

# City of Bishop

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## Wye Road Intersection Improvements Project Initial Study / Negative Declaration

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September 2009

**Prepared For:**

CITY OF BISHOP  
Department of Public Works  
377 West Line Street  
Bishop, CA 93514

**Prepared By:**



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## Attachments

- Attachment 1 Figure 1 Location Map
- Attachment 2 Preliminary Plan: Wide Road Widening (2 pages)

[file doc: 2009-08-09 EA FNL Wye Rd 08640.1 Triad Holmes sa- L9-8.doc]  
September 11, 2009

## Negative Declaration

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The City of Bishop Department of Public Works has completed an assessment of the proposed project to widen Wye Road at the Intersection of Highway 6. This Negative Declaration for the Wye Road Intersection Improvement Project has been prepared in compliance with the California Environmental Quality Act (CEQA) and is based on the Initial Study for the proposed project (Attached).

### Project Description

The Wye Road Intersection Improvement Project is located within the City of Bishop, California at the intersection with Highway 6 (T7S R33E Sec 6). The proposed project will widen Wye Road for a distance of approximately 540 linear feet west of the intersection and 360 linear feet east of the intersection to construct dedicated right and left turn lanes onto Highway 6. The purpose of the project is to improve traffic safety.

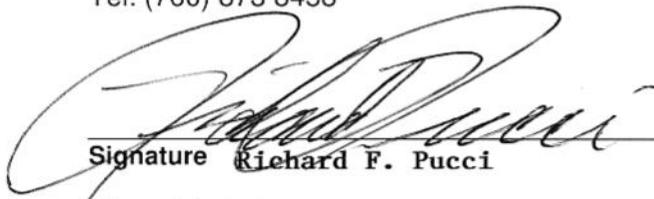
### Environmental Determination

The Initial Study attached to this finding was prepared to assess the potential effects of the proposed road-widening project. Data and information used to complete the assessment was compiled from existing agency databases, reports for similar projects, and a reconnaissance survey of the proposed project area.

Based on the assessment of potential impacts disclosed in the Initial Study for the proposed project, the Wye Road Intersection Improvement Project would have less than significant or no impacts on the environment. No additional mitigation is required.

### Contact Person

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Signature Richard F. Pucci

April 5, 2010  
Date

City Administrator  
Title

## **Initial Study**

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### **1.0 Introduction**

#### **1.1 PROJECT DESCRIPTION AND PURPOSE**

The proposed project is to widen and realign the intersection of Wye Road and Highway 6. The purpose of the project is to improve traffic safety at the intersection by aligning the east-west thru-traffic lanes and establishing dedicated right and left turn lanes on Wye Road across Highway 6. The project includes the following features:

- Dedicated right and left turn lanes for east and west bound traffic on Wye Road.
- Pavement widening by approximately twelve to fifteen feet on the north side of Wye Road for a linear distance of approximately 540 feet west of Highway 6, and 360 feet east of Highway 6 to construct new turn lanes and provide paved road shoulders four to eight feet wide.
- Approximately 10,000 square feet of new AC paving on the north side of Wye road, west of Highway 6; and approximately 6,200 square feet of new AC pavement on the north side of Wye Road east of Highway 6.
- Relocated overhead utility poles/ lines on the north side of Wye Road.
- Parallel parking along the south side of Wye Road, east of Highway 6.

The project is anticipated to be constructed sometime in 2010 over a period of approximately two to three months.

#### **1.2 LOCATION AND LAND OWNERSHIP**

The project area is located within the City of Bishop, Inyo County, California in T7S R33E Sec 6 as shown in Figure 1. Most of the proposed project is on City and State-owned street right-of-way. Approximately 2,900 square feet of new right-of-way will have to be acquired by Caltrans north of Wye Road, west of Highway 6 on Los Angeles Department of Water and Power (LADWP) Property; and approximately 3,450 square feet of new right-of-way will have to be acquired by the City of Bishop north of Wye Road, east of Highway 6 on property owned by Joseph Enterprises, LP. Widening the north side of Wye Road will require new easement agreements with Southern California Edison for relocating the existing power line out of the new roadway.

#### **1.3 PROJECT PROPONENT**

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#### **1.4 ENVIRONMENTAL SETTING**

Construction and staging activities for the proposed project will occur within the existing roadway and adjacent graded right-of-way on the north side of Wye Road and on nearby

vacant private property that has previously been disturbed. New paving will be confined to the existing graded road shoulder predominantly characterized by bare ground with some sparse saltgrass (*Distichlis spicata*), Russian thistle (*Salsola kali*), foxtail barely (*Hordeum jubatum*) and kochia (*Kochia scoparia*). Several woods rose plants (*Rosa woodsii*) will be removed at the northwest corner of the intersection to provide an adequate turning radius from Highway 6 onto Wye Road. All construction west of Highway 6 will occur between the existing roadway and the existing barbwire fence along the LADWP parcel. East of Highway 6 the new right-of-way on the north side of Wye Road will extend approximately fifteen feet beyond the existing fenceline onto previously graded, vacant land owned by Joseph Enterprises LP.

A search of the project area by a qualified biologist on May 29, 2009 confirmed that there are no special status plant species or potential habitat within the proposed project area.

Existing adjacent development on the south side of Wye Road includes a Shell Gas Station with paved parking and driveways, a radio station, and an industrial park/ automobile repair businesses with paved parking and driveways.

### **1.5 GENERAL PLAN DESIGNATION**

The LADWP property adjacent to the project area, north of Wye Road and west of Highway 6 is outside the City Limits and is zoned by Inyo County as Agriculture. The remaining adjacent property north of Wye Road is zoned by the City of Bishop as Highway Commercial/ Business Park. The adjacent property south of Wye Road is zoned by the City of Bishop as General Commercial and Retail.

## 2.0 Environmental Checklist

<b>1. Aesthetics</b> <i>Would the project:</i>		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**1a – 1d    *The proposed project will have less than significant impacts on aesthetics.***

The proposed project will have no effect on visual quality or aesthetics since it involves realignment of an existing roadway intersection. The proposed project has the potential to have positive effects on the scenic vista by constructing underground utilities when replacing overhead utility lines that have to be moved out of the new roadway on the north side of Wye Road. No significant changes in elevations are proposed. No new materials will be used that would change existing light or glare. No new lighting is proposed.

<b>2. Agriculture Resources</b>		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>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. Would the project:</i>					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2a – 2c     *The proposed project will have no negative impact on agricultural resources.***

The proposed project will have no effect on agricultural resources since the project area is within the Bishop City Limits. The proposed project does not encroach onto adjacent land zoned for agriculture. Agricultural land adjacent to the proposed project area is currently used for grazing.

<b>3. Air Quality</b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.</i>				
<i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Increase the level of greenhouse gas emissions beyond that existing in the area before the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**3a - 3e     *The proposed project will have less than significant impacts on air quality.***

The proposed project will not occur within a Great Basin Unified Air Pollution Control District Air Quality Control Plan Area. Air quality impacts would be limited to the emissions from construction equipment during the construction period, which are not expected to be significant due to the short duration of the work. Existing regulations regarding motor vehicle fuels and the limited extent of the construction zone would keep emissions below any state or federal significance level.

Dust would be the biggest air quality concern. The PM-10 emissions during construction would be controlled through the implementation of best management practices to keep potential dust producing surfaces damp and the impact would be less than significant.

The project does not propose to use any technique that would result in unusual odors that would be objectionable to the general public. Temporary odors from diesel engines

and paving would be dispersed within a short distance from the project area and would be less than significant.

Diesel fuel combustion and workers commuting to the job site would slightly increase Greenhouse Gas (GHG) emissions during the construction period. The slight increase of GHG emissions would be temporary and the impact to global climate change would be less than significant. In the long term, the project is designed to improve traffic flow through the intersection and reduce inefficient idling of standing vehicles.

<b>4. Biological Resources</b> <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**4a - 4f**      ***The proposed project will have no negative impact on biological resources.***

The US Fish and Wildlife Service (USFWS) and the California Natural Diversity Database (CNDDDB) were queried regarding the potential for state and federally listed threatened, endangered, and candidate species and other special status species occurrence within the proposed project area. An RCI Biologist surveyed the project area and determined that the proposed project would not have an adverse effect on any state or federally listed special status species, critical habitat, or migration routes for any species. There are no native plant communities or wildlife habitats within the proposed

project area. The entire project area has been previously disturbed and been previously impacted by grading, paving, road shoulder parking, and utility construction.

There are no riparian areas, aquatic habitats, or jurisdictional wetlands or other Waters of the United States within the proposed project area. No trees will be removal by the proposed project. There are no existing habitat/natural community conservation plans for the proposed project area.

<b>5. Cultural Resources</b> <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5a – 5d    *The proposed project will have no negative impact on cultural resources.***

Most of the proposed project area is within an existing roadway, Caltrans right-of-way, or public street right-of-way; all areas that have been previously graded. There are no known or visible historic or prehistoric cultural resources within the proposed project area.

If cultural resources are observed during construction, construction activity will cease immediately and a qualified archaeologist will be called to determine the appropriate action.

<b>6. Geology and Soils</b> <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>6. Geology and Soils</b>		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
iii)	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv)	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**6a - 6e**      ***The proposed project will have no negative impacts on Geology and Soils.***

The proposed project area is within approximately 100 feet of an Alquist-Priolo earthquake fault zone. Road widening is not an activity that would be adversely affected by the proximity of the earthquake fault zone. The Alquist-Priolo setbacks only apply to structures built for human occupancy.

The majority of the soil within the proposed project area is road base and fill material beneath the existing road. Native soils are mapped by the Natural Resources Conservation Service (NRCS) as Dehy 0-2 percent slopes. The texture varies from loamy sand to sandy loam in the upper 36 inches. The terrain is flat and there is no potential for landslides and slight potential for erosion.

<b>7. Hazards and Hazardous Materials</b>		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>7. Hazards and Hazardous Materials</b> <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Be located within one-quarter mile of a facility that might reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be located on a site of a current or former hazardous waste disposal site or solid waste disposal site unless wastes have been removed from the former disposal site; or 2) that could release a hazardous substance as identified by the State Department of Health Services in a current list adopted pursuant to Section 25356 for removal or remedial action pursuant to Chapter 6.8 of Division 20 of the Health and Safety Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be located on land that is, or can be made, sufficiently free of hazardous materials so as to be suitable for development and use as a school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**7a – 7j      *The proposed project will have less than significant impacts for hazards or from hazardous materials.***

Pre-project soils sampling within and adjoining the project area suggests the presence of petroleum-contaminated soils and soils with elevated lead that will require special handling for transport and disposal. Soils with elevated lead require additional sampling to determine the vertical extent of the impacted soils, as well as additional sampling to determine whether or not the lead concentration exceeds 5mg/Kg. Should excavated soils exceed 5mg/Kg lead, they will be containerized, transported and disposed of as a hazardous waste.

Impacts from existing contaminated soils excavated during construction may be reduced to less than significant through the use of environmental managers for sample collection, laboratories for soil analyses, contractors, transporters, and disposal facilities for contaminated soil excavation, shipping, and disposal who operate consistent with State, Caltrans, and local laws, ordinances, and policies. For example, the Lahontan Regional

Water Quality Control Board issued a guidance document on August 13, 1993 for use in circumstances such as those identified for the Wye Toad Improvement Project. Under the guidance document, contaminated soils may be removed and disposed of as encountered during construction so long as two criteria are met:

- Contaminated soils are disposed of at legal locations based on type and concentration of contaminants; and
- LRWQCB and Inyo County Environmental Health Department are notified five working days prior to excavation.

The project site is located immediately down gradient of a Shell Service Station that is undergoing remediation from a leaking underground storage tank, and a vehicle repair shop. Both of these facilities handle hazardous materials as part of their routine operations. These operations are overseen by local and State regulatory authority, and should not pose a significant impact to the project. However, some of the soil staining within the City of Bishop right-of-way suggests leakage from wrecked or damaged vehicles. Parking of such vehicles will cease during construction, and may be precluded by design or other means to prevent additional discharges to roadside soils once the project has been completed.

The proposed project area is an important transportation route and is not suitable as a potential school site. The proposed project area is not within 0.25 miles of a school.

The Bishop Airport, a public facility operated by Inyo County, is approximately 1.7 miles east of the proposed project area. No safety hazards to airport operations would result from the proposed project.

Hazardous substances such as asphalt and paving compounds necessary for the project will be handled according to a City- approved Health and Safety Plan such that potential impacts would be temporary and would be less than significant.

The intersection of Wye Road and Highway 6 in the vicinity of Hwy 395 will require a traffic control plan that will allow for immediate passage of emergency vehicles along Wye Road and Highway 6, as well as passage from one route to the other. Implementation of the emergency traffic control plan will reduce the impact to emergency response/evacuation plans to less than significant.

<b>8. Hydrology and Water Quality</b>		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>8. Hydrology and Water Quality</b>		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
c)	Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**8a – 8j      *The proposed project will have less than significant effects on hydrology or water quality.***

The proposed project paving will increase the impervious surface area and increase runoff slightly. However, the proposed project will not change drainage patterns or water quality, or exceed stormwater capacity from existing conditions. All roadside drainage will continue to be conveyed in roadside swales and culvert road crossings.

During construction, the contractor would employ Best Management Practices consistent with a Storm Water Pollution Prevention Plan (SWPPP) that is required for construction projects that disturb more than one acre.

<b>9. Land Use and Planning</b>		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>9. Land Use and Planning</b> <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**9a – 9c** *The proposed project will have no negative impacts on land use and planning.*

The proposed project is located at the intersection of two existing roadways on the northeast boundary of the Bishop City Limits. The proposed project area is consistent with the City of Bishop General Plan and is not within a residential part of the community.

<b>10. Mineral Resources</b> <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**10a – 10b** *The proposed project will have no negative impacts on mineral resources.*

The proposed road-widening project is within the existing roadway corridor. No mineral resources are known to occur within the proposed project area. Sand and gravel road base material will be used for road construction and paving.

<b>11. Noise</b> <i>Would the project result in:</i>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>11. Noise</b>		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>					
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**11a – 11f The proposed project will have less than significant impacts on noise.**

Noise generated from the proposed project would be from the operation of construction equipment. Construction noise in this non-residential part of the City would be temporary and less than significant.

Noise from the Bishop Airport, 1.7 miles east of the proposed project area, would not expose workers to noise levels greater than the normal construction noise.

<b>12. Population and Housing</b>		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
a)	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**12a – 12c The proposed project will have no negative impacts on population and housing.**

The proposed project addresses traffic safety and does not have growth-inducing effects. The roadway will be designed to meet existing traffic volumes.

<b>13. Public Services</b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>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:</i>				
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**13a – 13e** *The proposed project will have no negative impacts on public services.*

The proposed project improves the existing flow of traffic through the intersection and does not affect new or proposed government facilities or services.

<b>14. Recreation</b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**14a – 14b** *The proposed project will have no negative effect on recreation.*

The proposed project has no recreation-related design criteria and is not proposed for recreational use or enhancement.

<b>15. Transportation/Traffic</b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>15. Transportation/Traffic</b>		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**15a – 15f The proposed project will have positive effects on transportation and traffic.**

An increase in traffic from construction equipment and construction workers will be temporary. The existing intersection alignment causes confusion for drivers because through-traffic lanes are not aligned through the intersection. Dedicated right and left turn lanes for east and westbound traffic will remove the cause for motorists changing lanes in the middle of the intersection and thus is intended to substantially reduce driving hazards accident potential. The road design will meet existing traffic criteria for the intersection.

Construction documents will include a traffic control plan that will allow for immediate passage of emergency vehicles through the construction zone.

Informal parking along the road shoulder in undesignated parking areas along the north side of Wye Road will be eliminated during construction. Existing businesses on the south side of Wye Road have customer parking areas.

<b>16. Utilities and Service Systems</b>		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>16. Utilities and Service Systems</b> <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**16a – 16g The proposed project will have no negative effect on utilities and service systems.**

The proposed construction will be designed and staked in the field to locate and avoid potential damage to existing water and sewer lines in Wye Road. Manholes for the sewage diversion structure that diverts flow between the Eastern Sierra Community Services District and the City system will be retrofitted to accommodate new paving and maintain service access.

The proposed project will not affect wastewater treatment.

Existing City water supplies would be adequate to serve the project dust control needs during the construction period.

Disposal of soils contaminated with gasoline, diesel, etc. and broken asphalt will be handled through the Inyo County Environmental Health Department to obtain acceptance at the Bishop-Sunland landfill.

<b>17. Mandatory Findings of Significance</b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

17. Mandatory Findings of Significance	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.0 REFERENCES

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**Photo 1. Wye Road Widening Project Area. North side of Wye Road, west of Highway 6.**



**Photo 2. Wye Road Widening Project Area. North side of Wye Road, east of Highway 6.**



**Photo 3. Wye Road Widening Project Area. Woods rose to be removed at the northwest corner of the intersection.**



**Photo 4. Wye Road Widening Project Area. Vacant land owned by Joseph Enterprises where new Right-of-Way will be needed.**

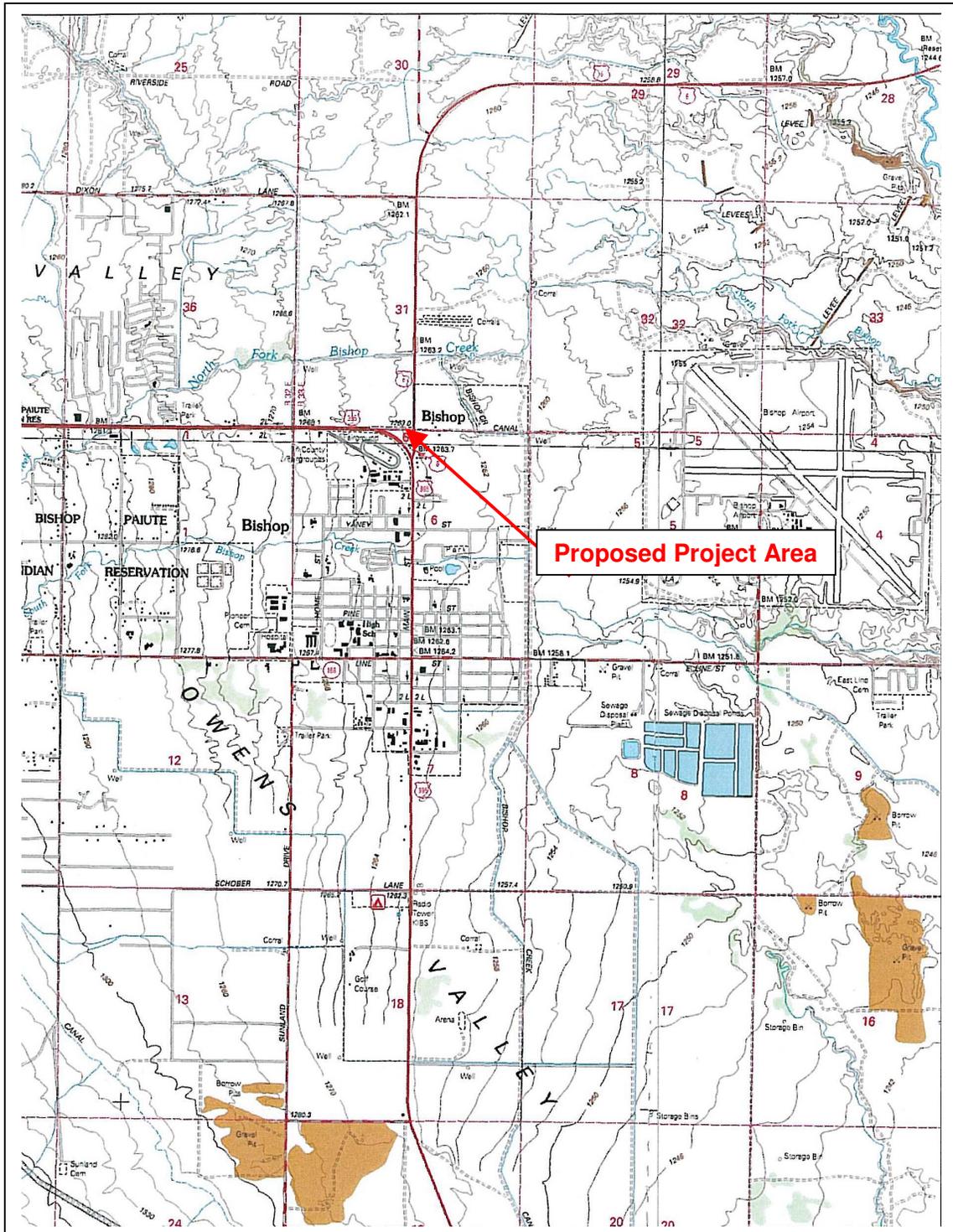
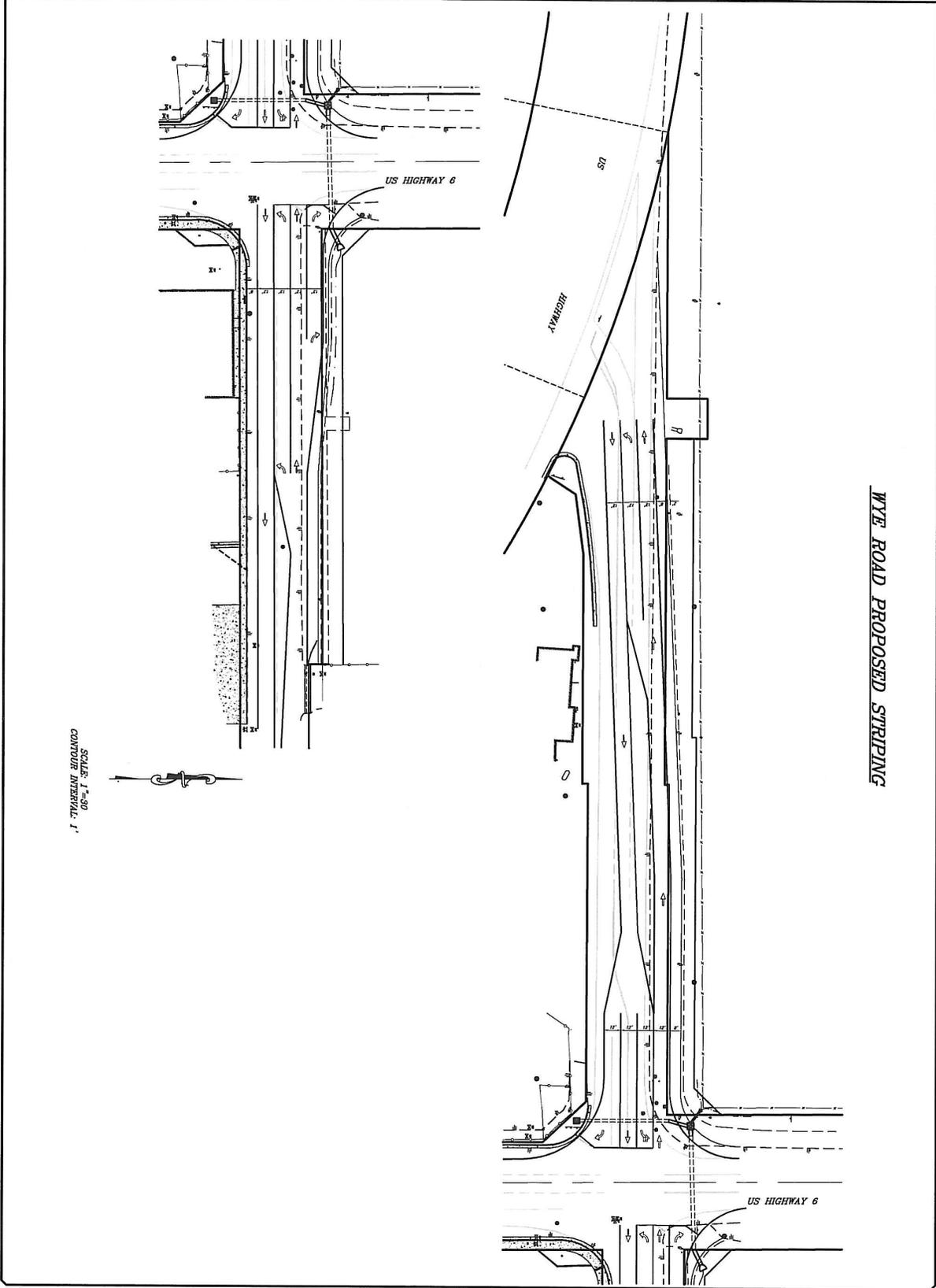


Figure 1. Proposed Wye Road Widening Project Location



user:mackler Land Desktop | V:\user\m\phoenix\Bishop\14-0177\CAD\Improvements\14-0177.dwg Nov 12, 2008 11:45am



SCALE: 1"=50'  
CONTIGUOUS INTERVAL: 1'

<b>2</b>	DATE: 11-13-09	
	DRAWN BY: JSP	
	CHECKED BY: JSP	
	PROJECT: 14-0177	

PRELIMINARY IMPROVEMENT PLANS  
**WYE ROAD IMPROVEMENTS**  
 PREPARED FOR THE CITY OF BISHOP