

Keough Pavement

Inyo County, California
District 9-INY-395-post miles 100.80 to 113.00
EA 09-39630/Project ID 0923000022

Initial Study with Proposed Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

March 2025



General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Inyo County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans District 9 office at 500 South Main Street, Bishop, California 93514-3423 during business hours (Monday to Friday, 8:00 a.m. to 5:00 p.m.); Bishop Branch Library at 210 Academy Avenue, Bishop, California 93514 during operating hours (Tuesday to Friday 10:00 a.m. to 6:00 p.m., Saturday 10:00 a.m. to 2:00 p.m.); and Big Pine Branch Library at 500 South Main Street, Big Pine, California 93513 during operating hours (Tuesday, Thursday, Friday 12:00 p.m. to 5:00 p.m., Wednesday 2:00 p.m. to 7:00 p.m., Saturday 10:00 a.m. to 1:00 p.m.). This document can be downloaded at the following website: <https://dot.ca.gov/caltrans-near-me/district-9/district-9-projects-list/09-39630>.
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by May 4, 2025. Submit comments via email to: jamie.seguerra@dot.ca.gov or submit comments via U.S. mail to: Jamie Seguerra, District 9 Environmental Division, California Department of Transportation, 500 Main Street, Bishop, California 93514-3423.
- Submit comments by the deadline: May 4, 2025.

What happens next:

After comments are received from the public and the reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

Accessibility Assistance

Caltrans makes every attempt to ensure our documents are accessible. Due to variances between assistive technologies, there may be portions of this document that are not accessible. Where documents cannot be made accessible, we are committed to providing alternative access to the content. Should you need additional assistance, please contact us at the phone number in the box below.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Jamie Seguerra, District 9 Environmental Division, 500 Main Street, Bishop, California 93514-3423; phone number 442-287-7650 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711

The California Department of Transportation (Caltrans) proposes to rehabilitate pavement, upgrade existing drainage facilities, improve bicyclist access, and perform other work on US 395 from post miles 100.80 to 113.00 in Inyo County, California.

**INITIAL STUDY
with Proposed 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, and California Transportation
Commission



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

3/24/2025

Date

The following individual can be contacted for more information about this document:

Jamie Seguerra, Environmental Scientist
500 South Main Street
Bishop, California 93514-3423
Email: jamie.seguerra@dot.ca.gov
Phone: 442-287-7650



DRAFT
Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: Pending

District-County-Route-Post Mile: 09-INY-395-100.80/113.00

EA/Project Number: 09-39630/0923000022

Project Description

The California Department of Transportation (Caltrans) proposes to rehabilitate pavement, upgrade existing drainage facilities, improve bicyclist access, and perform other work on US 395 from post miles 100.80 to 113.00 in 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 proposed action will not have a significant effect on the environment for the following reasons:

The project would have no effect on Aesthetics, Agriculture and Forestry, Air Quality, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildlife.

The project would have less than significant effects on Biological Resources, Greenhouse Gas Emissions, Hydrology and Water Quality.

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

Date

Table of Contents

Chapter 1	Proposed Project	1
1.1	Introduction	1
1.2	Purpose and Need	1
1.2.1	Purpose	1
1.2.2	Need	1
1.3	Project Description	2
1.4	Project Alternatives	7
1.4.1	Build Alternative	8
1.4.2	No-Build (No-Action) Alternative	8
1.5	Identification of a Preferred Alternative	8
1.6	Standard Measures and Best Management Practices Included in All Build Alternatives	8
1.7	Discussion of the NEPA Categorical Exclusion	10
1.8	Permits and Approvals Needed	10
Chapter 2	CEQA Evaluation	11
2.1	CEQA Environmental Checklist	11
2.1.1	Aesthetics	11
2.1.2	Agriculture and Forestry Resources	12
2.1.3	Air Quality	13
2.1.4	Biological Resources	14
2.1.5	Cultural Resources	19
2.1.6	Energy	19
2.1.7	Geology and Soils	20
2.1.8	Greenhouse Gas Emissions	21
2.1.9	Hazards and Hazardous Materials	22
2.1.10	Hydrology and Water Quality	23
2.1.11	Land Use and Planning	25
2.1.12	Mineral Resources	25
2.1.13	Noise	26
2.1.14	Population and Housing	26
2.1.15	Public Services	27
2.1.16	Recreation	27
2.1.17	Transportation	28
2.1.18	Tribal Cultural Resources	28
2.1.19	Utilities and Service Systems	29
2.1.20	Wildfire	30
2.1.21	Mandatory Findings of Significance	31
Chapter 3	Coordination	33
Appendix A	Title VI Policy Statement	35

Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to rehabilitate pavement, upgrade existing drainage facilities, improve bicyclist access, and perform other work on US 395 from post miles 100.80 to 113.00 in 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 the project is to:

- Restore the facility to a state of good repair so the roadway will be in a condition that requires minimal maintenance.
- Extend the service life of the facility and improve ride quality.
- Restore existing drainage facilities.
- Improve bicyclist access.

1.2.2 Need

Address Pavement Needs

According to the Caltrans Pavement Condition Survey Report (PaveM), the pavement between post miles 100.8 and 113 .0 (48.8 lane miles) is exhibiting major pavement distress, and minor pavement rehabilitation is needed.

Address Drainage

Culverts within the project limits have exceeded their expected useful service life and need to be replaced. If left unaddressed, the culverts will continue to deteriorate, resulting in erosion of the highway fill slope and potential road failure at these locations. Also, erosion has been identified at a culvert at post mile 110.57. The northbound side slope surrounding the culvert is eroding and needs to be reinforced with rock slope protection.

Address Big Pine Canal

At post mile 101.34, the Big Pine Canal is eroding the highway fill slope on the northbound side of the road. The outside of the northbound roadway is being undermined by high discharge velocities encouraging and accelerating erosion to the Big Pine Canal. The slope from the edge of pavement to the flow line has eroded to the point of compromising the integrity and efficacy of the guardrail, and further erosion could undermine the pavement.

Improve Bicyclist Access

Southbound intersections on US 395 at Keough Hot Springs Road (post mile 107.97) and Gerkin Road (post mile 112.66) do not provide dedicated space for bicycle travel.

1.3 Project Description

The proposed project includes reconstruction and rehabilitation of the entire existing pavement area of US 395 from the south junction with State Route 168 (post mile 100.8) to 0.1 mile north of Warm Springs Road (post mile 113.0). In addition, 3 feet of shoulder backing will be provided at the edge of pavement and there will be incidental and limited vegetation removal from the shoulders.

The project proposes to add new 6-foot-wide, paved bike lanes between the vehicular mainline and right-turn pocket. This feature is proposed at the intersections of US 395 and Keough Hot Springs Road (post mile 107.97) and US 395 and Gerkin Road (post mile 112.66).

All signs will be replaced to meet current standards. Signs with white background will be replaced with signs with retroreflective sheeting.

Culverts within the project limits have exceeded their expected useful service life. Table 1-1 shows the culverts that are proposed for replacement.

Table 1-1: Drainage Work

Location Number	Caltrans Culvert Number	Post Mile	Existing Culvert	Proposed Culvert
1	483954010120	101.20	24-inch diameter corrugated metal pipe	In kind replacement of existing culvert and flared end section replacement at inlet
2	483954010735	107.35	24-inch diameter corrugated metal pipe	In kind replacement of existing culvert and flared end section replacement at outlet
3	483954010826	108.26	24-inch diameter corrugated metal pipe	In kind replacement of existing culvert and flared end section replacements
4	483954010930	109.30	24-inch diameter corrugated metal pipe	In kind replacement of existing culvert and flared end section replacement at outlet
5	483954011002	110.02	24-inch diameter corrugated metal pipe	In kind replacement of existing culvert and flared end section replacement at outlet
6	483954011014	110.14	24-inch diameter corrugated metal pipe	In kind replacement of existing culvert and flared end section replacement at outlet
7	483954011195	111.95	18-inch diameter corrugated metal pipe with flared end section	24-inch diameter corrugated metal pipe with flared end section
8	483954011120	112.01	18-inch diameter corrugated metal pipe with flared end section	24-inch diameter corrugated metal pipe with flared end section
9	483954011270	112.70	18-inch diameter corrugated metal pipe without flared end section	24-inch diameter corrugated metal pipe and add flared end section on outlet
10	483954011057	110.57	Not applicable	Outlet rock slope protection

The culverts all sit at a shallow depth beneath the travel way and require in kind replacement or an increased culvert diameter as specified in Table 1-1 above. The end treatments associated with the inlets and outlets will be replaced where needed. When possible, culverts will be replaced during dry and non-flowing conditions. The pavement will be sawcut to access the culverts for replacements.

The Big Pine Canal at post mile 101.34 will be realigned to address ongoing issues related to headward erosion along the channel banks. The project will

involve modifications to the canal’s alignment to optimize hydraulic efficiency and reduce erosion impacts. Construction activities may require temporary measures, such as dewatering and water diversion using gravel bags to manage water flow effectively during work. Alternatively, initial construction could be sequenced to maintain the current water flow while new sections of the canal are constructed. Coordination with the Los Angeles Department of Water and Power for water flow management is ongoing.

Existing drainage inlets will be raised and replaced at the locations listed in Table 1-2.

Table 1-2: Drainage Inlets Raised and Replaced

Drainage Inlet Number	Location along U.S. Route 395 (post mile)
483954010279002	102.79
483954010307002	103.07
483954010319002	103.19
483954010403	104.03
483954010488002	104.88
483954010506002	105.06
483954010573002	105.73
483954010625002	106.25
483954010658002	106.58
483954010735002	107.35
483954010791002	107.91
483954010849002	108.49
483954011029002	110.29
483954011057002	110.57
483954011115002	111.15
483954011254002	112.54
483954011270002	112.70

Midwest guardrail systems will be new or replaced. Table 1-3 shows the locations of the guardrail systems.

Table 1-3: Locations of New and Existing Guardrail Replacements

Begin Post Mile	End Post Mile	Length (feet)	Northbound	Southbound	Type
101.26	101.31	262	X	No value	New Guardrail
101.31	101.36	243	X	No value	Replace Existing
101.34	101.35	28	No value	X	New Guardrail
101.35	101.43	487	No value	X	Replace Existing
101.43	101.49	261	No value	X	New Guardrail

Proposed staging areas are within the Caltrans right-of-way on disturbed shoulders, disturbed dirt pullouts, or paved pullouts. See Table 1-4 below for the locations of proposed staging areas.

Table 1-4: Post Miles of Proposed Staging Areas

Category	Post Mile
Locations for staging areas along US 395	108.90 and 111.32
Locations for staging area along State Route 168 East	18.57

The Project Vicinity Map and Project Location Map follow on the next pages.

Figure 1-1 Project Vicinity Map

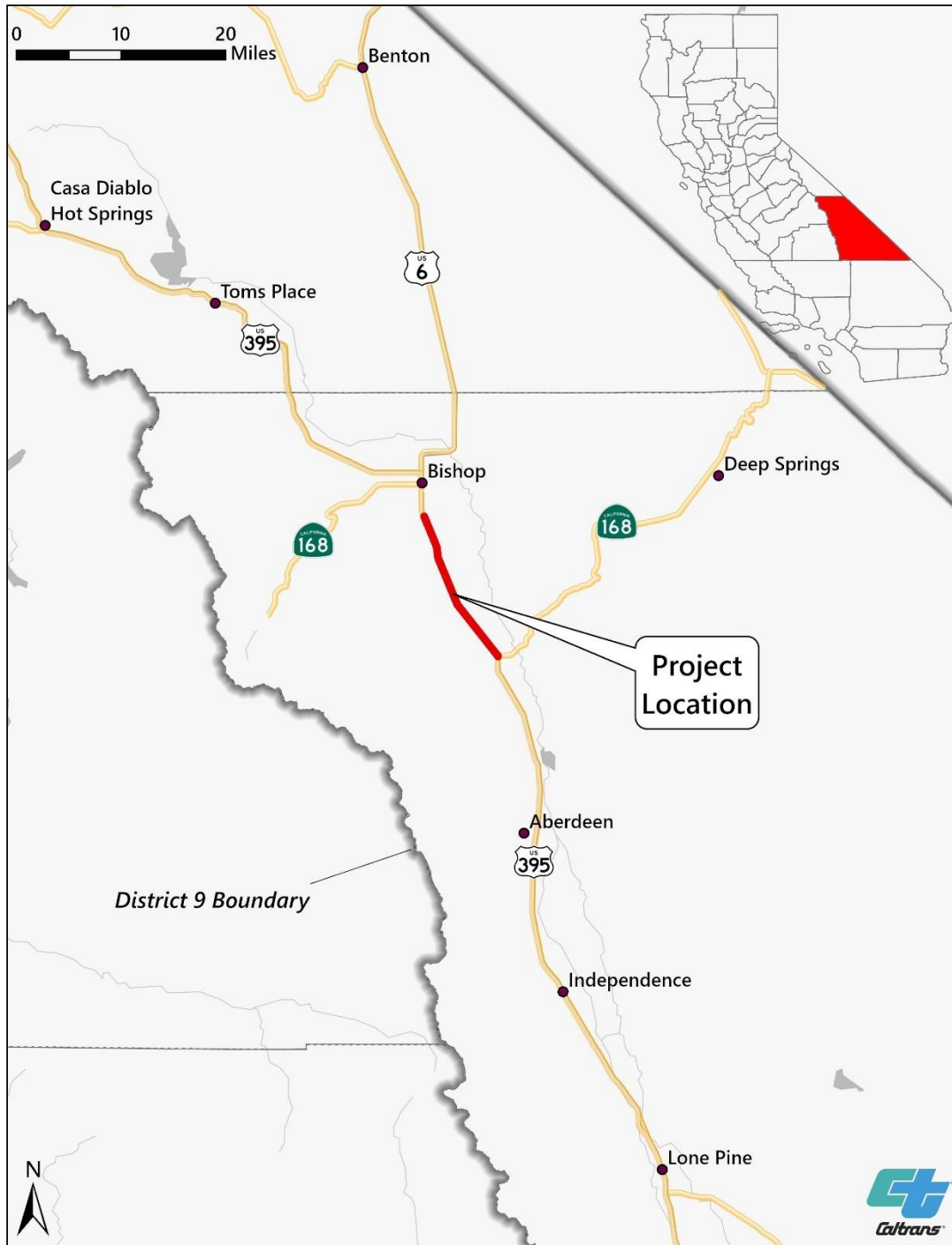
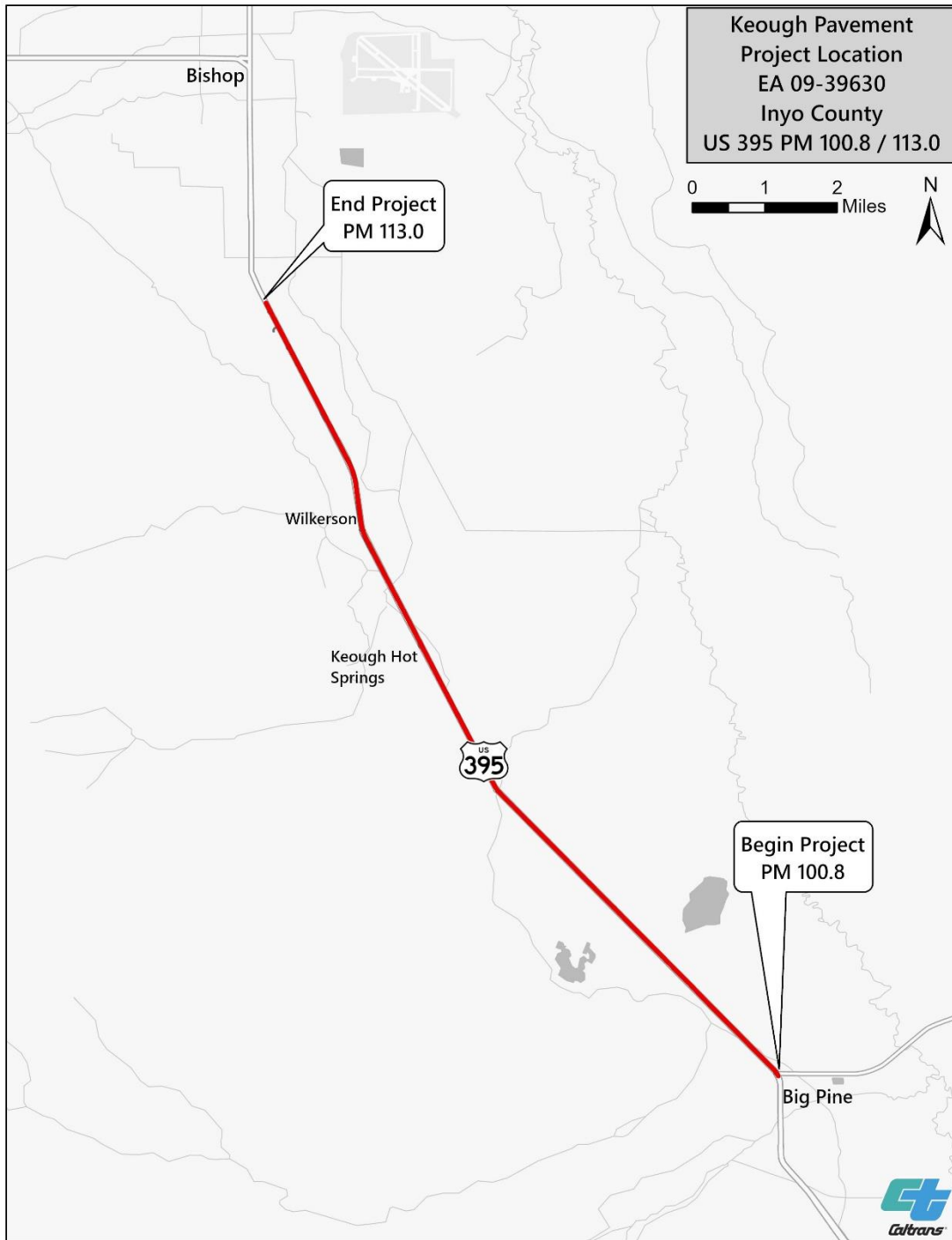


Figure 1-2 Project Location Map



1.4 Project Alternatives

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

1.4.1 Build Alternative

The build alternative will repair existing pavement, upgrade existing drainage facilities, and improve bicyclist access. For a detailed description of work, please refer to Section 1.3 (Project Description).

This project contains a number of standardized project specifications that are used on Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed 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 US 395 as they are. Selection of the no-build alternative would result in no project-related construction activities taking place. The no-build alternative would not meet the project purpose and need because it would not address pavement, drainage, bicycle improvements, or replace other highway features on the proposed segment of US 395 within the project limits.

1.5 Identification of a Preferred Alternative

At this time, Caltrans has not identified a preferred alternative. The decision will be made after consideration of public comments. After the 30-day public circulation period of the draft environmental document, all comments will be considered, and Caltrans will select a preferred alternative and make the final determination of the project’s effect on the environment. This section will be updated in the final Initial Study and make note of the identification of a preferred alternative.

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

This project will include 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 2024 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
- 13-3 Stormwater Pollution Prevention Plan
- 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

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 Control 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 Permit for filling or dredging waters of the United States	To be obtained before construction.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed 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 proposed 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 Questionnaire dated January 2, 2025, 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?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

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. 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.

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
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, Paleontology and Geology Technical Memorandum dated December 11, 2024, 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

Question—Would the project:	CEQA Significance Determinations for Air Quality
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 March 12, 2025, 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

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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 established a biological study area for the project, defined as the area that may be directly, indirectly, temporarily, or permanently impacted by construction and construction-related activities. The biological study area includes the project impact area where indirect and direct impacts from construction activities may occur. The project’s biological study area extends 50 feet from the proposed off-pavement construction areas. The biological study area was delineated to ensure all species and habitats with the potential to occur within the project impact area, including potential access routes and staging areas, were properly surveyed to assess potential impacts of proposed project activities.

Question a): Special-Status Animal and Plant Species

Migratory and 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 Migratory Bird Treaty Act protects over 800 species of birds that occur in the U.S. The law protects all species of nesting birds.

Apart from Swainson’s hawk discussed separately below, there were no other special-status bird species or nests observed during field surveys. The common species observed during field surveys include the American kestrel (*Falco sparverius*), California quail (*Callipepla californica*), common raven (*Corvus corax*), European starling (*Sturnus vulgaris*), red-winged blackbird (*Agelaius phoeniceus*), red-tailed hawk (*Buteo jamaicensis*), western kingbird (*Tyrannus verticalis*), and western meadowlark (*Sturnella neglecta*).

Swainson's Hawk

Swainson's hawk is listed as a threatened species under the California Endangered Species Act. The diet of Swainson's hawk in California is varied, but consists mostly of small rodents called voles; however, other small mammals, birds, and insects are also eaten. Swainson's hawks often nest near waterways and riparian habitat. They also use lone trees in agricultural fields or pastures and roadside trees when available and adjacent to suitable foraging habitat. Suitable habitat may occur adjacent to the biological study area, including scattered trees and livestock pastures. Regular weekly Swainson's hawk nesting surveys were conducted throughout the 2024 nesting season, and a breeding pair was identified nesting about 100 feet from the project impact area.

Question b): Riparian Habitat and Jurisdictional Water Resources

Waters, wetlands, and riparian habitats have various protections and permit requirements under state and federal agencies, including the California Department of Fish and Wildlife, the U.S. Army Corps of Engineers, and the Regional Water Quality Control Board. An aquatic resource delineation was conducted between November and December of 2024 within the biological study area and determined the presence of multiple aquatic resources (including the Big Pine Canal) classified as riverine system, emergent wetlands, and intermittent drainages. Survey results indicate the presence of Waters of the State, Waters of the U.S. and 1602 jurisdictional resources occurring within the project impact area, including the Big Pine Canal and various proposed culvert replacements.

The intermittent drainages identified during field surveys are largely non-vegetated and highly disturbed with limited riparian habitat present. These drainages are dry most of the year and are active only during spring run-off and in response to large storms. A small cluster of approximately 600 square feet of willows was observed at Culvert 1 at post mile 101.20 during the aquatic resource delineation. The willows identified at Culvert 1 have a breast height diameter of less than 4 inches and will be trimmed in preparation of the replacement of the culvert and flared end section. No other riparian habitat was found within the project impact area.

The Big Pine Canal is a highly regulated channelized perennial stream that crosses through the project area, generally flowing in a north to south direction that parallels the Owens River. Baker Creek and Big Pine Creek are perennial streams that flow into the Big Pine Canal and eventually into the Owens River, which is considered a traditional navigable water. The proposed project includes the realignment of the Big Pine Canal, with habitat characterized by sparse vegetation, controlled flows with a mud and algae channel bottom.

Environmental Consequences

Response to a) Less Than Significant Impact: Special-Status Animal and Plant Species

Migratory and Nesting Birds

The project's construction activities are not anticipated to result in permanent impacts to migratory and nesting birds; however, nesting birds may be found in the project impact area prior to construction. There are no anticipated permanent impacts to migratory and nesting birds once construction of the project is complete. Minimal vegetation removal, including trimming of willows around Culvert 1, is anticipated for the culvert replacement and may result in temporary impacts from the displacement of birds that were reliant on the willows for nesting habitat. If a nest is found, the implementation of the avoidance and minimization measures discussed below will be implemented. There will be a less than significant impact on migratory and nesting birds resulting from this project.

Swainson's Hawk

The project is not anticipated to result in temporary or permanent impacts to Swainson's hawk. An active Swainson's hawk nest was identified during the 2024 nesting season about 100 feet from the project impact area. Swainson's hawks are known to reuse nests year to year following the annual migration north. There is potential for a Swainson's hawk to reuse the nest during future nesting seasons. Nesting bird surveys will be conducted 72 hours prior to the start of construction. If a nest is found in the project impact area, the implementation of the avoidance and minimization measures discussed below will be implemented. There will be a less than significant impact on Swainson's hawks resulting from this project.

Response to b) Less Than Significant Impact

Riparian Habitat and Jurisdictional Water Resources

The project will impact approximately 0.235 acre of Waters of U.S., 0.319 acre of Waters of the State (under Lahontan Regional Water Quality Control Board jurisdiction), and 0.319 acre of California Department of Fish and Wildlife jurisdictional waters. These impacts will result from the replacement of four culverts, installation of rock slope protection at post mile 110.57, riparian vegetation trimming at post mile 101.20, and the realignment of the Big Pine Canal at post mile 101.34. These acreages represent a calculated estimation of the jurisdictional area within the project impact area and are subject to change following the U.S. Army Corps of Engineers' verification process. Placement of fill material within jurisdictional features would require permitting pursuant to Sections 404 and 401 of the federal Clean Water Act and Section 1602 (Lake and Streambed Alteration Agreement) of the California Fish and Game Code. Riparian vegetation will temporarily be impacted due to the proposed culvert replacement at post mile 101.20. Willows are hardy plants that regenerate quickly. Currently, the 600 square feet of riparian vegetation adjacent to the roadway does not offer high quality

habitat to native wildlife species; adjacent open space has many acres of native vegetation available that provides a higher quality habitat. Table 2-1 shows the estimated impacts (in acreage) to each aquatic resource.

Table 2-1. Aquatic Resource Impacts

Resource Type	Impact Area (acres)	Regulatory Jurisdiction
River	0.285	U.S. Army Corps of Engineers, California Department of Fish and Wildlife, Lahontan Regional Water Quality Control Board
Intermittent Drainage	0.034	California Department of Fish and Wildlife, Lahontan Regional Water Quality Control Board
Riparian Vegetation	0.001	California Department of Fish and Wildlife
Total Resources	0.319	U.S. Army Corps of Engineers: 0.235 acre, California Department of Fish and Wildlife: 0.319 acre, Lahontan Regional Water Quality Control Board: 0.319 acre

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 impacts that have been determined to be less than significant:

Question (a):

BIO-1: If the project occurs between February 1 and September 30, Caltrans staff will conduct pre-construction surveys for nesting and migratory birds within 72 hours of construction start. If active nests are identified within buffer areas (100 feet), ongoing monitoring or no work buffers may be implemented until nesting activities have completed (Caltrans Standard Special Provision 14-6.03A).

Question (b) and Question (d):

BIO-2: A full-time qualified Biologist will be onsite for all construction activities occurring in aquatic resources and will oversee the establishment and enforcement of environmentally sensitive areas (Caltrans Standard Special Provision 14-6.03D General Species Protection).

BIO-3: A “De-Watering and Diversion Plan” will be prepared and submitted to the California Department of Fish and Wildlife for approval (Caltrans Standard Special Provision 14-6.03C Fish Protection).

BIO-4: A qualified Biologist will be present onsite prior to and during all temporary water diversion activities (Caltrans Standard Special Provision 14-6.03C Fish Protection).

BIO-5: Pump screens will be used during clear water diversion and will be in compliance with Caltrans Standard Specifications for Species Protection 14-6.02 and Fish Protection 14-6.03C.

BIO-6: The Biologist will also provide a Biological Resource Information Program (BRIP) training to all construction personnel about the environmentally sensitive area, permits, and the resources present onsite (Caltrans Standard Special Provision 14-6.03A General Species Protection).

BIO-7: To limit the importation of invasive species to the project area, Caltrans Standard Special Provision Section 14-6.05 will be implemented. This includes specifications for preventing the introduction and spread of invasive species to and from the job site.

2.1.5 Cultural Resources

Considering the information in the Archaeological Survey Report dated January 2025, the Historical Resources Evaluation Report dated January 2025, and the Historic Property Survey Report dated February 2025, 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?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

2.1.6 Energy

Considering the information in the Climate Change Analysis dated February 6, 2025, 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

Question—Would the project:	CEQA Significance Determinations for Energy
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, Paleontology and Geology Technical Memorandum dated December 11, 2024, 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: <ul style="list-style-type: none"> 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

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
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 February 6, 2025, 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 near the community of Keough Hot Springs, Big Pine and Bishop on US 395. The project is in a rural area, with a tourism- and recreation-based economy. US 395 is the main transportation route to and through the area for both passenger and commercial vehicles. 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 72.3 tons of CO₂ gases over the life of the project, with a daily average of 0.72 pound of CO₂ per day. The project will not increase the vehicle capacity of the roadway. Because the project will not increase the number of travel lanes on US 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:

GHG-1: For improved fuel efficiency from construction equipment: Maintain equipment in proper tune and working condition, use right sized equipment for the job and use equipment with new technologies.

GHG-2: Use recycled water or reduce consumption of potable water for construction.

GHG-3: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Air, Noise, Hazardous Waste, Water Quality, Paleontology and Geology Technical Memorandum dated December 11, 2024, 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?	No Impact

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
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

2.1.10 Hydrology and Water Quality

Considering the information in the Air, Noise, Hazardous Waste, Water Quality, Paleontology and Geology Technical Memorandum dated December 11, 2024, 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;	Less Than Significant Impact
(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

See Biological Resource Section 2.1.4 for a discussion of the Affected Environment for Riparian and Jurisdictional Water Resources.

Environmental Consequences

Response to a) and c)(i) Less Than Significant Impact

Preliminary analysis has determined that the waters within the project vicinity are jurisdictional to both the U.S. Army Corps of Engineers and the Lahontan Regional Water Quality Control Board. The project scope includes the replacement of nine existing culverts, the realignment of the Big Pine Canal, and the placement of rock slope protection at post mile 110.57 to prevent erosion. The project activities meet the criteria for the U.S. Army Corps of Engineers’ Nationwide 14 Permit. The Lahontan Regional Water Quality Control Board will be the agency that would issue the 401 Certification.

It has been estimated that the project activities noted above may result in permanent impacts to 0.235 acre under the jurisdiction of the U.S. Army Corps of Engineers and 0.319 acre under the Lahontan Regional Water Quality Control Board.

Avoidance, Minimization, and/or Mitigation Measures

BIO-2 through BIO-7: These measures, found in the Biological Resources (Section 2.1.4), will also serve to minimize impacts to surface water quality.

2.1.11 Land Use and Planning

Considering the information in the Community Impacts Memorandum dated January 6, 2025, 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

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
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, Paleontology and Geology Technical Memorandum dated December 11, 2024, 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 Memorandum dated January 6, 2025, 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 Memorandum dated January 6, 2025, 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 Memorandum dated January 6, 2025, 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 Memorandum dated January 6, 2025, and the Climate Change Analysis dated February 6, 2025, 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 Archaeological Survey Report dated January 2025 and the Historic Property Survey Report dated February 2025, 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 shall consider the significance of the resource to a California Native American tribe.	No Impact

2.1.19 Utilities and Service Systems

After review and consideration of the project’s scope, in conjunction with the 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

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
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 February 6, 2025, 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

Question—Would the project:	CEQA Significance Determinations for Wildfire
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

Chapter 3 Coordination

The Los Angeles Department of Water and Power and Caltrans are entering into a Cooperative Agreement to jointly address needs at the Big Pine Canal at post mile 101.34, just north of the town of Big Pine. At this time, the coordination effort would include cost and material sharing for design, construction, and potential environmental mitigation. While still in development, the scope of the coordination effort includes upsizing the existing drainage facility under the highway to a box culvert and realigning a portion of the canal to optimize hydraulic efficiency, and reduce erosion and maintenance needs for both agencies.

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov



September 2023

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.

A handwritten signature in blue ink, appearing to read 'Tony Tavares'.

TONY TAVARES
Director

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

List of Technical Studies Bound Separately (Volume 2)

Natural Environment Study Minimal Impacts. Caltrans, March 12, 2025.

Air, Noise, Hazardous Waste, Water Quality, Paleontology and Geology
Technical Memorandum. Caltrans, December 11, 2024.

Visual Impact Assessment Questionnaire. Caltrans, January 2, 2025.

Climate Change Analysis. Caltrans, February 6, 2025.

Community Impacts Memorandum. January 6, 2025.

Historical Property Survey Report. Caltrans, February 2025.

- Historic Resource Evaluation Report. Caltrans, January 2025.
- Archaeological Survey Report. Caltrans, January 2025.

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, CA 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: Keough Pavement

General location information: On US 395 near Keough Hot Springs, California

District number-county code-route-post mile: 09-INYO-395-100.80/113.00

EA 09-39630/Project ID number: 0923000022