RANCHO CORDOVA PARKWAY INTERCHANGE

Initial Study

City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

September 2005

INITIAL STUDY

1. **Project Title:** Rancho Cordova Parkway Interchange

2. **Lead Agency Name and Address:** City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

3. **Contact Person and Phone Number:** Richard Galvin (916) 361-8384

4. **Project Location:** City of Rancho Cordova
Sacramento County

5. **Project Sponsor's Name and Address:** City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

6. **Description of the Project:**

The City proposes to construct a new interchange over US-50 between Sunrise Boulevard and Hazel Avenue in the City of Rancho Cordova, California (See **Figure 1**). The interchange would be a full "south only" connection from Highway 50. The project would include the following features:

- New overcrossing structure over US-50, UPRR Railroad, Folsom Boulevard, Folsom South Canal, and Buffalo Creek, that would measure approximately 32 feet above ground level;
- New eastbound and westbound on- and off-ramps accessing US-50;
- New arterial street called Rancho Cordova Parkway that would extend from the new interchange structure south to White Rock Road;
- Auxiliary lanes from Sunrise Boulevard to Hazel Avenue (to be determined by traffic studies); and
- Street lighting that would extend approximately 40 feet above the structure.

Westbound on-ramp and off-ramps, as well as a portion of the overcrossing structure, would be constructed north of the existing US-50 alignment within right of way previously reserved for the

interchange (See **Figure 2**). Potential alternatives to include bicycle and/or pedestrian access across US 50 will also be studied during project development.

Project Alternatives

The project alternatives discussed below are preliminary and are subject to change during the project development process. The City is currently working with Caltrans and other stakeholders to develop reasonable alternatives that would meet the project purpose and need while minimizing impacts to the community and environment.

No-project Alternative

The no-project alternative would not include any improvements other than routine maintenance of existing facilities. Vehicles accessing US-50 and surrounding development would continue to use the Sunrise Boulevard and Hazel Avenue interchanges, and access to areas south of the Folsom Boulevard would be limited to Sunrise Boulevard.

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Alternative 1

Alternative 1 includes construction of a standard trumpet (L-11) interchange (See **Figure 3**). The overcrossing structure would span US-50, Folsom Boulevard, RT/UPRR, Folsom South Canal and Buffalo Creek. The structure would terminate approximately 100 meters south of the Folsom South Canal. Rancho Cordova Parkway would then extend south to a new signalized intersection at White Rock Road.

The overcrossing structure would include a 2.4-meter median, two 4.2-meter through lanes adjacent to the median, two 3.6-meter outside through lanes, and two 2.4-meter shoulders. The structure would widen at the termini of the eastbound ramps, adding four 3.6-meter through lanes for a total of eight through lanes. At the end of the structure the median would widen to 4.2 meters. Two of the through lanes would terminate at the Easton Valley Parkway/Rancho Cordova Parkway intersection, and Rancho Cordova Parkway would continue to White Rock Road with a 4.2-meter median, two 4.2-meter lanes adjacent to the median, four 3.6-meter through lanes, and two 2.4-meter shoulders.

The westbound off-ramp would allow two lanes to exit the mainline. The ramp would have a 1.4-meter left shoulder and a 2.4-meter right shoulder. The ramp would be adjacent to residential properties requiring installation of retaining walls and sound walls. Along the right shoulder, the sound wall would be placed on top of a retaining wall in areas where right of way is limited. The retaining wall would terminate at the overcrossing structure and the sound wall would continue to a point near the end of the eastbound off-ramp.

The westbound loop on-ramp would take two through lanes from the overcrossing and then widen to two 3.6-meter lanes and a 5.6-meter lane, including an un-metered high occupancy vehicle (HOV) bypass lane. The three lanes would then merge into a single 3.6-meter lane and be directed into an auxiliary lane. The ramp would have a 1.4-meter left shoulder and a 2.4-meter right shoulder. The ramp would be adjacent to residential properties requiring installation of retaining walls and sound walls.

The eastbound on-ramp would have two 3.6-meter lanes upstream of the ramp metering location, which would then taper to a single 3.6-meter lane that would enter an auxiliary lane. The ramp would have a 1.4-meter left shoulder and a 3.0-meter right shoulder to allow space for CHP enforcement of the ramp metering. Due to the lack of right of way between US-50 and Folsom Boulevard, the ramp would rise quickly to achieve sufficient vertical clearance to span Folsom Boulevard, RT/UPRR and the Folsom South Canal. The ramp would begin approximately 230 meters south of US-50.

The eastbound off-ramp would allow two lanes to exit the mainline. The ramp would have a 1.4-meter left shoulder and a 2.4-meter right shoulder. Due to the lack of right of way between US-50 and Folsom Boulevard, the ramp would rise quickly to achieve sufficient vertical clearance to span Folsom Boulevard, RT/UPRR and the Folsom South Canal. The ramp would connect to the overcrossing approximately 230 meters south of US-50.

Alternative 2

Alternative 2 would have the same westbound ramp configuration as Alternative 1 (See **Figure 4**). The overcrossing structure would be in the same location as that in Alternative 1 but the structure would be wider over US-50 to accommodate a 4.2-meter median. The eastbound ramps would be placed in a diamond (L-1) configuration paralleling US-50 and creating a four-way intersection at the overcrossing. The eastbound ramps would rise quickly to achieve sufficient vertical clearance to allow aerial encroachment over the shoulders of US-50 and Folsom Boulevard.

Alternative 3

Alternative 3 is a tight diamond (L-1) interchange and would have the same eastbound ramp configurations as Alternative 2 (See **Figure 5**). The overcrossing structure would be perpendicular to US-50 and would lie east of the overcrossing location of Alternatives 1 and 2. The eastbound and westbound ramps would parallel US-50. The eastbound ramps would connect to the overcrossing with a four-way intersection. The overcrossing would terminate at a 'T' intersection with the westbound ramps. The overcrossing structure would have a 4.2-meter median. The ramp intersections would be only 90 meters apart and could operate as a single intersection.

Alternative 4

This alternative is identical to Alternative 1 with the exception that the westbound off-ramp would terminate at the overcrossing with a 'T' intersection (See **Figure 6**). This intersection would either be signalized or stop sign controlled to indicate the terminus of the off-ramp and slow traffic before it reaches the overcrossing.

Auxiliary Lanes (All Alternatives)

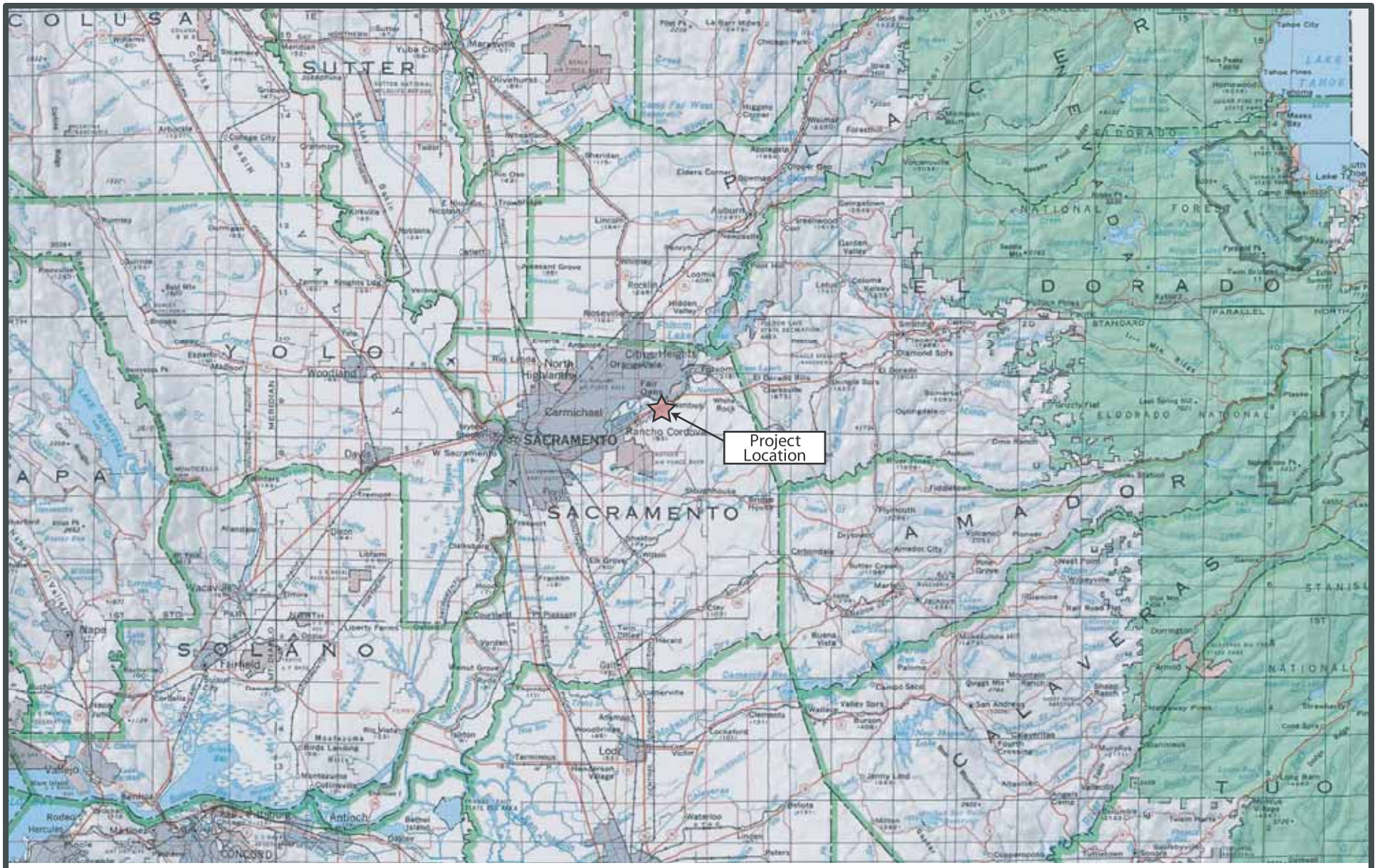
If supported by the traffic study, all project alternatives would include continuous auxiliary lanes in both directions on US-50 from Sunrise Boulevard to the proposed interchange and from the proposed interchange to Hazel Avenue. Because the area north of US-50 is predominantly residential, a sound wall would be provided adjacent to the westbound auxiliary lane. A retaining wall would also be provided along the westbound auxiliary lane where the freeway is lower than the adjacent properties.

The auxiliary lane would terminate at the Sunrise Boulevard westbound off-ramp. The mainline #4 lane would continue past the gore area of the ramp and would then merge with the #3 lane

east of the Sunrise Boulevard westbound on-ramp connection. At the Hazel Avenue westbound on-ramp, the un-metered HOV bypass lane would be directed into the mainline #4 lane while the two metered lanes merge into the auxiliary lane. These lane configurations would be the same for all build alternatives.

In the eastbound direction, a retaining wall would be provided along the auxiliary lane where the freeway is higher than the adjacent properties. Because auxiliary lanes are already provided for the Sunrise Boulevard eastbound on-ramp and the Hazel Avenue eastbound off-ramp, this project will extend those lanes to the proposed interchange.

The Citrus Road under-crossing would require a sliver widening to accommodate the westbound auxiliary lane between the proposed interchange and Sunrise Boulevard. At the Buffalo Creek and the Folsom South Canal crossings, the culverts are already long enough to accommodate the auxiliary lanes.



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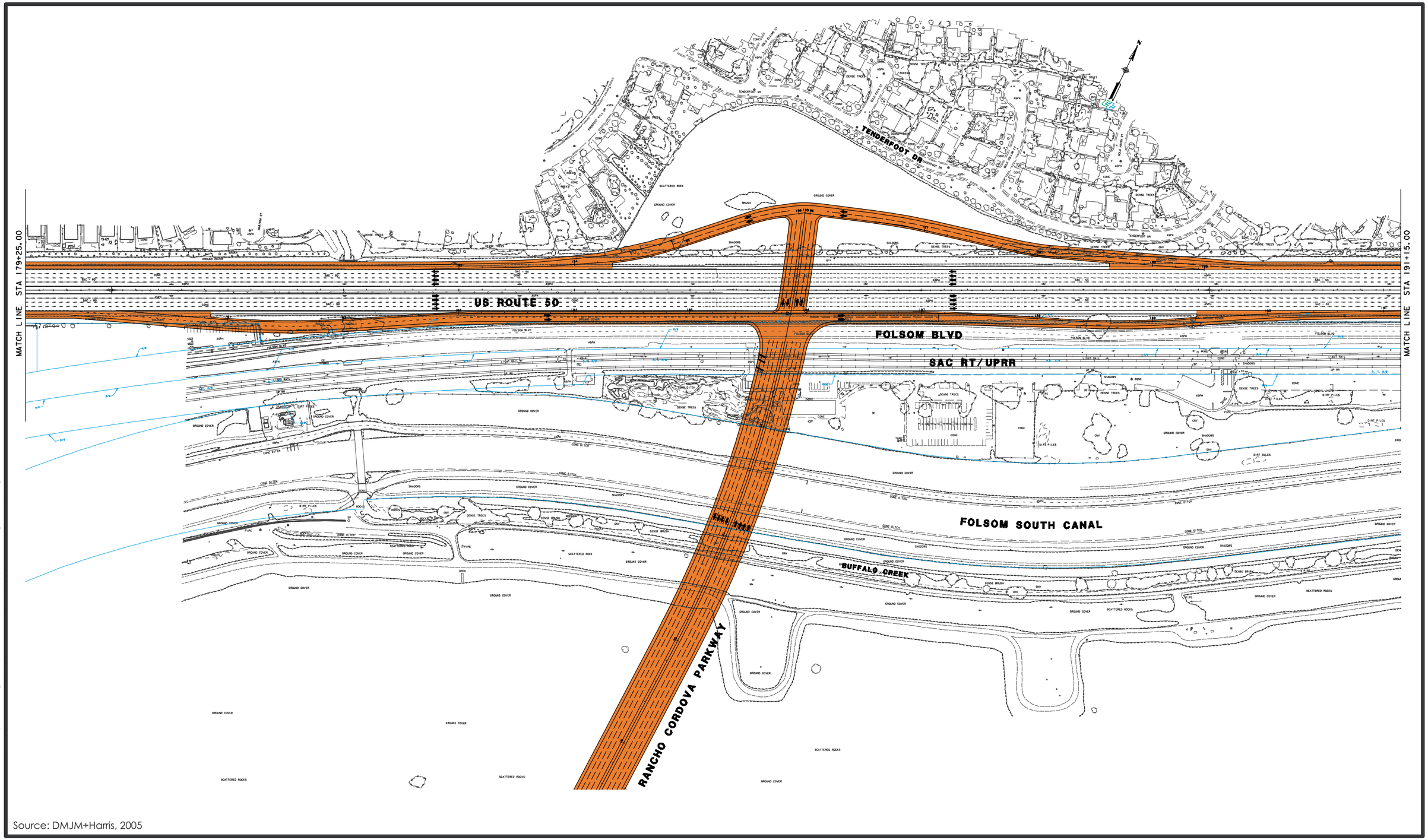
0 5 10
Scale in Miles

N

Figure 1
Regional Location

PMC

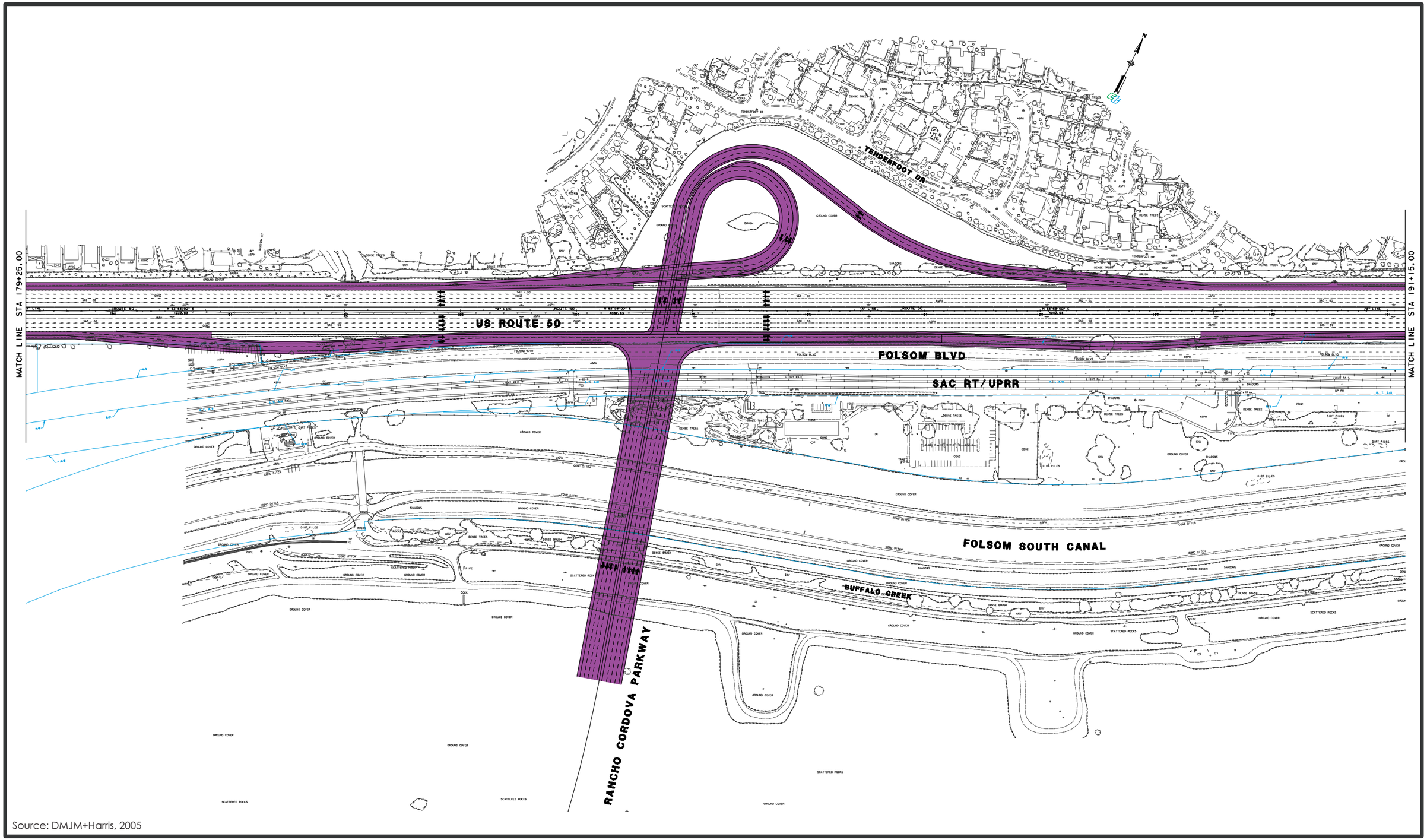


Source: DMJM+Harris, 2005

T:\Rancho Cordova\Parkway Interchange\Graphic Development\Supplied Files\Figure 5.ai, August 2005

FIGURE 5
ALTERNATIVE 3

PMC



Source: DMJM+Harris, 2005

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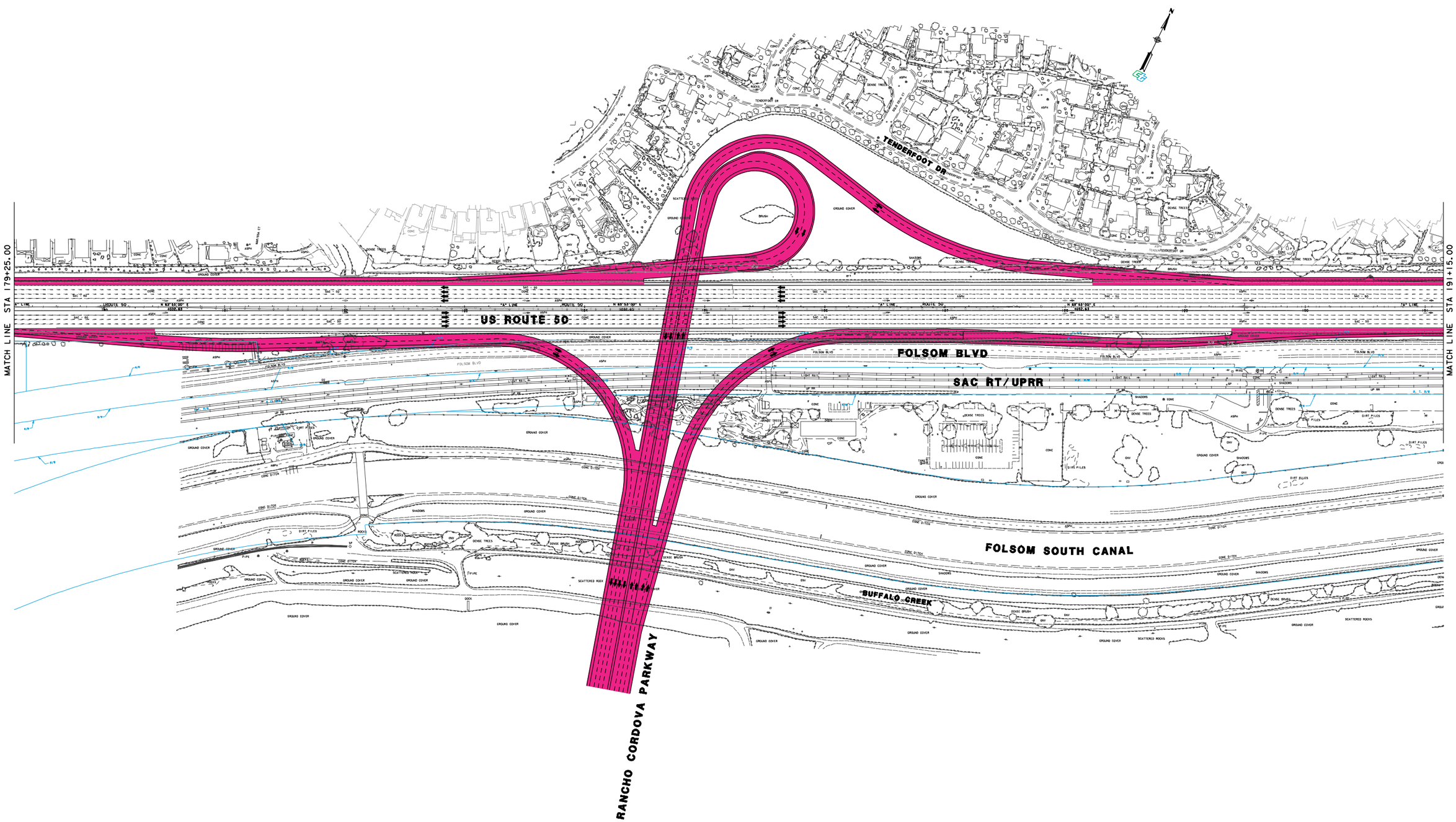
FIGURE 4
ALTERNATIVE 2

PMC



Source: DMJM+Harris, 2005

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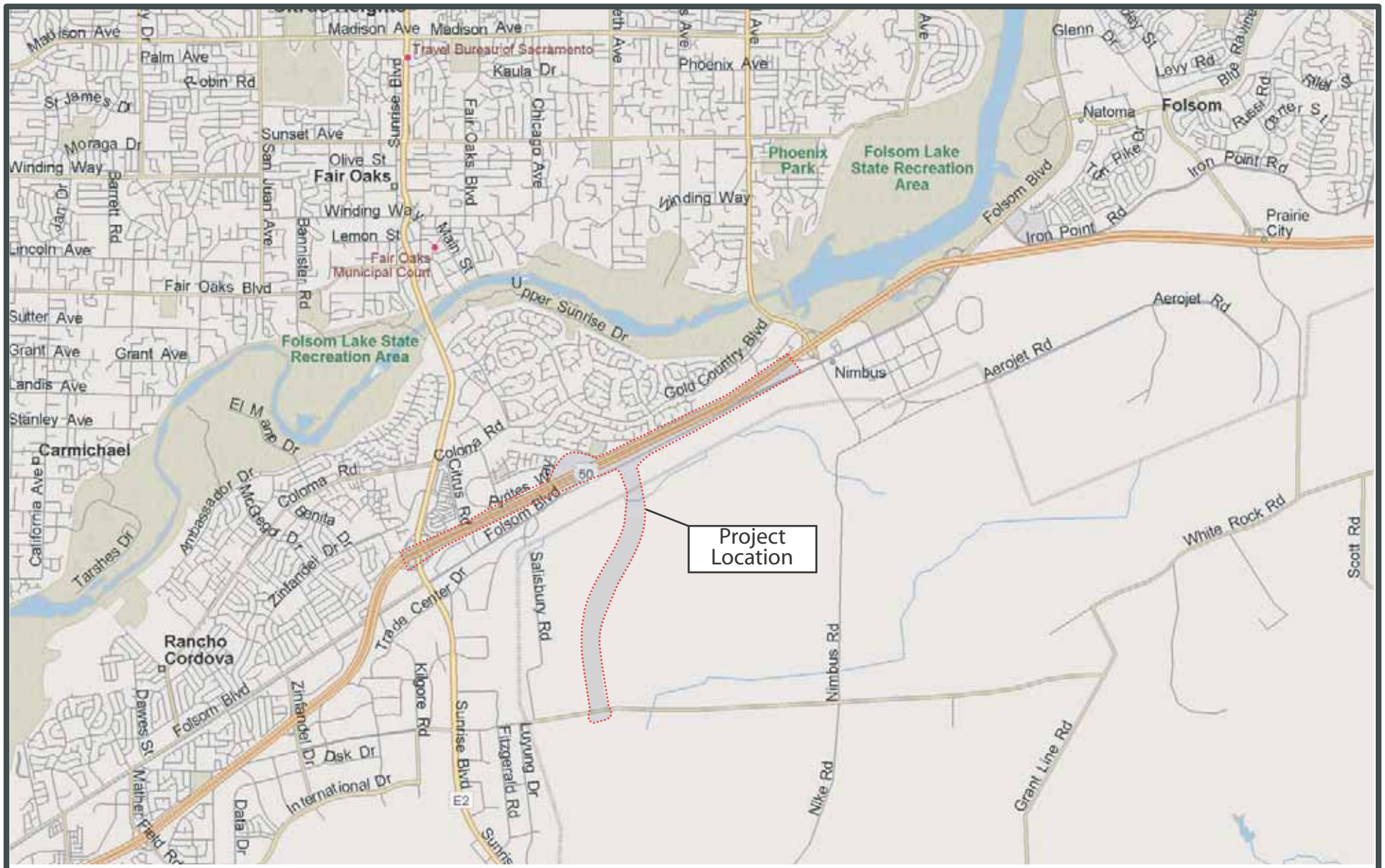
FIGURE 3
ALTERNATIVE 1

PMC



Source: Microsoft, Streets & Trips

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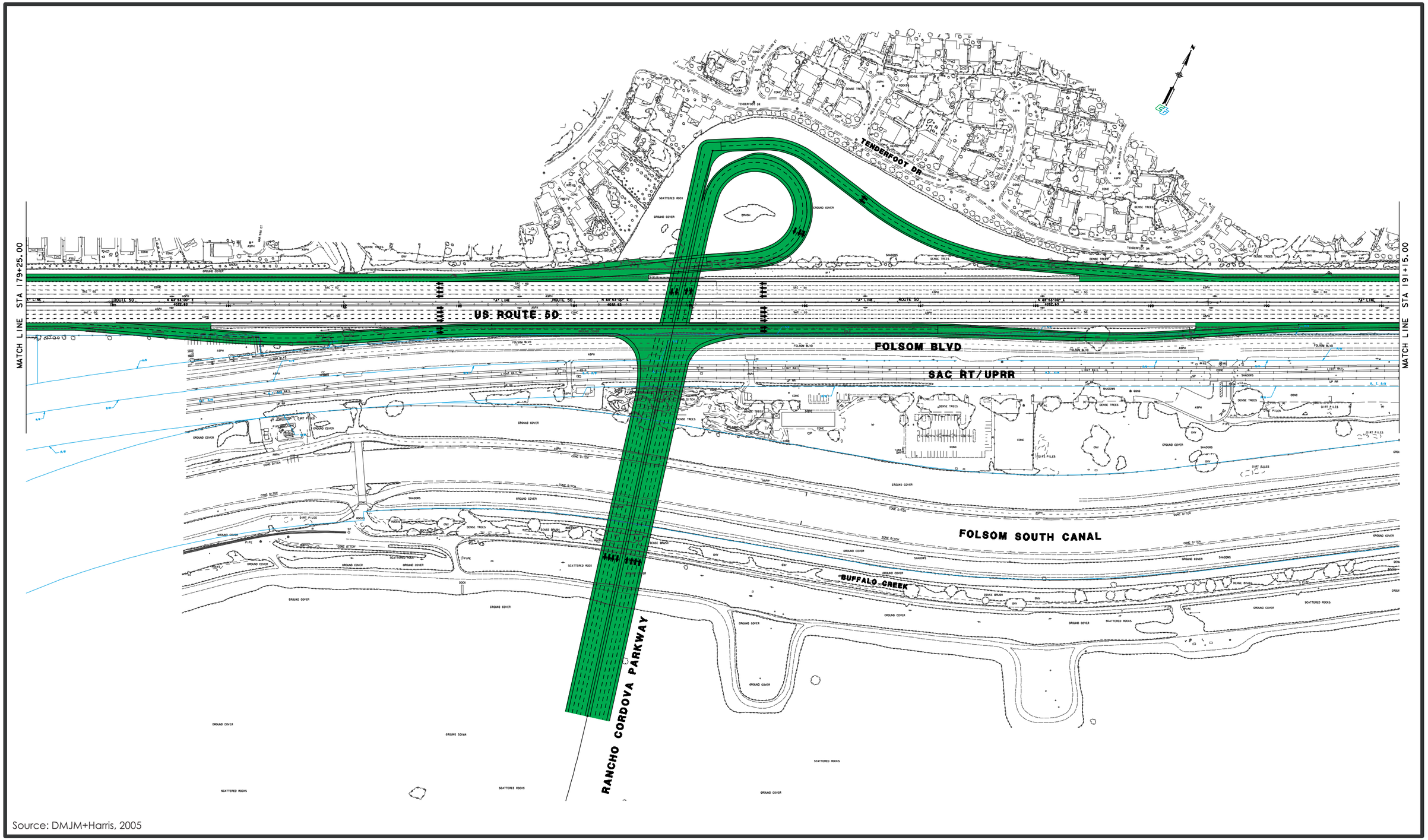
0 0.5 1
Scale in Miles

N

Figure 2
Project Location

PMC



Source: DMJM+Harris, 2005

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FIGURE 6
ALTERNATIVE 4

PMC

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒	Aesthetics	☒	Hazards & Hazardous Materials	☐	Public Services
☐	Agricultural Resources	☒	Hydrology/Water Quality	☐	Recreation
☒	Air Quality	☐	Land Use and Planning	☒	Transportation/ Traffic
☒	Biological Resources	☐	Mineral Resources	☒	Utilities & Service Systems
☒	Cultural Resources	☒	Noise	☒	Mandatory Findings of Significance
☒	Geology and Soils	☐	Population and Housing		

DETERMINATION

(To be completed by the Lead Agency)

On the basis on this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but must analyze only the effect that remains to be addressed.

☐ I find that, although the proposed project could have a significant effect on the environment, there will NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project.

H. Anderson
Signature

9/9/05
Date

Hilary Anderson
Printed Name

City of Rancho Cordova
For

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine whether the Rancho Cordova Parkway Interchange project, as proposed, may have a significant effect on the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of an Environmental Impact Report.

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect, and construction as well as operational impacts.

3. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact". The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist.

6. Preparers are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached and other sources used or individual contacts should be cited in the discussion.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	AESTHETICS. Would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☒	☐	☐	☐
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d)	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

Discussion of Impacts

a) *Less Than Significant Impact*. On clear days during the year, drivers headed eastbound on US-50 have views of the Sierra Nevada mountains. The interchange structure would have a limited impact on these views for drivers passing nearby or under the structure. However, this impact would be temporary and limited to areas directly adjacent to the structure, and would be considered less than significant. This issue will not be addressed further in the EIR.

b) *Potentially Significant Impact*. The project area includes a portion of US Highway 50 (US-50) and Folsom Boulevard, but neither of these roadway segments is designated as a scenic highway. There are no known historic buildings within the project area, or rock outcroppings. However, there are a number of trees within the project area that may be impacted. This impact would be potentially significant and will be further addressed in the EIR.

c) *Potentially Significant Impact*. Undeveloped land and areas developed with residential, office, industrial and commercial uses dominate the existing visual character. The proposed project would include construction of a new interchange and would change the existing visual character of the area. The interchange structure may be visible from existing and future residential developments in the area. The change in visual character will be further addressed in the EIR.

d) *Potentially Significant Impact*. The new interchange and roadway would include signals and other roadway lighting, which would create new sources of light in a currently undeveloped area. In addition, there would be an increase in vehicles at the interchange location at night, which, due to the elevated nature of the interchange structure, could increase lighting impacts from vehicle headlights in nearby residential areas. Impacts related to light and glare will be further addressed in the EIR.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

a) *No Impact*. There are no farmlands within the proposed project area; therefore, there would be no impact. This issue will not be discussed further in the EIR.

b) *No Impact*. There are no lands contracted under the Williamson Act lands within the proposed project boundaries. This issue will not be discussed further in the EIR.

c) *No Impact*. There is no farmland within the project area. The project would connect US-50 to White Rock Road, an existing roadway, and would not create any uses that would result in conversion of farmland to non-agricultural land.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☒	☐	☐	☐

Discussion of Impacts

a) *Potentially Significant Impact*. Construction of the interchange and roadway would include activities that could result in air quality impacts. Construction traffic on unpaved roads, as well as activities such as land clearing and grading, could generate significant PM_{10} emissions. Stationary and mobile construction equipment and employee/delivery vehicles could result in increases in ozone precursors, CO, and particulate emissions. Additional vehicle emissions could occur if construction activities increase traffic congestion.

During project operation, existing patterns of traffic would be altered which could affect carbon monoxide levels at nearby intersections and in the immediate vicinity of the project. Air emissions generated during both construction and project operation have the potential to exceed the significance thresholds established by the Sacramento Air Quality Management District (SMAQMD), and will be further discussed in the EIR.

b) *Potentially Significant Impact*. Please see discussion in "a" above. This issue will be discussed further in the EIR.

c) *Potentially Significant Impact*. Please see discussion in "a" above. This issue will be discussed further in the EIR.

d) *Potentially Significant Impact*. The proposed interchange is located adjacent to an existing residential community. Pollutant emissions resulting from the project could potentially expose this community to pollutants. This is considered a potentially significant impact and will be discussed further in the EIR.

e) *Potentially Significant Impact*. Although the project would not involve uses that typically emit objectionable odors, project construction activities could temporarily create odors that could impact nearby residents. This issue will be addressed further in the EIR.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	**BIOLOGICAL RESOURCES.** Would the project:				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
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 wetlands, etc.), through direct removal, filling, hydrological interruption or other means?	☒	☐	☐	☐
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?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐
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?	☐	☐	☐	☒

Discussion of Impacts

a) *Potentially Significant Impact*. The proposed project could substantially affect special-statues species, riparian or other sensitive habitats, and federally protected wetlands. Preliminary studies of the project area indicate that many species of special concern have the potential to occur within the project area. Species of special concern occurring in the project area include but are not limited to Swainson's hawk, raptors, egrets, herons, bats, and the Valley elderberry longhorn beetle (VELB). These issues will be discussed further in the EIR.

b) *Potentially Significant Impact*. Please see discussion "a" above. The proposed project alignment would cross over Buffalo Creek, an ephemeral creek, which may support riparian habitat and other natural communities. Wetlands and other waters of the US have been mapped within the project area that could support other sensitive communities. Impact to these habitats would be considered potentially significant, and will be discussed further in the EIR.

c) *Potentially Significant Impact*. Please see discussion "a" above. The proposed project alignment would likely result in impacts to wetlands and other waters of the US. These issues are considered potentially significant and will be discussed further in the EIR.

d) *Less Than Significant Impact*. The proposed project alignment would cross over Buffalo Creek and the Folsom South Canal, but would not place any structures within these areas that would impede wildlife movement. The proposed roadway would cross over currently undeveloped land; however, this area is isolated within urban areas and is not part of a designated wildlife corridor. This issue will not be discussed further in the EIR.

e) *Potentially Significant Impact*. The City of Rancho Cordova is currently developing a General Plan that includes policies to protect wetlands and has recently adopted the Sacramento County's Oak Tree Ordinance to protect native oak trees. The project could impact these natural resources, among others, which would be considered a potentially significant impact. This issue will be discussed further in the EIR.

f) *No Impact*. No provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan are within the project area. The EIR, however, will discuss regional conservation measures that the County of Sacramento is currently undertaking associated with the South Sacramento Habitat Conservation Plan.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	CULTURAL RESOURCES. Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☒	☐	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☒	☐	☐	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☒	☐	☐	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐

Discussion of Impacts

a) *Potentially Significant Impact*. There are no recorded historical properties within or near the proposed project area, and therefore no impacts are anticipated. However, there is potential for unrecorded historical resources to be documented during technical analysis for the project. Impacts to any historical resources would be considered potentially significant, and will be discussed further in the EIR.

b) *Potentially Significant Impact*. There are no recorded archaeological resources in or near the project area; however, there is potential for unrecorded resources to be discovered during pedestrian surveys or during construction activities. Discovery of archaeological resources would be considered a potentially significant impact, and will be discussed further in the EIR.

c) *Potentially Significant Impact*. There are no recorded paleantological resources in or near the project area; however, there is potential that resources could be discovered during pedestrian surveys or during construction activities. Discovery of paleantological resources would be considered a potentially significant impact, and will be discussed further in the EIR.

d) *Potentially Significant Impact*. There are no known archaeological sites or cemeteries within the project area; however, there is potential for unrecorded human remains to be discovered during pedestrian surveys or during construction activities. Discovery of human remains would be considered a potentially significant impact, and will be discussed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving:				
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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
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?	☐	☐	☒	☐
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?	☒	☐	☐	☐
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?	☐	☐	☐	☒

Discussion of Impacts

a) *Less Than Significant Impact*. Based on the draft Rancho Cordova General Plan, no active or potentially active faults underlie the City planning area, which includes the proposed project area. Additionally, the project area is not located within an Alquist-Priolo Fault Study Zone. Thus, the potential for impacts due to a fault is unlikely. As stated in the Sacramento County General Plan EIR, the closest fault is 19 miles northwest of the City of Sacramento. As in all areas of the seismically active state of California, the site could be subject to ground shaking from regional faults; however, construction in compliance with local and state building codes would reduce impacts to a less than significant level. This issue will not be discussed further in the EIR.

b) *Potentially Significant Impact*. Construction of the interchange and roadway may result in a temporary increase in soil erosion, wind and water erosion, and siltation during and after construction from excavation and grading activities. Short and long-term impacts would be considered potentially significant and will be discussed further in the EIR.

c) *Less Than Significant Impact*. The topography of the site is flat, and it is unlikely any hazards associated with landslides or mudflows would occur. This impact would be considered less than significant and will not be discussed further in the EIR.

d) *Potentially Significant Impact*. There is potential for expansive soils within the project area. Expansive soils can cause structural damage to foundations, slabs, pavement, and exterior

flatwork unless properly identified and managed. Expansive soils swell when they absorb moisture and shrink as they dry. This issue will be discussed further in the EIR.

e) *No Impact*. The proposed project would include a new interchange and roadway, and would not include features that would require the use of a septic system or other alternative wastewater system. This issue will not be discussed further in the EIR.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	☒	☐	☐	☐
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?	☒	☐	☐	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e)	For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g)	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion of Impacts

a) *Potentially Significant Impact*. The proposed project would provide a new access point from US-50 to areas south of the highway. Vehicles carrying hazardous materials could potentially use the interchange and roadway to access existing and planned commercial areas, and therefore create a hazard to the public in the area. The impacts related to exposure of persons to hazardous materials would be potentially significant and will be further discussed in the EIR.

b) *Potentially Significant Impact*. Please see discussion "a" above. The proposed project would provide additional access to the area from US-50, and vehicles carrying hazardous materials may use the roadway. The proposed project alignment would cross the Aerojet General facility, which is listed on the list of hazardous sites pursuant to Government Code 65962.5. Construction of the project could result in the disturbance of contaminated soils or other accidental release of hazardous materials. These impacts would be considered potentially significant, and will be discussed further in the EIR.

c) *Less Than Significant Impact*. There are no existing schools within ¼ mile of the proposed project area. South of US-50, the currently vacant land is planned for development that may include the construction of schools. Section 17213 of the California State Education Code mandates that a school site must not be located within one-quarter of a mile of a hazardous materials site. Because of this mandate, no new schools would be built within ¼ mile of a hazardous site. Considering these requirements, the impact of hazardous waste sites on schools would be considered less than significant; however, this impact will be further addressed in the EIR.

d) *Potentially Significant Impact*. The proposed project alignment would cross the Aerojet General facility, which is listed on the list of hazardous sites pursuant to Government Code 65962.5. As a result, the project could potentially create a significant hazard to the public or the environment. This issue will be discussed further in the EIR.

e) *No Impact*. The proposed project is not located within an airport planning area or within two miles of a public use airport; therefore, the project would not result in any airport related impacts. This issue will not be discussed further in the EIR.

f) *No Impact*. There are no private airports located within or near the project site. This issue will not be discussed further in the EIR.

g) *Less Than Significant Impact*. The proposed interchange and roadway would improve access from US-50 to nearby communities. This additional access would not interfere physically with emergency plans, and would likely enhance their implementation.

h) *No Impact*. The project area is within a built environment and not located within or near any wildlands, therefore there is no risk for wildland fires associated with the project.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐
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)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☒	☐	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☒	☐	☐	☐
e) Have the potential to discharge storm water from material storage area, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	☒	☐	☐	☐
f) Have the potential to discharge storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	☒	☐	☐	☐
g) Have the potential to discharge storm water that causes significant harm on the biological integrity of the waterways and water bodies?	☒	☐	☐	☐
h) 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?	☒	☐	☐	☐
i) Otherwise substantially degrade water quality?	☒	☐	☐	☐
j) 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?	☐	☐	☐	☒
k) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
l) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	☐	☐	☒	☐
m) Inundation by seiche, tsunami or mudflow?	☐	☐	☐	☒

Discussion of Impacts

a) *Potentially Significant Impact.* Construction-related activities could expose soil to erosion during storm events, causing degradation of water quality. Construction of the overcrossing structure could also impact Buffalo Creek and the Folsom South Canal. The

new interchange and roadway would also result in an increase in impervious surfaces, which could result in increased runoff from the site, including pollutants from vehicles. These impacts are considered potentially significant and will be discussed further in the EIR.

b) *Less Than Significant Impact*. The proposed interchange and roadway would not create the need for water supply other than temporary construction-related water needs. The completed facility may reduce water absorption within the roadway alignment; however, this amount would be minimal, and the impact would be considered less than significant. This issue will not be discussed further in the EIR.

c) *Potentially Significant Impact*. Construction of the interchange and roadway would increase impervious surfaces and, as a result, could alter drainage patterns in the area. This would be considered a potentially significant impact and will be discussed further in the EIR.

d) *Potentially Significant Impact*. Please see discussion in "c" above. This would be considered a potentially significant impact and will be discussed further in the EIR.

e) *Potentially Significant Impact*. Construction activities could include materials storage, equipment fueling, use and storage of hazardous materials, and other activities that could potentially be discharged into storm water. This would e considered potentially significant and will be discussed further in the EIR.

f) *Potentially Significant Impact*. Please see discussion in "e" above. In addition, increased impervious surfaces could result in increased runoff to receiving waters, including Buffalo Creek and Folsom South Canal. This is considered potentially significant and will be discussed further in the EIR.

g) *Potentially Significant Impact*. Please see discussion in "e-f" above. This would be considered a potentially significant impact and will be discussed further in the EIR.

h) *Potentially Significant Impact*. Please see discussion in "c" above. This would be considered a potentially significant impact and will be discussed further in the EIR.

i) Potentially Significant Impact. Please see discussion in "c" above. In addition, vehicles could also introduce pollutants that could impact water quality. This would be considered a potentially significant impact and will be discussed further in the EIR.

j) *No Impact*. The project area is not within a 100-year floodplain zone. The project would not place housing within a 100-year floodplain. This issue will not be discussed further in the EIR.

k) No Impact. The project is not within a 100-year floodplain, and would not place any structures within a 100-year floodplain that would impede or redirect flood flows. This issue will not be discussed further in the EIR.

l) *Less Than Significant Impact*. The project area is approximately 0.75 miles from the American River. The project would accommodate traffic accessing US-50 and areas south of US-50, and project-related hazards due to flooding along this river are considered less than significant. These issues will not be discussed further in the EIR.

m) *No Impact*. The project area is not located in an area that would be affected by a seiche, tsunami, or mudflow. Therefore, implementation of the project would result in no impact regarding inundation and will not be discussed further in the EIR.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	LAND USE AND PLANNING. Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion of Impacts

a) *No Impact*. The proposed project would provide additional access from US-50 to communities south of the freeway, and would not divide an established community. The interchange and roadway are part of planned circulation improvements to accommodate existing and future anticipated traffic levels in the area, and the alignment would cross through currently undeveloped land. However, impacts to existing communities surrounding the project area will be discussed in the EIR.

b) *No Impact*. The City is currently developing a General Plan that will identify land use policies within the City of Rancho Cordova. The proposed project has been included in the planned circulation system for the City, and would accommodate previously approved and planned land uses. The interchange is included as mitigation for some approved development, and would be designed in coordination with the continued development of the General Plan; therefore, no conflict with applicable land use plans is anticipated. However, further discussion will be provided in the EIR to document that the project is designed in accordance with all applicable land use plans and policies.

c) *No Impact*. No provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan are within the project area. The EIR, however, will discuss regional conservation measures that the County of Sacramento is currently undertaking associated with the South Sacramento Habitat Conservation Plan.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Discussion of Impacts

a) *Less Than Significant Impact*. Soil maps indicate that portions of the project area may contain dredge mining tailings left from historical gold mining activities. These tailings can sometimes be mined and used as aggregate material for concrete and other construction materials. There is potential that this material would be removed prior to construction of the interchange project. However, any removal would be completed through a conditional use permit as a separate contract, and impacts associated with the removal would be analyzed under a separate CEQA document. This issue will not be discussed further in the EIR.

b) *No Impact*. There are no resource recovery sites within the project area delineated on any local general plan, specific plans, or land use plan. Therefore, no impacts are anticipated. This issue will not be addressed further in the EIR.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	NOISE. Would the project result in:				
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	☒	☐	☐	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e)	For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

a) *Potentially Significant Impact*. The proposed project could increase noise levels at adjacent land uses by bringing traffic closer to the residences and raising the traffic along the overcrossing structure and westbound ramps. The new roadway would also introduce new noise impacts to a currently undeveloped area. In addition, temporary construction noise could potentially increase noise levels in the area. These impacts would be considered potentially significant, and this issue will be discussed further in the EIR.

b) *Potentially Significant Impact*. Please see discussion "a" above. This issue will be discussed further in the EIR.

c) *Potentially Significant Impact*. Please see discussion "a" above. This issue will be discussed further in the EIR.

d) *Potentially Significant Impact*. Please see discussion "a" above. This issue will be discussed further in the EIR.

e) *No Impact*. The proposed project is not located within an airport land use are or two miles of a public airport; therefore, no impact is anticipated. This issue will not be discussed further in the EIR.

f) *No Impact*. There are no private airports located in the project area; therefore, no impact is anticipated. This issue will not be discussed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING. Would the project:				
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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion of Impacts

a) *Less Than Significant Impact*. The proposed project is included as mitigation for planned development in the area, and would accommodate planned land uses by providing more efficient access to these areas and allowing for this development to be permitted; however, the project would not include construction of housing that would result in direct growth impacts. Although the project would accommodate planned growth south of US-50, these developments are already planned and approved, therefore project impacts would be considered less than significant. However, further discussion shall be included in the EIR regarding growth in the area as it relates to the proposed project.

b) *No Impact*. Construction of the proposed project would not require the destruction of any existing housing that would necessitate the construction of replacement housing elsewhere; therefore, there would be no impact. This issue will not be discussed further in the EIR.

c) *No Impact*. Construction of the proposed project would not require the displacement of any persons that would necessitate the construction of replacement housing elsewhere; therefore, there would be no impact. This issue will not be discussed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES. 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 following public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Discussion of Impacts

a) *Less Than Significant Impact*. The proposed project would improve access to areas south of US-50, and would not include residential or commercial components that would increase human presence in the area. During construction, there may be temporary impacts to emergency services due to lane closures or other construction activities. All construction activities would be coordinated with the Sacramento Metropolitan Fire Department to ensure that emergency service would be maintained; therefore, impacts to fire protection services would be less than significant and will not be discussed further in the EIR.

b) *Less Than Significant Impact*. Please see discussion "a" above. The project would not result in a demand for police protection services. During construction, there may be temporary impacts to emergency services due to lane closures or other construction activities. All construction activities would be coordinated with the Rancho Cordova Police Department to ensure that emergency service would be maintained; therefore, impacts to police protection services would be less than significant and will not be discussed further in the EIR.

c) *No Impact*. Please see discussion "a" above. The project would not result in a demand for schools. This issue will not be discussed further in the EIR.

d) *No Impact*. Please see discussion "a" above. The project would not result in a demand for parks. This issue will not be discussed further in the EIR.

e) *No Impact*. Please see discussion "a" The project would not result in a demand for additional public facilities. This issue will not be discussed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

a) *No Impact*. Development of the proposed project would not include a housing component that would require construction of new recreational facilities. Therefore, no impact is anticipated. This issue will not be discussed further in the EIR.

b) *No Impact*. Development of the proposed project would not include construction of new recreational facilities that would have an adverse impact on the environment. This issue will not be discussed further in the EIR.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.	TRANSPORTATION/TRAFFIC. Would the project:				
a)	Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☒	☐	☐	☐
b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e)	Result in inadequate emergency access?	☒	☐	☐	☐
f)	Result in inadequate parking capacity?	☐	☐	☐	☒
g)	Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐

Discussion of Impacts

a) *Potentially Significant Impact*. The proposed project would not increase or result in a substantial increase in existing traffic trips on the highway network as no trip-generating land uses are associated with the project. However, short-term construction activities could potentially disrupt traffic on US-50 and Folsom Boulevard. In addition, the new interchange and roadway would alter existing traffic patterns, resulting to impacts to nearby roadway segments. These impacts would be considered potentially significant, and will be discussed further in the EIR.

b) *Potentially Significant Impact*. See discussion "a" above. The interchange would be designed to ensure that operational levels of service would meet state and federal standards; however, potential construction related impacts would be considered potentially significant and this issue will be discussed further in the EIR.

c) *No Impact*. The proposed project does not include any activities that would interfere with the air traffic in a way that would create safety risks; therefore, no impact is anticipated. This issue will not be discussed further in the EIR.

d) *Less Than Significant Impact*. Project design is subject to considerable review during project development and is overseen by the City and Caltrans. Design issues such as turning radius, banking, line of sight, and other safety factors are considered and addressed prior to final design approval. Based on this process, any impacts are expected to be less than significant. This issue will not be discussed further in the EIR.

e) *Potentially Significant Impact*. The interchange would create a new access point to US-50 for emergency vehicles. During construction, temporary impacts to access along Folsom Boulevard may occur. In addition, construction of the interchange structure and auxiliary

lanes may require lane closures on US-50. Impacts to emergency access are considered potentially significant and will be discussed further in the EIR.

f) *No Impact*. The proposed project would not include land uses that would generate a demand for parking; therefore, no impact is anticipated. This issue will not be discussed further in the EIR.

g) *Less than Significant Impact*. The proposed project alternatives will include space for high occupancy vehicle lanes, pedestrian and bicycle facilities, and alternative transportation where feasible. With incorporation of these design measures, the project would promote adopted plans and policies for alternative methods of transportation where possible, and impacts would be considered less than significant. This issue will be discussed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☒	☐	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion of Impacts

a) *No Impact*. The proposed project would not result in the need for wastewater treatment. Therefore, the project would not exceed any wastewater treatment requirements of the Regional Water Quality Control Board. This issue will not be discussed further in the EIR.

b) *No Impact*. The proposed project would not require or result in the construction of new water treatment facilities or expansion of existing facilities. This issue will not be discussed further in the EIR.

c) *Potentially Significant Impact*. The project would require additional storm water drainage facilities and will be subject to requirements of the Regional Water Quality Control Board. Project construction activities would be subject to the National Pollutant Discharge Elimination System permit process. This issue will be discussed further in the EIR.

d) *Less Than Significant Impact*. Project water demand is limited to temporary construction needs and landscaping irrigation needs. These water requirements are not expected to result in the need for expanded entitlements, and the impact would be considered less than significant. This issue will not be discussed further in the EIR.

e) *No Impact*. The proposed project would not include any uses that would generate a need for wastewater services; therefore, the project would not require or result in the construction of wastewater treatment facilities or expansion of existing facilities. This issue will not be discussed further in the EIR.

f) *Less Than Significant Impact*. Solid waste generation would be limited to construction debris. Since the proposed interchange and roadway are new facilities, the amount of waste material is not anticipated to exceed the available landfill capacity, and impacts would be less than significant. This issue will not be discussed further in the EIR.

g) *Less Than Significant Impact*. Please see discussion "f" above. All solid waste would be transferred to a landfill or other disposal center as required by local, state, and federal law, and impacts would be less than significant. This issue will not be discussed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, 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 rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals	☒	☐	☐	☐
c) 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.	☒	☐	☐	☐
d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Discussion of Impacts

a) *Potentially Significant Impact*. The proposed project does have the potential to impact animal and plant habitats, endangered species, and prehistorical resources. These impacts would be considered potentially significant and will be discussed further in the EIR.

b) *Potentially Significant Impact*. The project would serve the immediate goal of improving traffic circulation along this segment of US-50 and access to areas south of the highway. However, construction of the interchange would have the potential to impact existing environmental resources in the area, including biological resources, water quality, and air quality. Impacts to these resources could impact long-term goals for preservation of these resources; therefore, they would be considered potentially significant and will be discussed in the EIR.

c) *Potentially Significant Impact*. The proposed project would have impacts that could be cumulatively considerable. These issues will be discussed further in the EIR.

d) *Potentially Significant Impact*. The proposed project would result in environmental effects that could either directly or indirectly affect human beings. This issue will be discussed further in the EIR.