities will generate some level of emissions. The project will take an estimated 100 working days to complete, with a potential start date in the year 2027. Construction-related greenhouse gas emissions were calculated using the Caltrans Construction Emissions Tool (CAL-CET2021 v1.0). The tool was developed to use Caltrans-specific equipment activity data and the best available equipment emissions information to improve estimates of transportation-related construction emissions, fuel consumption, and electricity consumption, and to support transportation and air quality planning.

The project is estimated to emit a total of 344 tons of CO_2 gases over the life of the project, with a daily average of 6,871 pounds of CO_2 per day. The purpose of the project is to rehabilitate pavement, improve Americans with Disabilities Act facilities and complete streets features, and improve drainage. The project will not increase the vehicle capacity of the roadway. Because the project will not increase the number of travel lanes on U.S. Route 395, no increase in vehicle miles traveled will occur. Vehicle miles traveled is the number of miles traveled by motor vehicles on roadways in a given time period. While some greenhouse gas emissions during the construction period will be unavoidable, no increase in operational greenhouse gas emissions is expected. Operational greenhouse gas emissions occur outside of construction activities and are produced during normal highway use.

Avoidance, Minimization, and/or Mitigation Measures

While the project does not have the potential to result in significant impacts requiring implementation of avoidance, minimization and/or mitigation measures, the following avoidance and minimization measures shall be implemented to reduce impacts that have been determined to be less than significant:

All construction contracts include Caltrans Standard Specifications related to air quality. Sections 7-1.02A and 7-1.02C, Emissions Reduction, require contractors to comply with all laws applicable to the project and to certify they are aware of and shall comply with all Air Resources Board emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. No avoidance, minimization measures, and/or mitigation measures are required; however, the following measures shall be implemented to the extent feasible to further minimize the effects of the project:

GHG-1: When feasible, limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.

GHG-2: For improved fuel efficiency from construction equipment, the contractor shall maintain equipment in proper tune and working condition, use right-sized equipment for the job, and use equipment with new technologies.

GHG-4: Reduce construction waste. For example, reuse or recycle construction and demolition waste (reduces consumption of raw materials, reducing waste and transportation to landfill; saves costs).

GHG-5: When feasible, use recycled water or reduce consumption of potable water for construction.

GHG-6: Use solar-powered signal boards, if feasible.

GHG-7: Where feasible, use material sources and borrow sites as close to the project location as possible, reducing the number of haul trips and distance traveled per trip.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Air, Noise, Hazardous Waste, Water Quality and Paleontology Memo dated August 24, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**Less Than Significant Impact**
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	**No Impact**
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	**No Impact**
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	**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 result in a safety hazard or excessive noise for people residing or working in the project area?	**No Impact**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	**No Impact**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	**No Impact**

Affected Environment

Two known properties within the project limits were identified as having historic contamination. The first location is a former gasoline station at 400 North Main Street on the northeast corner of U.S. Route 395 and East Locust Street. This facility had its underground tanks removed in the 1970s, but low-level contamination of groundwater at this location was identified in 1993. It was later determined that the contamination source was not this property, and a closure letter from the Lahontan Regional Water Board was issued August

13, 2010, with no further action required. There is no permanent right-of-way acquisition anticipated at this parcel, and any construction work is expected to be limited to the surface asphalt and concrete. It is unlikely groundwater will be encountered to perform this work, and therefore no further sampling or specifications are required for this location.

The second location is an existing Shell gasoline station at 401 North Main Street on the northwest corner of U.S. Route 395 and East Locust Street. This facility had fuel and waste underground storage tanks removed in 1996, with identified petroleum contamination of soils and groundwater. Monitoring wells were installed, and they recorded that groundwater was generally encountered at depths between 14 and 27 feet below ground surface and flows roughly southeast. Based on the monitoring well data, the Lahontan Water Board issued a closure letter dated June 11, 2014, with no further action required.

Environmental Consequences

The work near the two locations described above includes upgrading existing sidewalks, driveways, and curb ramps to current Americans with Disabilities Act standards, the replacement of an underground drainage system and inlets, rehabilitation of the existing pavement, and installation of a new rapid rectangular flashing beacon.

Installation of the new flashing beacon will require two excavations of approximately 13 feet deep by 4 feet wide for the beacon's pole foundations at the northwest and northeast corners of U.S. Route 395 and East Locust Street. The flashing beacon will span across the highway and the existing crosswalk. In addition, power to the newly installed flashing beacon may be supplied via an underground conduit connected to a power pole east of the intersection and the El Dorado Savings Bank property. The installation of conduit, from the flashing beacon and to the existing power pole, may require trenching or horizontal boring. The approximate dimensions of excavation may be 4 feet deep by 1 foot wide.

The excavations required for the flashing beacon's foundations and associated power supply may encounter and unearth contaminated soils and/or groundwater pertaining to the historic underground storage tanks noted above. This may result in exposure to contaminated soils or groundwater for onsite construction personnel during work activities.

Avoidance, Minimization, and/or Mitigation Measures

While the project does not have the potential to result in significant impacts requiring implementation of avoidance, minimization and/or mitigation measures, the following avoidance and minimization measures shall be implemented to reduce impacts that have been determined to be less than significant:

A Preliminary Site Investigation, which shall be performed during the project's design phase, will assess and sample the soil and groundwater (if present) in the two locations identified as having historic contamination levels. The investigation will specifically focus on the areas of anticipated excavations for the rapid rectangular flashing beacon's foundations and conduit. The findings of the Preliminary Site Investigation will determine if contamination is present and to what degree. If the investigation determines that contaminated soils are present, the following measure shall apply to the project:

HAZ-1: Caltrans Standard Specification 14-11.11 (Department-Generated Contaminated Soil) will detail the proper procedures for the handling, storage, transport, and disposal of the material. The construction contractor shall be responsible for making sure that the contaminated material is managed in compliance with all applicable laws and regulatory requirements, and Caltrans environmental and construction staff shall provide oversight and enforcement during construction.

2.1.10 Hydrology and Water Quality

Considering the information in Water Quality Memo dated August 24, 2023, and the Natural Environment Study (Minimal Impacts) dated September 12, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	**Less Than Significant Impact**
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	**No Impact**
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation onsite or offsite;	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	**No Impact**
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	**No Impact**
(iv) impede or redirect flood flows?	**No Impact**
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	**No Impact**
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	**No Impact**

Affected Environment

The project sits at the southern end of Owens Valley along U.S. Route 395, north of the Mojave Desert, and bound by the Sierra Nevada Mountain range and the White Mountain/Inyo Mountain range. The landscape is expansive and largely undeveloped surrounding the project area. Within the project area, the northern end of Lone Pine is a paved, built and developed environment composed mostly of commercial and some residential properties. The elevation of the project is approximately 3,727 feet above sea level. The climate in Lone Pine is characterized by hot and dry summers and mild winters. Temperatures vary greatly throughout the year, with an average maximum temperature of 97 degrees Fahrenheit during the warmest months of the year and an average minimum temperature of 27 degrees Fahrenheit during the coldest months of the year. The average total precipitation for the area is 5.4 inches per year.

The project will include working on the four culverts described in Section 1.3 under the Drainage Improvements heading. All four culverts are considered to be within jurisdictional Waters of the State. One of the culverts (Culvert 2 at the Spainhower Park) is also considered to be within a Water of the United States because this drainage runs year-round and has a permanent surface connection with a traditional navigable water (Owens Dry Lake). A preliminary jurisdictional determination will be submitted to the U.S. Army Corps of Engineers prior to permit applications to verify and confirm state and federal agency jurisdictions over water resources on this project.

Waters of the United States include all surface waters such as all navigable waters and their tributaries, all interstate waters and their tributaries, all wetlands adjacent to these waters, and all impoundments of these waters. Waters of the United States are under the jurisdiction of the U.S. Army Corps of Engineers. The determination of jurisdictional waters can be made after a specialist has prepared a wetland/waters delineation report that the U.S. Army Corps of Engineers reviews and verifies and then approves the Jurisdictional Determination; the wetlands or waters are then referred to as “jurisdictional areas.” A preliminary jurisdictional determination is non-binding, but a written indication that wetlands/Waters of the United States could be present on the project site without performing a detailed wetland/waters delineation report. Projects such as this one that involves working in Waters of the United States require a U.S. Army Corps of Engineers 404 permit to be obtained.

In addition, the Clean Water Act requires that an applicant, for a federal license or permit that allows activities resulting in a discharge to waters of the United States, must obtain a state certification that the discharge complies with other provisions of the act. This certification is referred to as a Clean Water Act 401 Certification. The State Water Resources Control Board administers the certification program in California but delegates issuance of the 401 Certification to Regional Water Quality Control Boards. In the Owens Valley, the Lahontan Regional Water Quality Control Board issues the 401 certification.

Waters of the State is a term that captures all the various aquatic resources that include rivers, streams, lakes, wetlands, mudflats, vernal pools, and other aquatic sites, even city stormwater drains. All Waters of the State are regulated by the Regional Water Quality Control Boards.

The project includes the replacement of three culverts and extension of one culvert (Culvert 1) at U.S. Route 395 and Locust Street (post mile 57.93). Culvert 1 and Culvert 4 (at post mile R58.81) both convey stormwater and highway runoff after precipitation events but are otherwise dry.

Culvert 2 conveys water from a fork of Lone Pine Creek that runs west to east through Spainhower Park, where the creek enters the culvert at post mile R58.08. Culvert 2 then runs north under the sidewalk for approximately 358 feet and then bends to the east, crossing under U.S. Route 395 for approximately 74 feet and continues outside of the Caltrans right-of-way onto Los Angeles Department of Water and Power property. Lone Pine Creek runs year-round and is a tributary to the Owens River that flows into Owens Dry Lake, which makes the stream a Water of the United States as it has a permanent surface connection to a traditional navigable water. Waters of the United States are under the jurisdiction of the U.S. Army Corps of Engineers. While all four culverts convey waters considered to be Waters of the State under the jurisdiction of the Lahontan Regional Water Quality Control Board, this drainage is also considered Section 1602 jurisdiction under the California Department of Fish and Wildlife. Therefore, work on this culvert will require

permits from all three agencies (the U.S. Army Corps of Engineers; the Lahontan Regional Water Quality Control Board and the California Department of Fish and Wildlife).

Lastly, Culvert 3 conveys stormwater and runoff from an unnamed channel at U.S. Route 395 and Lone Pine Narrow Gauge Road at post mile R58.48. Because the drainage in this location contains riparian habitat, it is also considered to be within Section 1602 jurisdiction under the California Department of Fish and Game and therefore will require permits from both the Lahontan Regional Water Quality Control Board and the California Department of Fish and Wildlife.

Environmental Consequences

Response to a) Less Than Significant Impact

During the clear water diversion operation and replacement of Culvert 2 at Spainhower Park, temporary impacts to surface water quality could occur. Construction will likely occur during the low-flow time of the year (between November and March) to limit impacts to the resource. The replacement of Culvert 3 north of Lone Pine Narrow Gauge Road will likely occur during low-flow or non-flow times. However, work on this culvert could also result in temporary impacts to surface water quality.

All four of the culverts being worked on are presumed to convey Waters of the State, requiring a Section 401 Permit from the Lahontan Regional Water Quality Control Board and will likely meet the criteria for a low-impact discharge.

Culvert 2 is presumed to be a Water of the United States and will likely meet the criteria for a non-reporting 404 permit under the Nationwide 14 program due to the minimal size of anticipated impacts.

Avoidance, Minimization, and/or Mitigation Measures

While the project does not have the potential to result in significant impacts requiring implementation of avoidance, minimization and/or mitigation measures, the following avoidance and minimization measures shall be implemented to reduce impacts that have been determined to be less than significant:

HYD-1: A 401 Water Quality Certification from the Lahontan Regional Water Quality Control Board and a U.S. Army Corps of Engineers 404 (non-reporting) permit are anticipated for this project. All permit conditions shall be implemented as part of the project.

HYD-2: Construction avoidance and minimization measures are outlined in Caltrans' standard stormwater specifications and shall be included in the contractor's Stormwater Pollution Prevention Plan or Water Pollution Control Program. Measures that may be outlined in the specifications include fiber roll, silt fencing, drain inlet protection, stockpile management practices and weather monitoring.

HYD-3: A clear water diversion plan shall be created and approved by the permitting agencies prior to working in waters. The diversion plan will include daily visual monitoring and water quality sampling during water diversions for pH and turbidity.

BIO-6 through BIO-10: These measures, found in the Biological Resources section (Section 2.1.4), shall also serve to minimize impacts to surface water quality.

2.1.11 Land Use and Planning

Considering the information in the Community Impacts: Memo to File dated September 15, 2023, the following significance determinations have been made:

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

2.1.12 Mineral Resources

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

2.1.13 Noise

Considering the information in the Air, Noise, Hazardous Waste, Water Quality and Paleontology Memo dated August 24, 2023, the following significance determinations have been made:

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

2.1.14 Population and Housing

Considering the information in the Community Impacts: Memo to File dated September 5, 2023, the following significance determinations have been made:

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

2.1.15 Public Services

Considering the information in the Community Impacts: Memo to File dated September 5, 2023, the following significance determinations have been made:

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

2.1.16 Recreation

Considering the information in the Community Impacts: Memo to File dated September 5, 2023, the following significance determinations have been made:

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

2.1.17 Transportation

Considering the information in the Community Impacts: Memo to File dated September 5, 2023, the following significance determinations have been made:

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

2.1.18 Tribal Cultural Resources

Considering the information in the Historic Property Survey Report dated October 5, 2023, the following significance determinations have been made:

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

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	**No Impact**
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency will consider the significance of the resource to a California Native American tribe.	**No Impact**

Native American Consultation

On March 1, 2023, the project's archaeologist sent a Sacred Lands File search request (via email) to the Native American Heritage Commission. In addition, on March 13, 2023, Caltrans sent consultation initiation letters (via email) to known tribes based on previous Sacred Lands File results. On March 20, 2023, Caltrans received the results of the search from the Native American Heritage Commission; the results were negative, indicating that tribal cultural resources were not identified within the project area. Also, printed consultation initiation letters were sent via certified mail to tribes in the area, with return receipt, on March 24, 2023.

On March 14, 2023, the Caltrans District 9 Native American Coordinator requested a list of tribal contacts for Assembly Bill 52 consultation from the Native American Heritage Commission; any additional contacts were added to the list of Native American Consulting Parties. On March 14, 2023, the Tribal Historic Preservation Officer for the Fort Independence Indian Community of Paiutes (Mr. Scruggs), responded via email that he believed Kathy Bancroft, Tribal Historic Preservation Officer for Lone Pine Paiute Shoshone Reservation, would want to be the lead on this project. The Tribal Historic Preservation Officer for the Fort Independence Indian Community of Paiutes also noted that he would become more involved in projects closer to Manzanar. Mr. Scruggs also asked to be notified if any human remains are found or if anything significant is discovered during the project. The District Native American Coordinator responded to the Tribal Historic Preservation Officer via email and stated that Caltrans will keep his response on file and will keep him informed of any inadvertent discoveries as the project moves forward.

Also on March 14, 2023, the Cultural Resources Manager for the Fernandeño Tataviam Band of Mission Indians responded via email that the tribe will not be requesting Assembly Bill 52 tribal consultation because the project is situated outside the tribe's ancestral tribal boundaries. The District Native American Coordinator responded via email that she would file this information for the current project and future reference. On April 12, 2023, the District Native American Coordinator responded with a list of Assembly Bill 52 tribal contacts for the project. Based on this list, one additional tribe was added to the list of Native American Consulting Parties; consultation initiation letters were sent via certified mail with return receipt and via email on April 14, 2023. The District Native American Coordinator made follow-up emails and phone calls on April 13 and 14, 2023.

On August 16, 2023, two representatives for the Lone Pine Paiute Shoshone Reservation attended a field review for the project. The District Native American Coordinator and several other Caltrans environmental and design staff were in attendance. One archaeological site is within the project area in a location where an existing culvert will be replaced. The portion of the archaeological site within the Caltrans right-of-way at this location has been subject to heavy disturbance due to prior road and culvert construction, but because there is always the

possibility of discovery of cultural materials during ground-disturbing work, the project archaeologist determined that there will be full-time tribal and archaeological monitoring during construction, which should provide adequate information to characterize the nature of any cultural material remaining in the portion of the site within the right-of-way. The Tribal Historic Preservation Officer emphasized the need for monitoring during the field review.

2.1.19 Utilities and Service Systems

After review and consideration of the project's scope, in conjunction with adjacent utilities and service systems, the following significance determinations have been made:

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

2.1.20 Wildfire

Considering the information in the Climate Change Analysis dated September 15, 2023, the following significance determinations have been made:

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

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	**No Impact**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	**No Impact**
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	**No Impact**
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	**No Impact**

2.1.21 Mandatory Findings of Significance

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

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DIRECTOR
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September 2022

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

TONY TAVARES
Director

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

Appendix B Comment Letters and Responses

[This appendix has been added since the Initial Study with Proposed Negative Declaration circulated for public review and comment.]

This appendix contains the comments received during the public circulation and comment period from November 13, 2023, to December 12, 2023, retyped for readability. The comment letters are stated verbatim as submitted, with acronyms, abbreviations, and any original grammatical or typographical errors included. A Caltrans response follows each comment presented.

The Initial Study with Proposed Negative Declaration was posted to the State Clearinghouse online website for the 30-day public comment period, from November 13, 2023, to December 12, 2023. In addition to public availability of the document via the State Clearinghouse online portal, the Initial Study with Proposed Negative Declaration was available for download from the Caltrans District 9 website; it was available to view in printed format at the Inyo County Library (Lone Pine Branch) and the Caltrans District 9 office (Bishop) during hours open to the public.

The Caltrans Project Development Team hosted a virtual (online) public information meeting during the 30-day public comment period. The online meeting was held on November 16, 2023, from 6:00 p.m. to 7:00 p.m. Members of the Project Development Team provided information on the project's scope, cost, schedule and the comment period for the environmental document. Following the presentation, members of the public participated in a question and answer session.

Caltrans received several comments during the 30-day comment and circulation period. All comments on the following pages have been retyped verbatim for readability. Caltrans District 9 would like to thank all members of the public for providing input on the North Lone Pine Pavement project. The Caltrans Project Development Team will continue with public outreach efforts throughout the life of the project.

Comment from: Ash Seiter (Part 1 of 2; submitted via email)

Hi Jamie,

Thank you for the presentation.

I was on OES for Lone Pine Fire Department for 21 days during the atmospheric river events in March 2023 where we experienced unprecedented flooding in our area. During several of those storms, the intersection at Pangborn Lane was inundated with sand and water in the Southbound lanes. I have attached a photo showing the erosion from the embankment West and directly above the area where water and soil collects. The photo was taken on March 12, 2023, during a dry period between weather events (unfortunately I don't have any photos of the standing pools or flows as they were happening). The intersection was observed with significant standing water on multiple occasions both before and after the photo date. On one patrol during a particularly heavy precipitation storm, we observed water flowing Eastward down Pangborn lane and pooling at the bottom of the hill, as well as a few rivelets carrying sand from the embankment.

At peak flooding, the pool extended about 3 to 4 feet into the #2 Southbound lane. The standing water tended to stay for anywhere from a few hours to half a day before subsiding. Sand and silt deposits were mostly contained before the intersection.

Some additional drainage might mitigate this issue during heavy rain events.

Additional

Many Thanks,

Ash Seiter

[phone number redacted]

Figure B-1: Commenter submitted photograph taken at the intersection of U.S. Route 395 and Pangborn Lane facing southeast toward Mount Whitney Cemetery. Photo credit: Ash Seiter, March 2023.

Comment from: Ash Seiter (Part 2 of 2; submitted via email)

Forgot to add that I'd like this comment to be public. ;)

Many Thanks,

Ash Seiter

[phone number redacted]

Caltrans' Response to: Ash Seiter (Parts 1 and 2)

Thank you for your input and bringing the drainage concern to our attention. Caltrans will continue to investigate this concern during the project's design phase.

Comment from: Benjamen Trimble (submitted via email)

Hi Jamie,

I just wanted to throw in a suggestion of possible bike lanes and lit cross walks on the new section of highway. I live north of town and like to ride my bike to work, but I often have to move to the dirt sections to avoid getting hit. Thank you for the opportunity to make a suggestion.

Best regards

Benjamen Trimble

Caltrans' Response to: Benjamen Trimble (submitted via project website)

Thank you for your input on the North Lone Pine Pavement project. This project includes the construction of a new rectangular rapid-flashing beacon (RRFB) that will be located at the crosswalk on U.S. Route 395 and Locust Street. This feature will enhance the visibility of the existing crosswalk. The project will also include bicycle-friendly skip rumble strip in the 55-mile-per-hour zone north of Lone Pine on U.S. Route 395. Caltrans, after further consideration of the input received, has decided to add enhanced pavement delineations, pavement markings and bicycle signage on U.S. Route 395 as part of the project. Also, there is an upcoming Caltrans project that will be constructing two new sidewalk segments in the town of Lone Pine on the southside of Lone Pine on both sides of U.S. Route 395 from Teya Road to Inyo Street and on the northside of Lone Pine on the eastside of U.S. Route 395 from East Begole Street to East Lubken Avenue. The Lone Pine sidewalk project is scheduled to go to construction in the winter of 2025. The addition of bicycle lanes and illuminated crosswalks fall outside the scope and available funds for this project.

Comment from: John Pinckney, Inyo County Public Works

We have concerns about the north bound left turn onto Pangborn Lane. At night it is common for north bound US395 traffic to overshoot the left turn onto Pangborn. The addition of reflective paddles, chevrons, alternate pavement markings and or lighting, etc. would be warranted.

Caltrans' Response to: John Pinckney, Inyo County Public Works

Thank you for your input on the North Lone Pine Pavement project. The North Lone Pine Pavement project will explore different pavement delineation configurations and the addition of pavement markings to improve traffic flow at the intersection of Pangborn Lane and U.S. Route 395 during the design phase of the project. If the concerns continue; Caltrans will explore intersection lighting at a later date.

Comment from: Ariel Willey (submitted via project website)

Please include pedestrian-friendly and bike-friendly aspects in this project! I know CA is pushing for walk-friendly and bike-friendly cities. Lone Pine is the perfect candidate as it is only 3 miles long! The intersections of 395 and the neighborhoods north of downtown LP are in this project scope (Pangborn and Lubken). All residents - schoolkids and adults alike - would benefit from having a safe walk or bikeride to town! Right now, it is not safe, and it is not inviting nor desirable. Greenhouse gas emissions could be drastically reduced, and health and happiness could be drastically improved if we could all walk or bike to work, the park, school, food, the bank, etc. etc. You are

redoing this pavement area anyway - can you please include a bit more width to allow for paved walking and biking? A pedestrian/bike path would be the most ideal for protection/separation from cars, but a bike lane would also be great. At the minimum, can you provide wider shoulders, or safety posts/bollards on the line between the lane and shoulder? It makes me very sad that we can't get to town safely and comfortably without using our cars - it's only 1 mile, easily walkable and bikeable (if we feel safe)! Thank you very much for your consideration, as it doesn't sound like there will be another opportunity for this for another ten years. Bike/pedestrian improvements would drastically improve our happiness and connectivity to town. Please also dispose of the old asphalt & concrete in the most environmentally responsible way, and use the most environmentally-friendly asphalt & concrete on the market for the new areas. Please be safe, and please keep all people - drivers, bikers, pedestrians, etc. - and creatures safe during construction. Thank you.

Caltrans' Response to: Ariel Willey

Thank you for your input on the North Lone Pine Pavement project. This project includes bicycle-friendly skip rumble strip in the 55-mile-per-hour zone north of Lone Pine on U.S. Route 395. Caltrans, after further consideration of the input received, has decided to add enhanced pavement delineations, pavement markings and bicycle signage on U.S. Route 395 as part of the project. Also, there is an upcoming Caltrans project that will be constructing two new sidewalk segments in the town of Lone Pine located on the southside of Lone Pine on both sides of U.S. Route 395 from Teya Road to Inyo Street and on the northside of Lone Pine on the eastside of U.S. Route 395 from East Begole Street to East Lubken Avenue. The Lone Pine sidewalk project is scheduled to go to construction in the winter of 2025. The addition of sidewalks, bicycle lanes, widened paved shoulders and lane separators fall outside the scope and available funds for this project.

In response to the comment regarding the asphalt and concrete, Caltrans follows strict safety, environmental and engineering policies to ensure a safe environment for the public.

List of Technical Studies Bound Separately (Volume 2)

Natural Environment Study (Minimal Impacts). Caltrans, September 12, 2023

Community Impacts: Memo to File. Caltrans, September 5, 2023

Air, Noise, Hazardous Waste, Water Quality and Paleontology Memorandum. Caltrans, August 24, 2023

Climate Change Analysis. Caltrans, September 15, 2023

Historical Property Survey Report. Caltrans, October 5, 2023

Scenic Resource Evaluation/Visual Impact Assessment Memorandum. Caltrans, August 28, 2023

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Jamie Seguerra
District 9 Environmental Division
California Department of Transportation
500 Main Street
Bishop, California 93514

Or send your request via email to: jamie.seguerra@dot.ca.gov

Or call: (442) 287-7650

Please provide the following information in your request:

Project title: North Lone Pine Pavement

General location information: On U.S. Route 395 in Lone Pine, California

District number-county code-route-post mile: 09-INYO-395-57.90/R59.00

Project EA number: 09-38380

Project ID number: 0919000070

09-38380 N Lone Pine Intial Study ND Final

Final Audit Report 2024-02-07

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