

State Route 120 and Yosemite Avenue Interchange

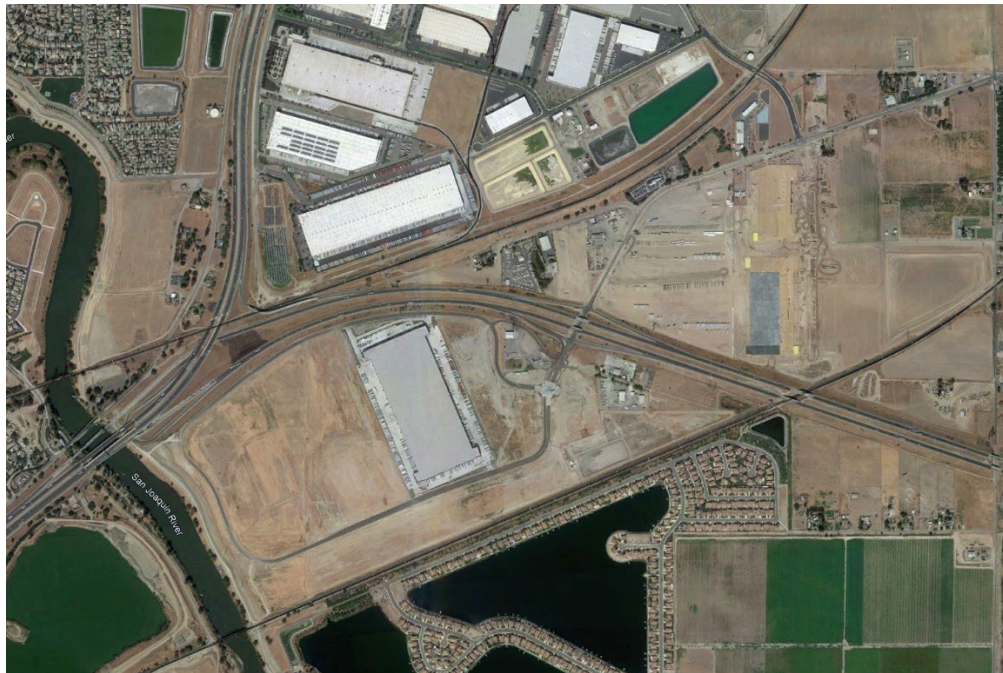
City of Lathrop, San Joaquin County

10-SJ-120-Post Mile R0.5/R1.8

Project ID Number 1017000160

Initial Study with Proposed Mitigated Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

October 2025



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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 San Joaquin 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 10 office at 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, CA 95205; the Stockton-San Joaquin County Library Lathrop Branch at 450 Spartan Way, Lathrop, CA 95330; the Stockton-San Joaquin County Library Manteca Branch at 320 West Center Street, Manteca, CA 95336; and the Stockton-San Joaquin County Library Tracy Branch at 20 East Eaton Avenue, Tracy, CA 95376.
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Laura Cook, District 10 Environmental Division, California Department of Transportation, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205. Submit comments via email to: laura.cook@dot.ca.gov.
- Submit comments by the deadline: **November 4, 2026**

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.

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General Information About This Document

Document prepared by: Steve McMurtry, Principal, De Novo Planning Group

The Initial Study circulated to the public for 30 days between October 5, 2026 and November 4, 2026. Comments received during this period are included in Appendix B. Elsewhere, language has been added throughout the document to indicate where a change has been made since the circulation of the draft environmental document. Minor editorial changes and clarifications have not been so indicated.

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Expand and Improve State Route 120 and Yosemite Avenue Interchange
from Post Mile R0.5 to Post Mile R1.8 in San Joaquin County

**INITIAL STUDY
with Proposed Mitigated Negative Declaration**

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

THE STATE OF CALIFORNIA
Department of Transportation
and
City of Lathrop
Cooperating Agencies:
Responsible Agencies: California Transportation Commission

C. Scott Guidi

/s/ C. Scott Guidi
Environmental Office Chief, District 10
California Department of Transportation
CEQA Lead Agency

10/07/2025

Date

The following individual can be contacted for more information about this document:
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DRAFT **Proposed Mitigated Negative Declaration**

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: pending

District-County-Route-Post Mile: 10-SJ-120-R0.5/R1.8

EA/Project ID Number: EA 10-1G760 and Project ID 1017000160

Project Description

The City of Lathrop, in cooperation with California Department of Transportation (Caltrans), proposes to expand and improve the existing State Route 120 and Guthmiller Road/Yosemite Avenue interchange in Lathrop. The improvements would include reconfiguring the westbound State Route 120 on- and off-ramps from a tight diamond configuration (Type L-1) to a loop on-ramp and diagonal off-ramp configuration (Type L-7), installing traffic signals at the ramp terminals to improve traffic operations, widening the eastbound on- and off- ramps, and widening Guthmiller Road to four 12-foot-wide travel lanes with two 6-foot-wide bike lanes (one on each side of the street) and one 8-foot-wide sidewalk on the east side of Guthmiller Road.

Determination

An Initial Study has been prepared by Caltrans District 10. On the basis of this study, it is determined that the proposed action would not have a significant effect on the environment for the following reasons:

The project would have no effect on agriculture and forestry resources, land use and planning, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire.

The project would have less-than-significant effects to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, and tribal cultural resources.

- With the following mitigation measure incorporated, the project would have less than significant effects to transportation: **TRA-1:** Implement a road diet to convert a four-lane roadway to a two-lane roadway along a segment of Harlan Road, resulting in a lane reduction of approximately 3,835 feet. Construct approximately 2.85 miles of new Class II bike lanes along three continuous road segments: Harlan Road between Louise Avenue and D'Arcy Parkway (same segment as the proposed lane reduction); D'Arcy Parkway between

Harlan Road and Yosemite Avenue; and Yosemite Avenue between D'Arcy Parkway and the Lathrop/Manteca Altamont Corridor Express Station.

Please refer to Section 2.1.17 for additional information regarding the above mitigation.

/s/ C. Scott Guidi
Environmental Office Chief, District 10
California Department of Transportation

Date

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Chapter 1 Proposed Project

1.1 Introduction

The City of Lathrop, in cooperation with Caltrans, proposes to improve the existing tight diamond (Type L-1) interchange at Guthmiller Road and Yosemite Avenue and State Route 120 between post miles R0.5 and R1.8. The Yosemite Avenue and Guthmiller Road corridor is a local roadway connecting the cities of Lathrop and Manteca. This arterial extends from the South Lathrop Specific Plan area north to State Route 120 then east to State Route 99. The existing State Route 120 and Yosemite Avenue interchange configuration is a tight diamond (Type L-1) with undercrossing structures (Bridge No. 29-271 R/L). The State Route 120 ramp-terminal intersections are single lane and stop-controlled. Currently, agriculture and industrial users occupy the South Lathrop Specific Plan Area and the existing roadways do not provide sidewalks or bicycle lanes for alternate modes of circulation.

The project is needed to support development of the South Lathrop Specific Plan area, which proposes to develop the 315-acre area located near State Route 120, north and west of the Union Pacific Railroad, and east of the San Joaquin River. This development would include commercial offices, limited industrial facilities, public facilities, and park/open spaces. Circulation designs would take into account all types of users including vehicular, bicycle and pedestrian users. Access to the South Lathrop Specific Plan would be via State Route 120 and Yosemite-Guthmiller interchange and a four-lane arterial from Yosemite Avenue extending Guthmiller Road south into the South Lathrop Specific Plan Area.

Environmental review for the South Lathrop Specific Plan was certified in October 2013. Subsequently, the City prepared a supplemental report to determine the work and studies needed to complete the Project Approval and Environmental Documentation for the improvements to the State Route 120 and the Yosemite Avenue and Guthmiller Road Interchange. The City anticipates construction of the South Lathrop Specific Plan and corresponding State Route 120 and Yosemite Avenue interchange improvements to begin in 2026.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to improve the existing State Route 120 and Yosemite Avenue interchange to accommodate existing and planned traffic in Lathrop. More specifically, the purpose of this project is to:

- Improve local access to State Route 120;
- Improve regional mobility on State Route 120; and
- Relieve congestion on State Route 120, and local roadways during peak hour conditions.

1.2.2 Need

The project is needed because traffic generated by planned and approved developments, including buildout of the South Lathrop Specific Plan Area and Lathrop Gateway Business Park Specific Plan Area is anticipated to exceed the existing operational capacity of the interchange. Local access to State Route 120 and Yosemite Avenue interchange is an important link for the City of Lathrop and the surrounding community and provides access to and from the southern portion of the city. Traffic volumes, especially during peak hour times, can become heavy, leading to traffic delays and inefficient traffic movements; improvements are needed to relieve congestion on State Route 120 and local roadways during peak hour times. Additional onramp and offramp capacity and improved traffic flow is needed to provide adequate regional mobility and access to and from State Route 120, and between areas north and south of State Route 120. Further, projected growth in and around Lathrop would put traffic demands on the interchange that cannot be met unless improvements are made to the existing interchange. Without any improvements, traffic would experience delays and extensive queuing due to future growth.

1.3 Project Description

The City of Lathrop, in cooperation with Caltrans, proposes to improve the Yosemite Avenue and Guthmiller Road and State Route 120 interchange.

The project is within the City of Lathrop and is specifically located at 37.78945°N, 121.28715°W. Figure 1-1, Project Vicinity Map, and Figure 1-2, Project Location Map, show the location of the project on a regional and local basis, respectively.

The Yosemite Avenue and Guthmiller Road corridor is a local roadway connecting the cities of Lathrop and Manteca. This interchange is a major entry to, and exit from, the southern portion of Lathrop, which is approved for industrial and commercial development. The interchange is a key connector for users in the South Lathrop Specific Plan Area and the Lathrop Gateway Business Park Specific Plan Area. To the south of the interchange is the South Lathrop Specific Plan Area and to the north is the Lathrop Gateway Business Park.

In its existing condition, Yosemite Avenue consists of two (through) lanes to the north of State Route 120; four lanes (three through lanes and one right-turn lane) south of State Route 120; and four travel lanes (dual left-turn and two through lanes) underneath State Route 120. The existing State Route 120 and Yosemite Avenue interchange is a Type L-1 (tight diamond) configuration with undercrossing structures (Bridge No. 29-271 R/L). The State Route 120 ramp-terminal intersections are single lane and stop-controlled. An early work package was prepared in 2019 that was approved through a Caltrans Encroachment Permit for the widened Yosemite Avenue and Guthmiller Road intersection to provide left turn pockets to serve as storage for the freeway on-ramps. The eastbound off-ramp was also widened to include additional lanes and a free-right turn movement.

Figure 1-1 Project Vicinity Map

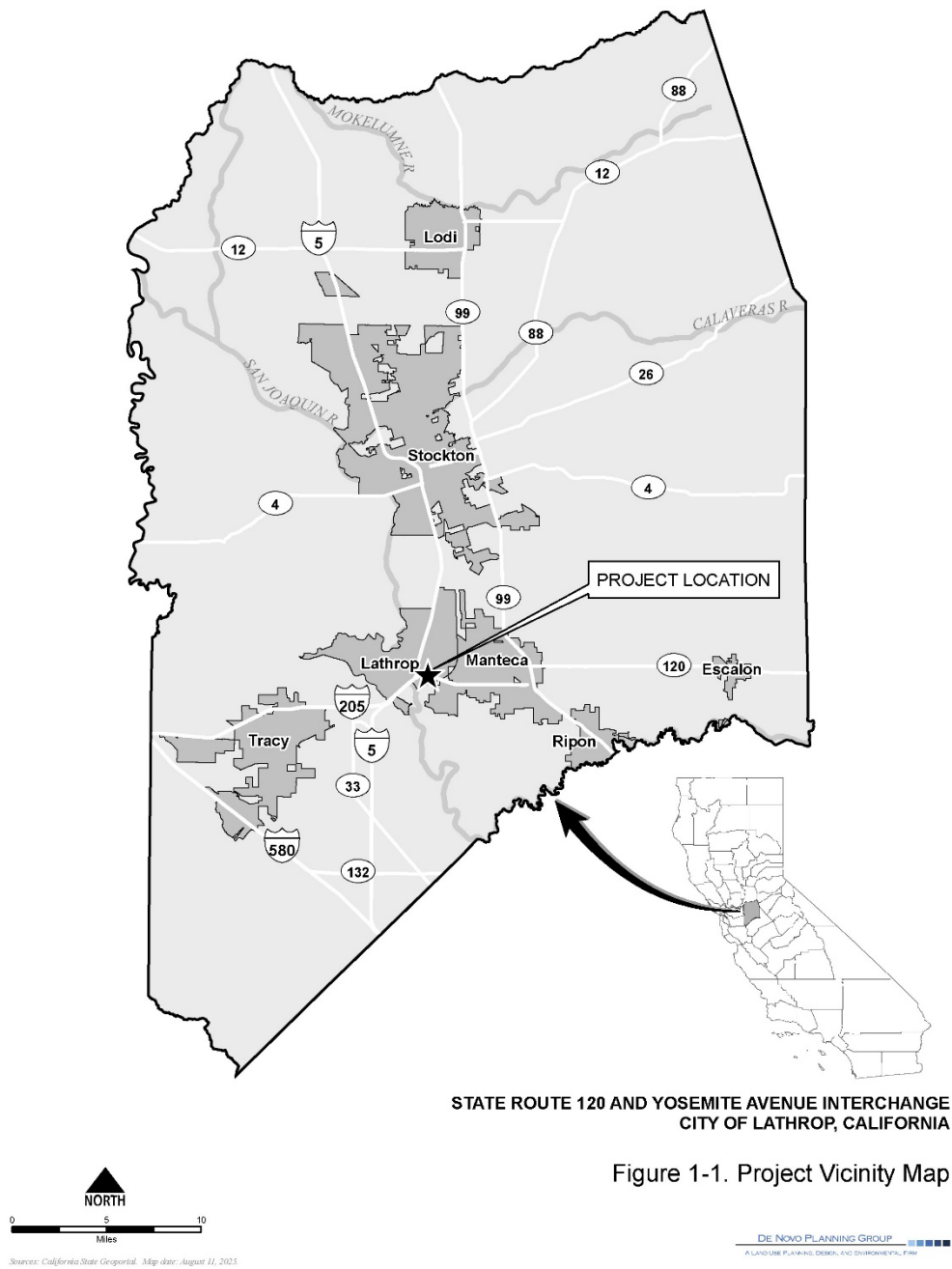
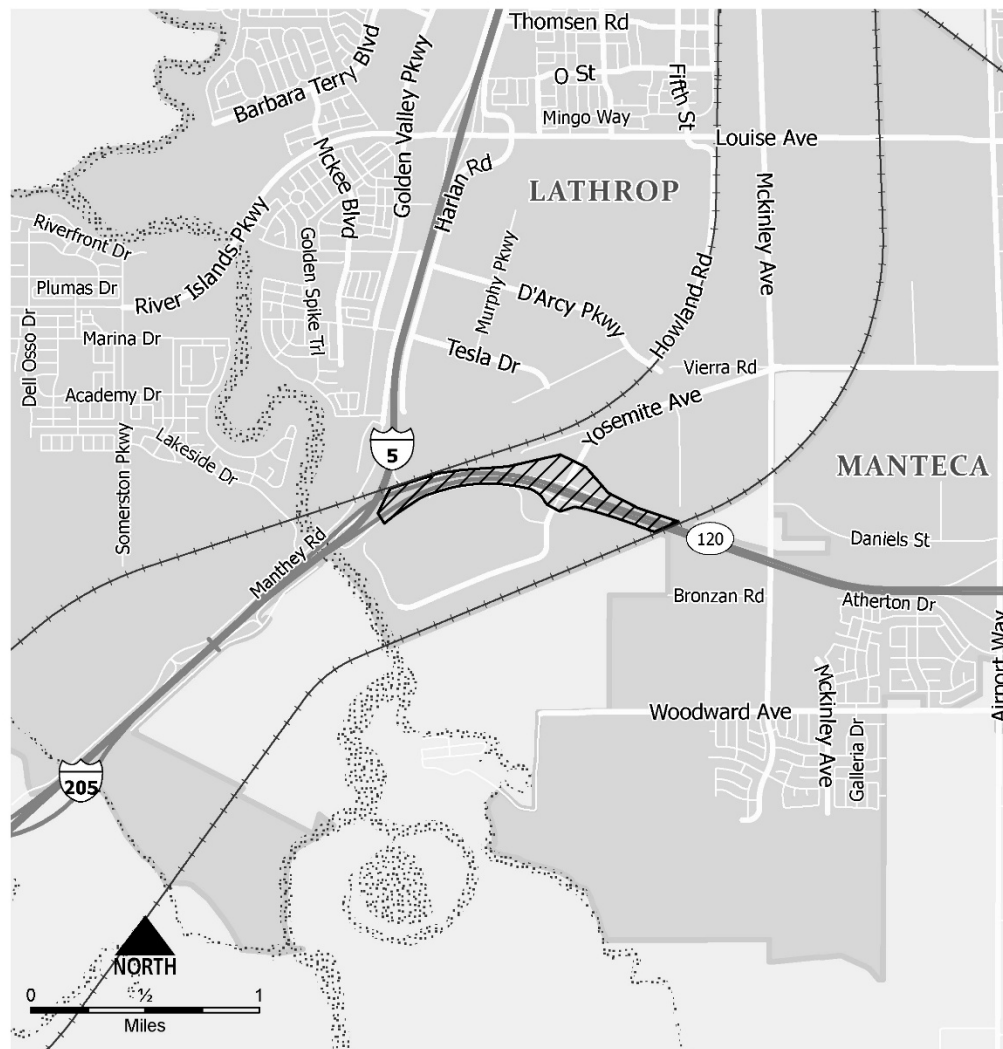


Figure 1-2 Project Location Map



**STATE ROUTE 120 AND YOSEMITE AVENUE INTERCHANGE
CITY OF LATHROP, CALIFORNIA**

Figure 1-2. Project Location

- Legend**
- Project Boundary
 - Incorporated Area
 - Unincorporated San Joaquin County
 - Water Feature
 - Union Pacific Railroad

Sources: San Joaquin County GIS; California State Geoportal. Map date: August 11, 2025.

DE NOVO PLANNING GROUP
A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM

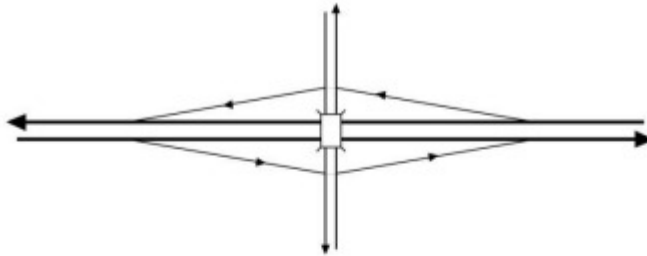
1.4 Project Alternatives

A Build Alternative and a No-Build Alternative are considered for this project.

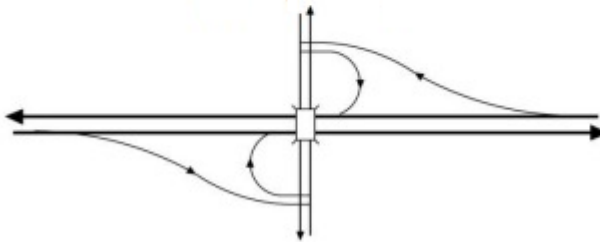
1.4.1 Build Alternative

The 7th Edition Highway Design Manual establishes uniform policies and procedures to carry out the state highway design functions of the California Department of Transportation. Chapter 500 identifies types of interchanges that are common on the highway system. The types of interchanges are characterized by the basic shapes of ramps: namely, diamond, loop, directional, hook, or variations of these types. Under the Build Alternative, improvements would be made to the State Route 120 and Yosemite Avenue interchange within the existing right-of-way. The Build Alternative includes reconfiguring the westbound State Route 120 on- and off-ramps from a tight diamond configuration (Type L-1) to a loop on-ramp and diagonal off-ramp configuration (Type L-7), installing traffic signals at the ramp terminals to improve traffic operations, widening the eastbound on- and off- ramps, and widening Guthmiller Road to four 12-foot-wide travel lanes while adding two 6-foot-wide bike lanes (one on each side of the street) and adding one 8-foot-wide sidewalk on the east side of Guthmiller Road. The proposed loop on-ramp would require widening the West Yosemite Avenue Undercrossing (Bridge No. 29-271L). The widening of Guthmiller Road would require installation of a retaining wall along the east side of Guthmiller Road under the existing State Route 120 structures. Northbound Guthmiller Road would provide a right turn pocket onto the westbound loop on-ramp. The northbound Guthmiller Road two through lanes would continue north through the westbound ramp intersection, then transition into Yosemite Avenue. Figure 1-3, Typical Interchange Types, shows examples of a tight diamond configuration (Type L-1) and a loop on-ramp and diagonal off-ramp configuration (Type L-7) interchange type.

Figure 1-3 Typical Interchange Types



TYPE L-1



TYPE L-7

This project incorporates a number of standardized avoidance and minimization measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the 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 leave the existing interchange as it is. Impacts from traffic associated with projected growth in the City of Lathrop and surrounding community would not be addressed.

1.5 Alternatives Considered but Eliminated from Further Discussion

During the preparation of the Project Study Report-Project Development Support, an evaluation of alternative designs was performed. Alternatives that included work in the northwest quadrant of the intersection (such as the construction of an L-9 interchange configuration) were reviewed but determined to not be feasible due to impacts to the Union Pacific Railroad grade separation structure on mainline State Route 120 just west of the project site. Ultimately, the Project Study Report-Project Development Support determined that two alternatives should be further studied: the Build Alternative and the No Build Alternative. This Initial Study analyzes the potential environmental impacts of the Build Alternative.

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

The project may include, but would not be limited to, the following standard measures and best management practices:

Aesthetics

Caltrans Standard Specification Section 7-1.04, Public Safety, regulates nighttime illumination during construction activities.

Air Quality

Caltrans Standard Specification Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes.

Caltrans Standard Specification Section 10-5, Dust Control, identifies measures for controlling dust by applying a dust palliative under Section 18-2, applying temporary soil stabilization under Section 13-5 3, and managing material stockpiles under Section 13-4.03C(3).

Reduce construction emissions on-site by using less-polluting construction equipment, which can be achieved by utilizing add on controls, cleaner fuels, or newer lower emitting equipment, in compliance with San Joaquin Valley Air Pollution Control District's Rule 9510, as described in Caltrans Standard Specifications Section 14-9, Air Quality.

Biological Resources

Pre-construction surveys and/or mitigation for active raptor and migratory bird nests, per Caltrans Standard Specification Section 14-6.03B.

Pre-construction surveys for bats, per Caltrans Standard Specification Section 14-6.03B.

Replanting/Erosion Control per Caltrans Standard Specification Section 20-3.01C.

Cultural Resources

If previously unidentified cultural materials are unearthed during construction, Caltrans Standard Specifications Section 14-2, Cultural Resources, states that work be halted in that area until a qualified archaeologist can assess the significance of the find. An additional archaeological survey would be needed if project limits are extended beyond the present survey limits.

As described in Caltrans Standard Specifications Section 14-2, Cultural Resources, if human remains are discovered during construction, California Health and Safety Code Section 7050.5 states that further disturbances and activities would stop in any area or nearby area suspected to overlie remains, and the county coroner would be contacted. If the coroner thinks the remains are Native American, the coroner would notify the Native American Heritage Commission, which, per Public Resources Code Section 5097.98, would then notify the Most Likely Descendant.

Caltrans Standard Specifications Section 14-1.02 requires the establishment of an environmentally sensitive area, if appropriate, and identifies the steps to take if the environmentally sensitive area boundary is breached.

Caltrans Standard Specifications Section 14-2.02 defines the archaeological monitoring area and archaeological resources. Caltrans Standard Specifications Section 14-2.03B describes how an archaeological monitoring area shall be monitored and demarcated.

Geology, Soils, and Seismicity

Caltrans Standard Specifications Section 14-7, Paleontological Resources, includes a work stoppage and appropriate follow-up if paleontological resources are encountered during project construction.

Caltrans Standard Specifications Section 21, Erosion Control, and Section 18, Dust Palliatives, include erosion control measures.

Greenhouse Gas Emissions

The contractor shall reduce construction waste and maximize the use of recycled materials, as specified in Caltrans Standard Specifications Section 14-10, Solid Waste Disposal and Recycling.

The contractor shall incorporate measures to reduce the use of potable water, as described in Caltrans Standard Specifications Section 10-4, Water Usage, and Section 10-6, Watering.

Idling shall be limited to five minutes for delivery and dump trucks and other diesel-powered equipment, as described in Caltrans Standard Specifications Section 14-9, Air Quality.

The contractor shall seek to operate construction equipment with improved fuel efficiency, as described in Caltrans Standard Specifications Section 14-9, Air Quality.

The contractor shall implement construction greenhouse gas reduction measures, in compliance with San Joaquin Valley Air Pollution Control District's Rule 9510, as described in Caltrans Standard Specifications Section 14-9, Air Quality.

Hydrology and Water Quality

In compliance with Caltrans Standard Specification Section 13-3, Stormwater Pollution Prevention Plan, a Stormwater Pollution Prevention Plan that identifies erosion and sediment control measures and other best management practices shall be implemented during construction to reduce contamination and sedimentation in waterways. The best management practices and overall Stormwater Pollution Prevention Plan would be reviewed by the Regional Water Quality Control Board as part of the permitting process.

Projects shall obtain coverage under, and comply with, the Construction General Permit, as stated in Caltrans Standard Specifications Section 13-1.01D(4)(b).

Noise and Vibration

Construction activities shall comply with Caltrans Standard Specifications Section 14-8, Noise and Vibration.

Transportation

Caltrans Standard Specifications Section 12, Temporary Traffic Control, includes general specifications for providing temporary traffic control to ensure public safety. Caltrans' Transportation Management Plan Guidelines identify the processes, roles, and responsibilities for preparing and implementing Transportation Management Plans.

Utilities and Service Systems

Caltrans Standard Specifications Section 14-10, Solid Waste Disposal and Recycling, includes specifications for managing solid waste. Section 14-10 requires solid waste generated during construction activities to be disposed of or recycled.

Caltrans Standard Specifications Section 10-4, Water Usage, includes water conservation specifications for construction activities.

Caltrans Standard Specifications Section 10-6, Watering, includes specifications for developing a water supply, furnishing water, and applying water.

Caltrans Standard Specifications Section 13, Water Pollution Control, includes specifications for sanitary and septic waste.

1.7 Permits and Approvals Needed

Standard permits, licenses, agreements, and certifications that are required for nearly all Caltrans projects may be required for project construction, including a Clean Water Act Section 402/Stormwater Discharge permit from the Central Valley Regional Water Quality Control Board.

Agency	Permit/Approval	Status
Central Valley Regional Water Quality Control Board	Clean Water Act Section 401 Water Quality Certification	The application for the Section 401 certification would be submitted during the project's final design phase
Central Valley Regional Water Quality Control Board	National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ.	The application for the Construction General Permit would be submitted during the project's final design phase

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 (Memo Level)* dated July 25, 2022, 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?	Less Than Significant Impact

Affected Environment

The project is located on a state route within a small urban center in the greater California Central Valley area, in the City of Lathrop. Land uses surrounding the project site consists of both developed and undeveloped land to the north and south of the project site. The developed areas consist of industrial warehousing, office, and truck storage uses. The buildings are typically 1-2 stories tall, consisting of concrete and glass. The project limits include existing paved freeway, vegetated median, shoulder areas, and vegetated sloped embankments. The freeway is elevated above natural grade by approximately 20 feet. Views from the project site are unobstructed due to the elevated position of the roadway set atop an earthen turnpike. The project site is not in the vicinity of a scenic highway. There are no local policies that govern the aesthetics of roadway overpasses.

Environmental Consequences

The proposed project includes improvements to the existing State Route 120 and Yosemite Avenue interchange. Construction activities anticipated by the proposed project are expected to be completed during normal working daylight hours, but nighttime lighting may be used at the site. However, all nighttime illumination sources would comply with standard Caltrans Standard Specification Section 7-1.04, which directs Caltrans to use illumination for public safety; any light and glare from construction activities would be temporary. New lighting proposed to illuminate the expanded ramps would permanently increase the quantity of illumination in the surrounding corridor. However, the surrounding region is already urbanized with many light sources and the proposed lighting fixtures would be down lit to reduce night sky pollution in coordination with applicable rules and regulations. Therefore, no substantial new source of lighting or glare is proposed as part of the project and there would be a less-than-significant impact.

Avoidance, Minimization, and/or Mitigation Measures

With implementation of Caltrans Standard Specifications, no avoidance, minimization, and/or mitigation measures are required, and aesthetics impacts would be less than significant.

2.1.2 Agriculture and Forest 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.

State Route 120 passes through parcels that are identified as Farmland of Local Importance on the California Important Farmland Finder. However, State Route 120, and its on- and off-ramps, is urbanized. The project site is currently paved asphalt and concrete, rendering the agricultural aspect of the underlying soil useless for agricultural uses. The Build Alternative would not remove any additional land from agricultural production nor cause additional Important Farmlands to be converted to urban uses.

There is no forest land on or adjacent to the project site.

The project site and areas surrounding the project site are designated as Limited Industrial and Commercial Office in the Lathrop General Plan and on the Lathrop Zoning Map. There are no areas on or near the project site that would have an agricultural or forest land designation, zone, or use. Considering this information, and information contained in the *Draft Environmental Impact Report for the Lathrop General Plan Update*, dated May 2022, the following significance determinations have been made:

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 Quality Report prepared for the project dated November 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant 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?	Less Than Significant 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

Affected Environment

The project proposes highway improvements to the State Route 120 and Yosemite Avenue interchange. The improvement of the State Route 120 at Yosemite Avenue and Guthmiller Road is an anticipated project in the 2022 San Joaquin Council of Governments Regional Transportation Plan/Sustainable Communities Strategy (San Joaquin Council of Governments, 2022). The Lathrop Gateway Business Park Specific Plan and South Lathrop Specific Plan have included the proposed project in their growth plans and land use designations. Lands adjacent to the project site within the City of Lathrop are designated Limited Industrial and Commercial Office. The proposed project would improve vehicular access to existing and planned industrial and commercial uses.

Environmental Consequences

Overall, the project would relieve congestion on State Route 120 and local roadways during peak hour conditions, as described in the Air Quality Report prepared for the project. The project would be needed in order to meet the increase in traffic generated by other planned and approved developments. Without the improvements associated with the project, traffic would experience delays and extensive queuing due to future growth.

Operation

Relative to existing conditions (2020), under the No Build Alternatives (for both year 2025 and year 2045), average annual daily traffic and vehicle miles traveled would increase with the project, although average speeds for both peak and off-peak travel would decrease. Similarly, relative to existing conditions (2020), under the Build Alternatives (for both year 2025 and year 2045), average annual daily traffic and vehicle miles traveled would also increase, and average speeds for both peak and off-peak travel would decrease. However, the proposed Build Alternative would slightly decrease

the total average annual daily traffic and vehicle miles traveled in comparison the No Build alternative, due to the project's improvements, such as the project's reconstruction of the westbound ramps, the addition of new auxiliary lanes on State Route 120 from the Yosemite Avenue interchange to the Interstate 5 connector, and the provision of facilities for pedestrian and bicyclists.

As described in the Air Quality Report prepared for the project, vehicle hours of delay would decrease for the Build Alternative (Design Year 2045) compared to the No Build (Design Year 2045) alternative. Specifically, vehicle hours of delay during the No Build (Design Year 2045) alternative would be 51.2 hours and 333.8 hours, during the AM and PM peak hours, respectively. However, the vehicle hours of delay for the Build Alternative (Design Year 2045) would be 43.7 hours and 84.8 hours, during the AM and PM peak hours, respectively, much lower than the No Build (Design Year 2045) alternative. Additionally, total stops would be reduced by 16.6% and 31.6% compared with the No Build (Design Year 2045) alternative, during the AM and PM peak hours, respectively. See Table 1-4 of the Air Quality Report for further detail.

Separately, Table 4-2 of the Air Quality Report prepared for the project shows operational criteria pollutant emissions in the existing condition and 2025 and 2045 for the No Build and Build Alternatives. Emissions decrease in 2025 and 2045 compared to the existing condition primarily due to fleet turnover and improvements in exhaust controls. When compared to the No Build Alternative, the Build Alternative would result in approximately the same operational criteria pollutant emissions as the No Build Alternative. However, it should be noted that the modeling used to estimate emissions in Table 4-2 of the Air Quality Report does not account for the reduction in vehicle hours of delay that is anticipated to occur due to project build out. When considering the reduction in vehicle hours of delay that would occur due to implementation of the Build Alternative, it is likely the Build Alternative would likely reduce overall (net) emissions compared with the No Build Alternative. Therefore, the Build Alternative is anticipated to have a net reduction (i.e., benefit) associated with criteria pollutant emissions during project operation, compared with the No Build Alternative.

Construction

Separately, construction would be temporary (assumed to last for no more than 36 months). Construction-related emissions for the Build Alternative are presented in Table 4-1 of the Air Quality Report prepared for the projects. The results of the construction emission calculations are included in Appendix C of the Air Quality Report. The emissions represent the peak daily construction emissions that would be generated by the Build Alternative. Compliance with Caltrans Standard Specification Section 14-9.02 would require contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Further, compliance with Caltrans Standard Specification Section

10-5 would implement measures for controlling dust by applying a dust palliative, applying temporary soil stabilization, and managing material stockpiles to reduce the amount of air pollutants and particles emitted.

Table 4-1 of the Air Quality Report indicates that construction of the Build Alternative would exceed the thresholds established in San Joaquin Valley Air Pollution Control District's Rule 9510, Indirect Source Review, as construction emissions of NO_x resulting from Excavation/Grading and Paving are in excess of 2.0 tons per year. Under the San Joaquin Valley Air Pollution Control District's Rule 9510, transportation, or transit projects where construction exhaust emissions equal or exceed 2.0 tons of NO_x or PM₁₀ emissions for construction equipment greater than fifty (50) horsepower are required to reduce NO_x emissions by 20% and PM₁₀ emissions by 45%, compared to the statewide fleet average. The project would implement Caltrans Standard Specification Section 14-9, which would ensure that construction emissions on-site would be reduced by using less-polluting construction equipment, which can be achieved by utilizing add on controls, cleaner fuels, or newer lower emitting equipment.

Avoidance, Minimization, and/or Mitigation Measures

With implementation of Caltrans Standard Specifications, no avoidance, minimization, and/or mitigation measures are required, and impacts to air quality would be less than significant.

2.1.4 Biological Resources

Considering the information in the *Natural Environment Study (Minimal Impacts)* dated September 2021, 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

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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?	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant 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

A biological study area was established to determine potential biological resource impacts associated with the project. The biological study area is mostly composed of the State Route 120, including the overcrossing and on-and off- ramps. The biological study area also includes Guthmiller Road and Yosemite Avenue, which intersect with State Route 120.

The biological study area is located in the Great Central Valley, which is predominately characterized by extensive agricultural land. The biological study area includes the Project Impact Area and approximately “100 feet beyond the Freeway right-of-way.” The biological study area includes ruderal/disturbed and barren habitat, and urban/developed areas/roadways. A stormwater basin is located within the biological study area, south of the eastbound off-ramp and north of Madrugá Road. The surrounding areas consist of developed lands (mostly industrial), and agricultural land. The San

Joaquin River is located just west of the project limits near the Interstate 5 freeway.

Vegetation Communities

As indicated in the Natural Environment Study (Minimal Impacts), there are no natural communities within the biological study area. Vegetation communities in the biological study area include ruderal/disturbed, and barren. The biological study area is mostly composed of urban/developed roadways (State Route 120, including the overcrossing and on- and off-ramps) and consists primarily of asphalt concrete and/or gravel.

Ruderal/disturbed areas are defined as areas alongside or adjacent to urban development where native plant species have been almost entirely replaced by weedy introduced species, such as wild oat, prickly lettuce, and yellow star thistle. Ruderal/disturbed habitat is present along the State Route 120 median, shoulders, and embankments. There are manmade ditches/drainage features, although they function the same as the surrounding ruderal/disturbed areas.

Barren areas consist of hard-packed soil that is completely devoid of vegetation. This habitat type is located Guthmiller Road, Yosemite Avenue, and in the truck storage areas to the north of State Route 120. The soil in these areas is largely sand derived.

Common Animal Species

As indicated in the Natural Environment Study, animal species observed and/or likely to occur within the biological study area include: California ground squirrel, brown rat, coyote, Botta's pocket gopher, Virginia opossum, black-tailed jackrabbit, striped skunk, red-tailed hawk, killdeer, Eurasian collared-dove, yellow-billed magpie, Brewer's blackbird, house sparrow, red-shouldered hawk, ring-necked pheasant, western kingbird, cliff swallow, chipping sparrow, and great-tailed grackle, Pacific chorus frog, western toad, gopher snake, common kingsnake, and western fence lizard. Further species information is provided in the *Natural Environment Study* in Volume 2.

Habitat Connectivity

The biological study area is located in a mostly developed area and the scope and footprint of the proposed project is small compared to the surrounding available habitat. The proposed project would not substantially increase the footprint of State Route 120, Guthmiller Road, or Yosemite Avenue, and as a result it would not significantly change existing wildlife movement.

A search of the National Marine Fisheries Service species list for the Lathrop 7.5-minute quadrangle indicates that critical habitat for California Central Valley Steelhead and Green Sturgeon, as well as Essential Fish Habitat for the Chinook Salmon are present in the San Joaquin River and its tributaries

(National Ocean and Atmospheric Administration, 2021). The biological study area is proximate to the San Joaquin River; however, it does not have any portion of the San Joaquin River or its tributaries within the biological study area. Furthermore, the manmade drainage features within the biological study area do not drain to the Essential Fish Habitat/Critical Habitat in the San Joaquin River or its tributaries. Nevertheless, the project would be required to prepare a Stormwater Pollution Prevention Plan which would include best management practices that ensure construction and operational water quality is not degraded.

Regional Species and Habitats and Natural Communities of Concern

There are numerous special-status species known to occur within the region. Some species require localized micro-habitats, while others are highly mobile and may occur throughout the region.

Within a nine-quad search, the California Natural Diversity Database lists 44 animal species, most of which are federal or state-listed as Endangered, Threatened, Fully Protected, Candidate, or Species of Special Concern (California Department of Fish and Wildlife, 2021). One of the species is delisted, and several do not have any federal or state listing, but are on watch lists with other organizations. None of these species are documented within the biological study area.

The U.S. Fish and Wildlife Service Official Species List for the project identifies nine federal listed species as potentially occurring in the region, all of which are included in the California Natural Diversity Database list (United States Fish and Wildlife Service, 2021). The U.S. Fish and Wildlife Service list also includes one Critical Habitat area, and ten migratory birds.

The National Marine Fisheries Service lists two federal listed species, one of which is not included in the California Natural Diversity Database list. The National Marine Fisheries Service also includes a critical habitat, and an essential fish habitat as occurring within the Lathrop quad search.

Within a nine-quad search, the California Natural Diversity Database lists 25 plant species, some of which are federal or state-listed as Endangered, Threatened, Fully Protected, Candidate, or Species of Special Concern.

The California Natural Diversity Database search, U.S. Fish and Wildlife Service Official Species List, National Marine Fisheries Service, Official List, and California Native Plant Society Inventory yield a total of 45 special status animal species, 25 special status plant species, three critical habitats, and one essential fish habitat potentially occurring or known to occur in the project area; refer to the *Natural Environment Study* for the full list of species identified in the database searches.

Environmental Consequences

Habitats and Natural Communities of Special Concern

The project would not impact any woodland, riparian, or aquatic habitat.

Special Status Plant Species

There are 25 special-status plants that were identified in the records search for the regional vicinity. Each of these species was deemed to be absent from the biological study area due to a combination of no observations during the focused plant surveys and the absence of appropriate habitat within the biological study area. Additionally, there are no records of these species being documented within the biological study area.

Special Status Animal Species

There are 45 special-status animals that were identified in the records search for the regional vicinity. With the exception of the burrowing owl, California horned lark, pallid bat, Swainson's hawk, Townsend's big-eared bat, and western mastiff bat, which are discussed below in more detail, each of these species was deemed to be Absent from the biological study area due to the absence of appropriate habitat, combined with the lack of any records of these species being present on or in the vicinity. It is noted that given the available quality habitat in the vicinity of the biological study area for special status birds, and the quality roosting habitat for bats, combined with the high mobility of these species, it is possible for these species to traverse the biological study area at times. It is also possible that nests and/or roosts for these species may be established under the overcrossing within the biological study area, or in other areas that are proximate to the biological study area.

Nesting Raptors

There is no appropriate tree nesting habitat for raptor species (i.e., Swainson's hawk) on the project site, and raptors were not present within the biological study area. Additionally, there was no evidence of ground nesting (i.e., burrowing owl).

The proposed project would not directly impact suitable nesting habitat for raptor species. Implementation of Avoidance and Minimization Measures would ensure that the proposed project would not directly or indirectly impact nesting raptors or their young. There are no critical habitats within the project limits. It is noted that the biological study area is within the San Joaquin Council of Governments administered Habitat Conservation Plan/Natural Community Conservation Plan area. While participation in the Habitat Conservation Plan/Natural Community Conservation Plan is voluntary, projects conforming with the Habitat Conservation Plan/Natural Community Conservation Plan could seek environmental coverage for any incidental take of listed species. Nevertheless, development of the project is not anticipated to result in any take of these species.

Bats

The pallid bat, Townsend's big-eared bat, and western mastiff bat were all identified in the California Natural Diversity Database as potentially occurring in the regional vicinity. There are also a variety of other bat species that are known throughout the region including the Mexican free-tailed bat, big brown bat, little brown bat, red bat, and Yuma myotis among others. No bats were observed within the biological study area, including under the overcrossing. Surveying of adjacent, privately owned areas outside the biological study area is not practical without access.

Bats are capable of utilizing the crevices in bridges for roosting. While no bats, or bat signs (i.e., guano), was observed under the overcrossing, it would not be entirely uncommon for bats to establish a roost under the overcrossing at a future time. When work is performed between during the maternal roosting season (April-August), preconstruction surveys are necessary. With the implementation of avoidance, preconstruction surveys, and establishment of buffers, if necessary, the impact to bat species would be less than significant.

Migratory Birds

The project site is within the Pacific Flyway, which is a migratory travel route for millions of birds, and more than 350 species. Migratory birds travel this avian flyway each year from the Bering Strait to South America. Many of the birds travel from the north to overwinter in California, including the Central Valley region which is just west of the biological study area. The birds overwintering arrive as early as August. Other birds travel south to overwinter and arrive back in California as early as February to nest/breed.

One species listed as threatened under CESA, Swainson's hawk, could occur in the biological study area. There is no appropriate nesting habitat, and while there is limited to no foraging habitat, it remains a possibility that this species could forage on rodents located along the State Route 120 embankments. The project would result in permanent impacts to ruderal/disturbed habitat along the embankments; however, this area would be revegetated and what limited foraging opportunities may exist would remain after the project is completed.

The California horned lark is a California Watch List species. This species is known from coastal regions and the Central Valley, inhabiting short grass prairie, bald hills, mountain meadows, and fallow grain fields. They nest on the ground in grass-lined cup-shaped depressions in open grassy areas. This species is both migratory and local.

The timing of the site survey coincided with those migratory birds that breed in California and did not coincide with wintering birds. One migratory bird that could be expected to nest in the biological study area is the cliff swallow.

They are very common nesters throughout the Central Valley and are typically found nesting under bridges/overcrossings.

Nesting cliff swallows were not observed within the project limits nesting under the overcrossing; however, it is well known that this species can skip around to different nesting sites over five-year periods to avoid parasite infestations. There were not remnants of cliff swallow nesting, although that does not preclude this species from establishing nests in the future. As such, given the presence of the overcrossing, combined with bridges/overcrossings being the most common cliff swallow nesting grounds, future nesting by this species is possible within the biological study area. The nesting season is generally February 1 - September 30. With the implementation of appropriate avoidance and minimization measures, the proposed project would have no effect on cliff swallows if they were to establish a colony.

The biological study area provides very limited nesting opportunities for other migratory birds, although it is noted that there is high quality nesting habitat for birds in the vicinity in the San Joaquin River to the west of the biological study area. The riparian habitat along the San Joaquin River is not within the biological study area, and was not surveyed as part of this project, but is generally well documented. It would be expected that a variety of birds occupy and nest in the riparian habitat along the San Joaquin River, and adjacent agricultural lands. Disturbance of migratory birds during their nesting season (February 1 to September 15) could result in “take” which is prohibited under the Migratory Bird Treaty Act and Section 3513 of the California Fish and Game Code. California Fish and Game Code Section 3503 also prohibits take or destruction of bird nests or eggs. Implementation of appropriate avoidance and minimization measures would ensure that the proposed project would not indirectly impact migratory birds or their young.

Western Bumble Bee

There are no recorded sites for western bumble bee within the regional vicinity. The site survey did not reveal any nest sites within the biological study area, however, given this species high mobility and the presence of floral resources it is possible that this species forages within the biological study area at times. The fragmented grassland habitat in the biological study area is low quality for the species. Once project construction is completed, the project would include a replanting of grassland vegetation in all areas disturbed.

The biological study area does not include any farming, pesticide use, or introduction of managed bees (i.e., honeybees). These conservation practices are not applicable to the proposed project.

Invasive Species

There are two identified invasive species within the biological study area yellow star-thistle and red brome. These invasive plant species are common

in San Joaquin County. By revegetating disturbed areas with native species, the proposed project would reduce the spread of these species in the biological study area. Areas disturbed during construction would be revegetated with native species to reduce the spread of invasive plants in the biological study area. Additional avoidance and minimization measures would be applied to the project to avoid the introduction of invasive species to the project area.

Avoidance, Minimization, and/or Mitigation Measures

In addition to the Caltrans Standard Specifications, the following minimization measures would also be implemented in the project to reduce biological resources impacts from the project.

BIO-1: Pre-construction Survey: If project activities must occur during the nesting season (February 1 - September 30), a qualified biologist would conduct pre-construction surveys for active raptor and migratory bird nests within 7 days prior to the onset of these activities. For migratory birds and raptors, the survey area would include the biological study area, as well as adjacent habitat that is visible with optics from the biological study area. If no active nests are found within the survey area, no further mitigation is required.

BIO-2: Establish Buffers: Should any active nests be discovered within the biological study area, the biologist would determine the appropriate construction setback distances based on applicable CDFW guidelines and/or the biology of the affected species. Construction-free buffers would be identified on the ground with flagging, fencing, or by other easily visible means, and would be maintained until the biologist has determined that the young have fledged.

BIO-3: Bats: To avoid effects to bats, a qualified biologist would conduct pre-construction surveys for bats within the crevices of the overcrossing structure within 7 days prior to the onset of construction activities. If no evidence of bats is found under the Yosemite Avenue/State Route 120 overcrossing, no further mitigation is required.

- If it is determined that bats are using the overcrossing structure, it should be determined by the biologist whether the use is for maternal roosting (generally April – August).
 - If it is a non-maternal roost site:
 - If the final design doesn't call for any disturbance to the overcrossing, nothing further would be necessary.
 - If any disturbance to the overcrossing is necessary, exclusionary devices would be installed so the bats cannot use

the overcrossing for roosting during construction and would relocate. These devices should only be installed during the non-maternal and non-mating season (generally September – February). After the exclusionary devices have been installed, the contractor must wait seven days before work can commence. By waiting the seven days, the bats can exit the overcrossing and relocate. Installed exclusionary devices are designed to allow bats to exit, but there is not an ability to re-enter. Once these devices have been installed, they must be maintained by the contractor and kept in good working order. Work on the overcrossing deck can occur anytime without work window restrictions.

- If it is a maternal roost site:
 - If the final design doesn't call for any disturbance to the overcrossing, it would still be necessary to conduct construction worker awareness, establish orange fencing to keep activities away from the roost, and continue with monitoring to ensure that there is no disturbance that could jeopardize the roost.
 - If any disturbance to the overcrossing is necessary, construction must be performed after the maternal roosting season is complete (Sept-Feb).

BIO-4: Replanting/Erosion Control: All areas disturbed during construction activities shall be replaced with a careful selection of regionally appropriate native species of grasses, forbes, and wildflowers for erosion control. Plant genera to consider include Ceanothus.

BIO-5:

- a) All earthmoving equipment to be used during project construction shall be cleaned thoroughly before arrival on the project site.
- b) All seeding equipment (i.e., hydroseed trucks) shall be thoroughly rinsed at least three times prior to beginning seeding work.
- c) To avoid spreading any non-native invasive species already existing on-site, to off-site areas, all equipment shall be thoroughly cleaned before leaving the site.
- d) To avoid introduction of additional non-native species to the site, all fill dirt brought onto the site must be weed free.

2.1.5 Cultural Resources

Considering the information in the *Finding of No Adverse Effect with Standard Conditions* dated June 14, 2023, the following significance determinations have been made:

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

Affected Environment

The Project Area Limits for the proposed project was originally established as a Preliminary Project Area Limits during preparation of the Preliminary Environmental Analysis Report. The Preliminary Project Area Limits, along with the scope of the cultural study was reviewed by Caltrans staff, including a Caltrans archeologist in 2018 and approved to move into the Project Approval and Environmental Documentation phase. The Project Area Limits reflects the maximum proposed new right-of-way and temporary construction easements and all properties subject to new permanent right-of-way. The horizontal Project Area Limits at these proposed construction activities fluctuates from between 3 feet and 10 feet from edge of pavement, which includes areas for staging, within the Caltrans right-of-way. The maximum vertical Project Area Limits is anticipated to be 6 feet along the roadway corridor within the existing State right-of-way. The Archaeological Survey Area for this project is consistent with the Project Area Limits.

Environmental Consequences

The California Historical Resources Information System, Central California Information Center record search results (File No. 118751) indicate that there are 16 previously identified cultural resources within a one-quarter mile radius of the Project Area Limits. Five of the sixteen resources are prehistoric period, one (isolated artifact) is from the protohistoric period, two resources have both prehistoric and historic period material, and eight are historic period resources. None of the 16 previously identified resources are located within the Project Area Limits. No cultural resources are present within the Project Area Limits; as such, Caltrans Professionally Qualified Staff has determined there are No Historical Resources present, as outlined in CEQA Guidelines

Section 15064.5(a). Therefore, there would be no impact to historical resources.

If previously unidentified cultural materials are unearthed during construction, Caltrans Standard Specifications Section 14-2, Cultural Resources, states that work be halted in that area until a qualified archaeologist can assess the significance of the find. An additional archaeological survey would be needed if project limits are extended beyond the present survey limits.

As described in Caltrans Standard Specifications Section 14-2, Cultural Resources, if human remains are discovered during construction, California Health and Safety Code Section 7050.5 states that further disturbances and activities would stop in any area or nearby area suspected to overlie remains, and the county coroner would be contacted. If the coroner thinks the remains are Native American, the coroner would notify the Native American Heritage Commission, which, per Public Resources Code Section 5097.98, would then notify the Most Likely Descendant.

Avoidance, Minimization, and/or Mitigation Measures

With implementation of Caltrans Standard Specifications, no avoidance, minimization, and/or mitigation measures are required, and cultural impacts would be less than significant.

2.1.6 Energy

Considering the information in the Energy Analysis Memorandum prepared for the project dated April 2024, 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?	Less Than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

Affected Environment

The improvement of the State Route 120 at Yosemite Avenue and Guthmiller Road is an anticipated project in the 2022 San Joaquin Council of Governments Regional Transportation Plan/Sustainable Communities Strategy. The Lathrop Gateway Business Park Specific Plan and South

Lathrop Specific Plan have included the proposed project in their growth plans and land use designations and represent new growth areas for Lathrop.

Environmental Consequences

As discussed in the Energy Analysis Memorandum, the Build Alternative would use energy both for construction and during operation. Construction energy usage would include the use of fuel for construction equipment and worker trips. Energy use during operation would include electricity usage to power streetlights along the interchange. Construction duration would be limited to approximately 36 months, and operational energy usage would be nominal. Although the Build Alternative would use energy for construction and operation activities, it would not be wasteful, inefficient, or unnecessary, and the impact to energy resources would be less than significant.

The improvement of the State Route 120 at Yosemite Avenue and Guthmiller Road interchange is an anticipated project in the 2022 San Joaquin Council of Governments Regional Transportation Plan/Sustainable Communities Strategy. The Lathrop Gateway Business Park Specific Plan and South Lathrop Specific Plan have included the proposed project in their growth plans and land use designations and represent new growth areas for Lathrop. Implementation of the project would align with these plans' goals and policies for improving transportation and circulation efficiency, shortening travel distances, increasing overall roadway capacity, and reducing overall vehicle hours of delay. These benefits would, in turn, reduce the amount of energy consumed by vehicles such as gasoline and diesel fuel. Further, the proposed project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. Therefore, the Build Alternative would have no impact on state or local plans for renewable energy or energy efficiency.

Avoidance, Minimization, and/or Mitigation Measures

With implementation of Caltrans Standard Specifications, no avoidance, minimization, and/or mitigation measures are required, and energy impacts would be less than significant.

2.1.7 Geology and Soils

Considering the information in the *Draft Environmental Impact Report for the Lathrop General Plan Update*, dated May 2022; *South Lathrop Specific Plan Draft Environmental Impact Report*, dated October 2013; the *Phase I Initial Site Assessment*, dated April 2021; and the *San Joaquin County Local Hazard Mitigation Plan*, dated 2017, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater 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?	Less Than Significant Impact

Affected Environment

The project site is located in the area of the State Route 120 and Yosemite Avenue interchange. Lands adjacent to the project site within the City of Lathrop are designated Limited Industrial and Commercial Office in the South Lathrop Specific Plan and the Lathrop Gateway Business Park Specific Plan areas. Project improvements would occur adjacent to both developed and undeveloped land to the north and south of the project site. The project site

includes existing paved freeway, vegetated median, shoulder areas, and vegetated sloped embankments.

Environmental Consequences

The project would not expose people or structures to potential adverse effects including the risk of loss, injury, or death involving seismically induced events such as earthquakes, liquefaction, seismically induced settlement, or seismically induced slope failure. The project area is not within a designated Alquist-Priolo Earthquake Fault Zone (California Geological Survey, 2022). A review of geological literature did not identify the presence of any known active or potentially active faults within the vicinity of the project area. Because of the distance from the project site to active faults, there is a very low probability of surface rupture. According to the California Geological Survey's Probabilistic Seismic Hazard Assessment Program, the project site is located within an area of moderate shaking potential (Branum, Chen, Petersen, Willis, 2016). The project would be designed to Caltrans' seismic standards, which would minimize impacts to structures due to seismic ground shaking. The potential for liquefaction is present within the study area given that many soils are high in sand content and the water table is moderately high. However, adherence to the California Building Code and Caltrans' Highway Design Manual would minimize the risk of liquefaction. The project site is not within a landslide area and the project site and the areas adjacent to the interchange are essentially flat, so seismically induced landslide potential does not exist within the project site. On- and off-ramps proposed as part of the project would be designed to meet the Caltrans Seismic Design Criteria and, therefore, would reduce the risk of slope failure during a seismic event.

The project site is underlain by the Modesto Formation and is described as alluvial deposits consisting of gravelly sand, silt, and clay. Construction activities occurring on-site have the potential to cause soil erosion or loss of topsoil; however, best management practices in compliance with Caltrans standards for soil erosion control would be incorporated into construction activities to reduce erosion. Caltrans Standard Specifications Section 21, Erosion Control, and Section 18, Dust Palliatives, include erosion control measures to minimize impacts to topsoil. Soils in the project site generally possess a low expansion (shrink-swell) potential (Natural Resources Conservation District, 2018). The project would be built in accordance with the California Building Code and Caltrans' Highway Design Manual, which would implement standardized measures and best management practices to mitigate potential impacts related to expansive soil.

The project proposes highway interchange improvements and would not involve the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water. Therefore, there would be no impact resulting from septic tanks.

The proposed project occurs along land that is previously disturbed and not expected to contain subsurface paleontological resources, although the possibility of inadvertently unearthing paleontological resources during ground disturbance activities exists. Caltrans Standard Specifications Section 14-7, Paleontological Resources, includes a work stoppage and appropriate follow-up if paleontological resources are encountered during project construction.

Avoidance, Minimization, and/or Mitigation Measures

With implementation of Caltrans Standard Specifications, no avoidance, minimization, and/or mitigation measures are required, and geology and soils impacts would be less than significant.

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change/Greenhouse Gas Report Memorandum dated September 19, 2022, 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 improvement of the State Route 120 at Yosemite Avenue and Guthmiller Road is an anticipated project in the 2022 San Joaquin Council of Governments Regional Transportation Plan/Sustainable Communities Strategy. The Lathrop Gateway Business Park Specific Plan and South Lathrop Specific Plan have included the proposed project in their growth plans and land use designations. Lands adjacent to the project site within the City of Lathrop are designated Limited Industrial and Commercial Office. The proposed project would improve vehicular access to existing and planned industrial and commercial uses.

Environmental Consequences

The proposed project would increase both vehicle miles traveled and CO₂ emissions, compared with the existing/baseline and No Build alternatives. This is because the project would increase overall capacity. However, the anticipated increase from the Build alternatives is not particularly large.

Additional information including a comparison of emissions and vehicles miles traveled for the build and no build can be found in the Climate Change/Greenhouse Gas Report Memorandum in Volume 2.

The project would temporarily generate greenhouse gas emissions during construction due to material processing and transportation, onsite construction equipment, and possible traffic delays from construction. Construction GHG emissions for the project were calculated using the Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model, per Caltrans guidance. The project's construction activities are expected to generate a total of approximately 2,862 tons (equivalent to 2,596 metric tons) of CO₂ during the anticipated approximately 36-month construction schedule (see Table 2-1).

Table 2-1: Modeled Annual CO₂e Emissions and Vehicle Miles Traveled, by Alternative

Alternative	CO₂ Emissions (metric tons/year)	Annual Vehicle Miles Traveled^{a, b}
Existing/Baseline - 2020	163,843	348,486,548
Project Opening Year - 2025	175,917	395,674,523
No Build 2025	175,889	395,610,258
Project Design Year - 2045	213,770	584,426,422
No Build - 2045	213,652	584,105,100

Source: EMFAC2021 v.1.0.2

CO₂ = carbon dioxide

^a Annual vehicle miles traveled values derived from Daily vehicle miles traveled values multiplied by 347, per California Air Resources Board methodology (California Air Resources Board 2008: I-19).

^b Daily vehicle miles traveled derived by multiplying the maximum peak hourly vehicle miles traveled by 24, for a conservative analysis. It should be noted that this provides an overestimate of CO₂ emissions.

Avoidance, Minimization, and/or Mitigation Measures

In addition to the Caltrans Standard Specifications, the following minimization measures would also be implemented in the project to reduce greenhouse gas emissions and potential climate change impacts from the project.

GHG-1: The contractor shall reduce construction waste and maximize the use of recycled materials.

GHG-2: The contractor shall incorporate measures to reduce the use of potable water.

GHG-3: Idling shall be limited to five minutes for delivery and dump trucks and other diesel-powered equipment.

GHG-4: The contractor shall seek to operate construction equipment with improved fuel efficiency by:

- Properly tuning and maintaining equipment
- Using the right-size equipment for the job
- Use equipment with new technologies

GHG-5: The project sponsor shall require the construction contractor to incorporate the most recent greenhouse gas reduction measures and/or technologies for reducing diesel particulate and NOX emissions measures for off-road construction vehicles. The required measures shall be noted on all construction plans and the project sponsor shall perform periodic site inspections. Current greenhouse gas-reducing measures include, but are not limited to, the following:

- Use of diesel construction equipment meeting California Air Resource Board's Tier 4 certified engines wherever feasible for off-road heavy-duty diesel engines and comply with the State Off-Road Regulation. Where the use of Tier 4 engines is not feasible, Tier 3 certified engines shall be used; where Tier 3 engines are not feasible, Tier 2 certified engines shall be used;
- Use of on-road heavy-duty trucks that meet the California Air Resource Board's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five-minute idling limit;
- Use of electric powered equipment in place of diesel-powered equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible;
- Use of alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, propane or biodiesel, in place of diesel-powered equipment for 15 percent of the fleet;
- Use of materials sources from local suppliers, as feasible; and
- Recycling of at least 50 percent of construction waste materials.

2.1.9 Hazards and Hazardous Materials

Considering the information in the *Phase I Initial Site Assessment* dated April 28, 2021; and *Community Impact Assessment Checklist* dated June 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant 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?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

Affected Environment

The project site currently occupied the State Route 120 and Yosemite Avenue interchange, a mix of barren and vegetated slopes, a stormwater basin, and multiple trailer storage yards. Surrounding properties to the north include multiple trailer storage yards and a recreation vehicle and camper storage yard. Properties to the south include a stormwater basin, vacant vegetated lot, and a natural gas fill-up station. Historical uses of the project site indicate the site was primarily utilized for the cultivation of crops from at least 1937 until the construction of the State Route 120 and Yosemite Avenue interchange in 1981. Residual concentrations of recalcitrant agrichemicals may remain in surface soils at the project site in areas of proposed improvements. The highway and interchange were in service at a time when leaded fuels were used in some automobiles. The combustion of leaded fuels may have resulted in the deposition of aerially deposited lead adjacent to roadway surfaces.

The *Phase I Initial Site Assessment* prepared for the project identified no Recognized Environmental Conditions, no historical Recognized Environmental Conditions, and no controlled Recognized Environmental Conditions for the project site.

Environmental Consequences

Implementation of the project would improve the interchange but would not result in any changes to the current conditions related to the transportation, use, and disposal of hazardous materials. The on- and off-ramps would continue to serve a significant amount of truck traffic, including those that may be transporting hazardous materials. However, the proposed project does not itself propose using hazardous materials or enable an increase in the use of hazardous materials. Therefore, the proposed project would not significantly exposed hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials, and the impact would be less than significant.

Construction of the project would entail the transportation, use, and disposal of hazardous materials and, therefore, there is potential that a spill could occur, exposing workers and the public to a health hazard. All aspects of the project associated with the removal, storage, transportation, and disposal of hazardous materials would be in strict accordance with the appropriate regulation of the California Health and Safety Code. Handling of hazardous materials would follow Caltrans' Standard Specifications which outlines handling, storing, and disposing of hazardous waste.

There are no existing or proposed schools within one quarter mile of the project site; therefore, schools would not be affected as result of the project and there would be no impact.

An environmental records search was conducted as part of the *Phase I Initial Site Assessment*. The project site is not listed on Environmental Record source databases and the search found no documentation of hazardous materials violations or discharge on the project site. There are no contaminated facilities within the appropriate American Society for Testing and Materials search distances that would reasonably be expected to impact the project site, and there would be no impact.

The project site is not located within an airport land use plan or within two miles of a public airport or public use airport, and there would be no impact on airport operations.

The project is within the San Joaquin County's Emergency Operations Plan service area. During project construction, construction activities may result in temporary delays and obstacles to vehicular traffic because traffic may need to be slowed, stopped, or detoured. This has the potential to impact response times for emergency responders' implementation of an emergency response plan or emergency evacuation plan. As discussed under section 2.1.17, Transportation, a project-specific Transportation Management Plan, would be developed and implemented before and during construction. The Transportation Management Plan would follow Caltrans' Transportation Management Plan Guidelines and would include guidance for public information announcements, signage, coordination with emergency service providers, and construction scheduling coordination. Further, Caltrans Standard Specifications Section 12, Temporary Traffic Control, provides instructions on traffic control systems and devices to maintain traffic during construction within areas under Caltrans' control. Therefore, implementation of an emergency response plan or emergency evacuation plan would be less than significant.

Review of CalFire's Fire Hazard Severity Zones Maps for the project area indicates that the project is not located in a wildland fire area (California Department of Forestry and Fire Protection, 2022a).

Avoidance, Minimization, and/or Mitigation Measures

With implementation of Caltrans Standard Specifications, no avoidance, minimization, and/or mitigation measures are required, and impacts to hazards and hazardous materials would be less than significant.

2.1.10 Hydrology and Water Quality

Considering the information in the *Draft Environmental Impact Report for the Lathrop General Plan Update*, dated May 2022; *South Lathrop Specific Plan Draft Environmental Impact Report*, dated October 2013; and the most recent Federal Emergency Management Agency maps, 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?	No 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

The project site is located in the Oakwood Lake - San Joaquin River watershed, which is part of the San Joaquin River watershed. The project site is located within the Tracy Subbasin in the San Joaquin Valley Groundwater Basin. The project site is within the jurisdiction of the Central Valley Regional

Water Quality Control Board and Water Quality Control Plan for the Sacramento-San Joaquin River Basin.

According to the Federal Emergency Management Agency maps, the project lies in the Zone X (Area with Reduced Flood Risk due to Levee) and therefore is not located within the 100-year floodplain (Federal Emergency Management Agency, 2009).

The project would have a disturbed area in excess of one acre.

Environmental Consequences

Construction Effects

Construction activities could result in temporary surface water and groundwater quality impacts. Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. Under the Construction General Permit (Order 2009-0009-DWQ), projects in California must prepare a Stormwater Pollution Prevention Plan containing best management practice to reduce erosion and sediments to meet water quality standards. The site reconnaissance and records review did not find documentation or physical evidence of soil or groundwater impairments associated with the use or past use of the project site.

The project would have a disturbed area in excess of one acre and would be subject to compliance with the Construction General Permit. As part of compliance with the Construction General Permit, the project would prepare a Stormwater Pollution Prevention Plan, which would identify standard erosion and sediment control measures and other best management practices. These measures would be implemented during construction to reduce contamination and sedimentation in waterways. Best management practices may include temporary erosion control measures such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover. The best management practices and overall Stormwater Pollution Prevention Plan would be reviewed by the Regional Water Quality Control Board as part of the permitting process.

Potential water quality impacts from construction activities would be avoided or minimized because all construction activities would comply with permits and requirements from agencies, including those of the California State Water Resources Control Board, Central Valley Regional Water Quality Control Board, San Joaquin County, and the City of Lathrop. Because the proposed project involves disturbance of more than one acre of land, compliance with the Construction General Permit would be required. Caltrans would

implement construction best management practices based on guidance from several resources including the Caltrans Stormwater Quality Handbook. During construction, effective combinations of temporary and permanent erosion and sediment controls would be implemented. The project would also comply with all construction site best management practices specified in the Stormwater Pollution Prevention Plan, as well as the City of Lathrop's Storm Water Master Plan and adopted a Storm Water Ordinance, which includes construction standards, and design review guidelines to reduce contaminants in stormwater runoff.

Interchange improvements are likely to utilize Caltrans' National Pollutant Discharge Elimination System permit during construction and would require preparation and adoption of a Storm Water Pollution Prevention Program.

All project activities would be subject to existing regulatory requirements. With the implementation of best management practices and Caltrans' Standard Specifications, the project would not violate any water quality standards or waste discharge requirements or substantially degrade surface water or groundwater quality.

Operational Effects

The project's operation could result in long-term impacts to surface water quality from urban stormwater runoff. Although the project is an improvement of an existing highway interchange, the project would result in new impervious surfaces which can increase the volume and rate of surface runoff. As stated above, the Construction General Permit regulates stormwater discharges from construction sites that have a disturbed soil area of one acre or greater. As such, the project would be required to prepare a Stormwater Pollution Prevention Plan consistent with Caltrans Standard Specification Chapter 13-3 containing best management practices to reduce erosion and sediments to meet water quality standards. To address additional flows from the additional impervious surface and to ensure that the proposed project does not exceed existing flow conditions, the project would include stormwater runoff best management practices to collect and retain or detain the additional flows within the project area, as required by the Caltrans Municipal Separate Storm Sewer System permit and Statewide Storm Water Management Plan.

Long-term impacts are typically related to the addition of impervious surface and associated polluted surface runoff. Stormwater runoff may contain sediment from soil erosion, oils and grease generated from motor vehicles, and heavy metals. However, the types of pollutants and pollutant sources related to vehicle use and roadway maintenance activities would be like existing conditions. The project would comply with the Caltrans Municipal Separate Sewer System permit and Storm Water Management Plan, and the San Joaquin County Storm Water Management Program, as well as the City of Lathrop's Storm Water Master Plan and adopted a Storm Water Ordinance. Caltrans would ensure that stormwater pollution during operation and

maintenance of the project would be minimal by implementing post-construction best management practices for pollutant source control. Standard facilities used to handle stormwater onsite would be an array of structural elements or facilities that would serve to manage, direct, and convey the stormwater. Potential permanent treatment best management practices to treat runoff from the additional impervious area include biofiltration swales, biofiltration strips, or detention basins.

The project area is in an area of minimal flood hazard, outside of the 100-year floodplain or a floodway. As part of the project, best management practices would be implemented to address drainage and flooding. New drainage structures would ultimately improve drainage patterns, and potential flooding would be no greater than existing conditions. The potential increase in impervious area would not cause on-site or off-site flooding.

The project is not located in a flood hazard, tsunami, or seiche zone, and would not risk release of pollutants due to project inundation. The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, including the Water Quality Control Plan for the Sacramento-San Joaquin River Basin and Tracy Subbasin Groundwater Sustainability Plan.

Avoidance, Minimization, and/or Mitigation Measures

With implementation of Caltrans Standard Specifications, no avoidance, minimization, and/or mitigation measures are required, and impacts to hydrology and water quality would be less than significant.

2.1.11 Land Use and Planning

Considering the information in *Community Impact Assessment Checklist* dated June 2022, 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

Considering the information from the *Draft Environmental Impact Report for the Lathrop General Plan Update*, dated May 2022; and the California Department of Conservation, Division of Mine Reclamation, the following significance determinations have been made:

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

2.1.13 Noise

Considering the information in the *Noise Study Report* dated August 2022, 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?	Less Than Significant Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant 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

Affected Environment

The project proposes improvements to the existing State Route 120 and Yosemite Avenue interchange to accommodate existing and planned traffic in Lathrop. Noise levels due to traffic and construction noise have the potential to impact nearby sensitive noise receptors throughout the study area.

Sensitive receptors with the potential to be impacted by noise as a result of the project include: two single-family residences along Yosemite Avenue and office use to the northwest of the project site; and twelve undeveloped single-family residential lots located to the southeast. The undeveloped residential lots are considered sensitive receptors due to their proximity to the project site and future development as residential units. The study area is subject to traffic noise due to existing roadways (State Route 120).

Environmental Consequences

Construction Noise Impacts

Noise levels during project construction have the potential to impact nearby sensitive noise receptors throughout the study area. Sensitive receptors that have the potential to be impacted by construction noise include: two single-family residences and office use to the northwest of the project site; and twelve undeveloped single-family residential lots located to the southeast.

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction equipment is expected to generate noise levels ranging from 70 to 90 dB at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance. Construction activities would be temporary and would mostly occur during normal daytime hours. Additionally, construction noise is regulated by Caltrans Standard Specifications Section 14-8, "Noise and Vibration," which requires that construction noise be limited to 86 dBA L_{max} at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications. Construction-related noise impacts would be less than significant.

Long-term Transportation Noise Impacts

The study area is currently and would continue to be exposed to long-term traffic noise. The existing noise levels at the residential sensitive receptors that were studied in the *Noise Study Report* (see Table B-1 in the *Noise Study Report*) ranged between 53 to 64 dBA Leq(h). Under the design-year conditions with the proposed project, existing sensitive receptors may be exposed to a noise level increase of +1 or +2 dBA Leq(h), which does not constitute a substantial noise increase. For comparison, the increase in traffic noise levels under the future No-Build Alternative versus existing conditions is predicted to be +1 to +2 dBA. These increases would not exceed the 12 dBA allowable increase allowed by Caltrans. Further, under future project

conditions, maximum hourly traffic noise levels are predicted to range between 55-65 dBA-Leq, which would not approach or exceed the noise abatement criteria (NAC) of 67 dBA Leq(h) for Activity Category B (i.e., residential) land uses in the project vicinity or the NAC of 72 dBA Leq(h) for Activity Category E (e.g., hotels, motels, offices, restaurants/bars) land uses. Operational noise impacts would be less than significant.

Vibration

Heavy construction equipment such as pneumatic tools, pile drivers, concrete crushers, jack hammers, and soil compaction machinery can generate groundborne vibration during construction activities. These groundborne vibrations may affect offsite sensitive receptors depending on the type of equipment used, soil conditions, and proximity. The nearest sensitive receptors to the project site are two single-family residences approximately 450 feet to the northwest of the project site and twelve undeveloped single-family residential lots located approximately 1,000 feet to the southeast. Heavy equipment that typically produces groundborne vibration is not anticipated to be used on the proposed project. Therefore, the impact would be less than significant.

Proximity to an Airstrip

There are no public or private airstrips within two miles of the project site, and there would be no impact.

Avoidance, Minimization, and/or Noise Abatement Measures

With implementation of Caltrans Standard Specifications, no avoidance, minimization, and/or mitigation measures are required, and noise impacts would be less than significant.

2.1.14 Population and Housing

Considering the information in the *Community Impact Assessment Checklist* dated June 2022, 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

Question—Would the project:	CEQA Significance Determinations for Population and Housing
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 Impact Assessment Checklist* dated June 2022, 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 Impact Assessment Checklist* dated June 2022, 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 Impact Assessment Checklist* dated June 2022, 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)?	Less Than Significant Impact with Mitigation Incorporated
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?	Less Than Significant Impact

Affected Environment

State Route 120 is an east-west four-lane freeway that connects Interstate 5 and State Route 99 through Lathrop and Manteca. Yosemite Avenue and Guthmiller Road is a north-south arterial that runs underneath State Route 120. In its existing condition, Yosemite Avenue consists of two (through) lanes to the north of State Route 120; four lanes (three through lanes and one right-turn lane) south of State Route 120; and four travel lanes (dual left-turn and two through lanes) underneath State Route 120. The existing State Route 120 and Yosemite Avenue interchange is a Type L-1 (tight diamond) configuration with undercrossing structures (Bridge No. 29-271 R/L). The State Route 120 ramp-terminal intersections are single lane and stop-controlled.

The project proposes highway improvements to the State Route 120 and Yosemite Avenue interchange. The improvement of the State Route 120 at Yosemite Avenue and Guthmiller Road is an anticipated project in the 2022 San Joaquin Council of Governments Regional Transportation Plan/Sustainable Communities Strategy. The Lathrop Gateway Business Park Specific Plan and South Lathrop Specific Plan have included the proposed project in their growth plans and land use designations. Lands adjacent to the project site within the City of Lathrop are designated Limited Industrial and Commercial Office. The proposed project would improve vehicular access to existing and planned industrial and commercial uses.

Environmental Consequences

The project proposes to reconstruct westbound ramps, adding new auxiliary lanes on State Route 120 from the Yosemite Avenue interchange to the Interstate 5 connector, and provide facilities for pedestrian and bicyclists. Land use and zoning of the study area would not change. The proposed project would be consistent with the existing land use designations surrounding the proposed project and consistent with the regional transportation plan, the San Joaquin Council of Governments 2022 Metropolitan Transportation Plan/Sustainable Communities Strategy.

CEQA Guidelines Section 15064.3(b) requires that projects analyze vehicle miles traveled and determine whether the project would significantly affect vehicle miles traveled. "Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements."

As described in the Transportation Report prepared for the project, the Travel Forecasting Model considered all known development proposals in the Lathrop area, and the entire model network was selected to capture the maximum extent of the project's effect on vehicle miles traveled.

Comparing the No Project and With Project scenarios, the Three City Model projects vehicle miles traveled to increase by 69 miles per day in Year 2045, which represents 0.0004 percent of the vehicle miles traveled in the entire model network.

Because there would be an increase in vehicle miles traveled, mitigation is required to reduce this impact to a less-than-significant level. Lane reductions (also known as road diet) eliminate travel lanes and reallocate the space into areas that can be used for parking, bike lanes or sidewalks, which directly benefits pedestrian and bicyclist mobility and safety. Lane reductions can offset lane additions and the reduction can be used to offset vehicle miles traveled predicted to occur from the additions. In addition, reducing lanes to offset added lanes can avoid burdens around calculating vehicle miles traveled outcomes. By requiring implementation of Mitigation Measure TRA-1 below, a road diet would be implemented and provide options for alternative modes of transportation, therefore reducing vehicle miles traveled to a less-than-significant impact.

The project involves interchange improvements to provide more capacity for vehicular traffic, including trucks. The on-ramps and off-ramps would be designed consistent with Caltrans standards to avoid hazardous geometric design features. New uses such as farm equipment would not be introduced to the area as a result of the proposed project. Therefore, design hazards would not be created, and incompatible uses would not be introduced, and there would be no impact.

Construction activities may result in temporary delays and obstacles to vehicular traffic because traffic may need to be slowed, stopped, or detoured. This has the potential to impact response times for emergency responders (i.e., law enforcement, fire protection, and emergency services) during general construction activities. Planned lane closures, an emergency detour plan, and an emergency notification plan would be used to manage transportation movements at the construction area. No ramp closures during peak traffic times are anticipated. Impacts to traffic flow as a result of construction activities would be reduced by implementing a Traffic Management Plan for the proposed project and a construction phasing plan. The Transportation Management Plan would follow Caltrans' Transportation Management Plan Guidelines and would include public information in multiple media; motorist information using radio announcements, traveler information systems, and signs; construction scheduling coordination; and other strategies as appropriate to the scale and scope of the project. Further, Caltrans Standard Specifications Section 12, Temporary Traffic Control, provides instructions on traffic control systems and devices to maintain traffic during construction within areas under Caltrans' control. Therefore, effects to emergency response during construction activities would be less than significant.

Operation of the proposed project would increase the capacity of on- and off-ramps, thereby improving the ability for emergency vehicles to traverse the area. There would be no impact to emergency services during project operation.

Avoidance, Minimization, and/or Mitigation Measures

To avoid and minimize effects to the transportation network, the proposed project activities shall comply with Caltrans Standard Specifications and with the following mitigation measure:

TRA-1: Implement a road diet to convert a four-lane roadway to a two-lane roadway along a segment of Harlan Road, resulting in a lane reduction of approximately 3,835 feet. Construct approximately 2.85 miles of new Class II bike lanes along three continuous road segments: Harlan Road between Louise Avenue and D’Arcy Parkway (same segment as the proposed lane reduction); D’Arcy Parkway between Harlan Road and Yosemite Avenue; and Yosemite Avenue between D’Arcy Parkway and the Lathrop/Manteca Altamont Corridor Express Station.

2.1.18 Tribal Cultural Resources

Considering the information in the *Finding of No Adverse Effect with Standard Conditions* dated June 14, 2023, the following significance determinations have been made:

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

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	No Impact

Question:	CEQA Significance Determinations for Tribal Cultural Resources
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.	Less Than Significant Impact

Affected Environment

As discussed in Section 2.1.5, Cultural Resources, the horizontal Project Area Limits at the proposed construction activities fluctuates from between 3 feet and 10 feet from edge of pavement, which includes areas for staging, within the Caltrans right-of-way. The maximum vertical area of potential effects is anticipated to be 6 feet along the roadway corridor within the existing State right-of-way.

Environmental Consequences

As discussed in Section 2.1.5, Cultural Resources, no known cultural resources are present within the area of potential effects. Therefore, there would be no impact to historic resources.

If previously unidentified tribal cultural resources are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. An additional archaeological survey would be needed if project limits are extended beyond the present survey limits.

If human remains are discovered during construction, California Health and Safety Code Section 7050.5 states that further disturbances and activities would stop in any area or nearby area suspected to overlie remains, and the county coroner would be contacted. If the coroner thinks the remains are Native American, the coroner would notify the Native American Heritage Commission, which, per Public Resources Code Section 5097.98, would then notify the Most Likely Descendant.

Although there are no known resources in the area, the uncovering a previously unknown resource could occur during construction activities. However, implementation of Caltrans' standard procedures would protect or mitigate the find, although impacts could still occur. Therefore, potential impacts to tribal cultural resources or tribal remains would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

With implementation of Caltrans Standard Specifications, no avoidance, minimization, and/or mitigation measures are required, and tribal cultural resources impacts would be less than significant.

2.1.19 Utilities and Service Systems

Considering the information in the *Draft Environmental Impact Report for the Lathrop General Plan Update*, dated May 2022; and *2020 Urban Water Management Plan for City of Lathrop*, dated June 2021, the following significance determinations have been made:

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

2.1.20 Wildfire

Considering the information in CalFire's Fire Hazard Severity Zones Maps, the project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, 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?	Less Than Significant Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

Affected Environment

The project site is not within or located near a state responsibility area or an area that is classified as very high fire hazard severity zone. The project site is within a local responsibility area (California Department of Forestry and Fire Protection, 2022a). Local responsibility areas are incorporated cities, urban regions, agriculture lands, and portions of the desert where the local government is responsible for wildfire protection. This is typically provided by city fire departments, fire protection districts, counties, and by the California Department of Forestry and Fire Protection (CAL FIRE) under contract (California Department of Forestry and Fire Protection, 2022b).

The project site and surrounding area are dominated by roadway infrastructure, ruderal vegetation, vacant dirt fields, agricultural uses, and

urban development. There are no wildlands or steep slopes in the project vicinity.

Environmental Consequences

The proposed project would not significantly change the existing roadway network such that it would expose more people to wildland fire risks. The project site is not within a State Responsibility Area. During project construction, construction activities may result in temporary delays and obstacles to vehicular traffic because traffic may need to be slowed, stopped, or detoured. This has the potential to impact response times for emergency responders' (i.e., law enforcement, fire protection, and ambulance services) implementation of an emergency response plan or emergency evacuation plan. Planned lane closures, an emergency detour plan, and an emergency notification plan would be used to manage transportation movements at the construction area. No ramp closures during peak traffic times are anticipated. Impacts to traffic flow as a result of construction activities would be reduced by implementing a Traffic Management Plan for the proposed project and a construction phasing plan. The Transportation Management Plan would follow Caltrans' Transportation Management Plan Guidelines and would include public information in multiple media; motorist information using radio announcements, traveler information systems, and signs; construction scheduling coordination; and other strategies as appropriate to the scale and scope of the project. Further, Caltrans Standard Specifications Section 12, Temporary Traffic Control, provides instructions on traffic control systems and devices to maintain traffic during construction within areas under Caltrans' control. Therefore, implementation of an emergency response plan or emergency evacuation plan would be less than significant.

Operation of the proposed project would increase the capacity of on- and off-ramps, thereby improving the ability for emergency vehicles to traverse the area. There would be no impact on the implementation of an emergency response plan or emergency evacuation plan during project operation.

The project site and the surrounding areas are relatively flat and would not be subject to adverse effects caused by a wildfire. The site is in an urban area and has an established roadway network. The nearest state responsibility area is approximately 12 miles to the southwest; the nearest federal responsibility area is nearly three miles to the northeast at the Defense Logistics Agency Distribution, San Joaquin, California. The proposed project would not result in changes to the boundaries of existing state responsibility area or federal responsibility areas and would not expose people or structures to significant wildfire risks. Therefore, there would be no impact.

Avoidance, Minimization, and/or Noise Abatement Measures

With implementation of Caltrans Standard Specifications, no avoidance, minimization, and/or mitigation measures are required, and wildfire impacts would be less than significant.

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?	Less Than Significant 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.)	Less Than Significant Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less Than Significant Impact

Affected Environment

The project site is located in the area of the State Route 120 and Yosemite Avenue interchange. Lands adjacent to the project site within the City of Lathrop are designated Limited Industrial and Commercial Office in the South Lathrop Specific Plan and the Lathrop Gateway Business Park Specific Plan areas. Project improvements would occur adjacent to both developed and undeveloped land to the north and south of the project site. The project site includes existing paved freeway, vegetated median, shoulder areas, and vegetated sloped embankments.

Environmental Consequences

The project would have the potential to adversely impact special-status animals, habitat, and previously undiscovered cultural resources and/or human remains. With implementation of the avoidance and minimization measures recommended in this document, compliance with City of Lathrop and San Joaquin County requirements, and application of standard practices, the project would not 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. The impact would be less than significant.

As discussed in sections 2.1.1 through 2.1.20, all environmental impacts that could occur as a result of the project would be reduced to a less-than-significant level with inclusion of standard project measures, avoidance, minimization, and mitigation measures. The vehicle miles traveled impact, as described in section 2.1.17, Transportation, considers past, present, and future projects to the Year 2045. The increase in daily vehicle miles traveled under the cumulative condition requires implementation of a mitigation measure to reduce nearby local road vehicle lanes and add Class II bikeways. When viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not result in cumulatively considerable impacts, and the impact would be less than significant.

The project would not generate environmental impacts, either directly or indirectly, that would cause substantial adverse effects on human beings. Where potential impacts occur, standard project measures, avoidance and minimization measures, and mitigation measures would be implemented to ensure direct and indirect impacts to human beings do not occur. The impact would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

With implementation of standard Caltrans measures, no avoidance, minimization, and/or mitigation measures beyond those described in sections 2.1.1 through 2.1.20 are required.

2.1.22 Document References

Branum, D., Chen, R., Petersen, M., & Wills, C., *Map Sheet 48: Earthquake Shaking Potential for California*, 2016.

California Department of Fish and Wildlife, *California Natural Diversity Data Base (California Natural Diversity Database RareFind 5)*, 2021.

California Department of Forestry and Fire Protection, 2022a, *FHSZ Viewer*, <https://egis.fire.ca.gov/FHSZ/>, accessed October 14, 2022.

California Department of Forestry and Fire Protection, 2022b, *Frequently Asked Questions About: 2022 Fire Hazard Severity Zones*, <https://osfm.fire.ca.gov/media/fmcgpc2z/2022-fhsz-faqs-july-2022.pdf>, accessed October 14, 2022.

California Geological Survey, *Earthquake Zones of Required Investigation*, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed October 14, 2022.

EKI Environment & Water, *2020 Urban Water Management Plan for the City of Lathrop, pages 92 through 94*, June 2021.

Federal Emergency Management Agency, *Flood Insurance Rate Map Number 06077C0620F*, October 16, 2009.

National Oceanic and Atmospheric Administration, *National Marine Fisheries Service (NOAA Fisheries) Species List*, June 22, 2021.

Natural Resources Conservation Service, *Web Soil Survey, San Joaquin County, California (CA077)*, January 17, 2018.

San Joaquin Council of Governments, *2022 Regional Transportation Plan and Sustainable Communities Strategy, Appendix F, Plan Project List, Table 6-2*, <https://www.sjcog.org/608/Adopted-2022-RTPSCS-Plan>, accessed October 10, 2022.

United States Fish and Wildlife Service, *Official Species List*, June 22, 2021.

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Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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September 2024

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds 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. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. 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 (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at title.vi@dot.ca.gov or at (916) 639-6392, or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

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

TONY TAVARES
Director

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

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List of Technical Studies Bound Separately (Volume 2)

Technical Reports 1-12 are appended to this Initial Study. Documents 13-16 are documents that are not appended to the Initial Study due to their size but can be requested for review from the City of Lathrop Community Development Department, located at 390 Towne Centre Drive, Lathrop, CA 95330, or call 209-941-7260.

1. Air Quality Report
2. Visual Impact Assessment (Memo Level)
3. Community Impact Assessment Checklist
4. Natural Environment Study (Minimal Impacts)
5. Finding of No Adverse Effect with Standard Conditions
6. Climate Change/Greenhouse Gas Report Memorandum
7. Phase I Initial Site Assessment
8. Noise Study Report
9. Final Traffic Operations Analysis Report
10. Induced Travel Study and Mitigation Plan Memorandum
11. Mitigation Scoping Plan Memorandum
12. Energy Analysis Memorandum
13. Draft Environmental Impact Report for the Lathrop General Plan Update
14. South Lathrop Specific Plan Draft Environmental Impact Report
15. San Joaquin County Local Hazard Mitigation Plan
16. 2020 Urban Water Management Plan for City of Lathrop

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

Laura Cook
District 10 Environmental Division
California Department of Transportation
1976 East Doctor Martin Luther King Junior Boulevard, Stockton, CA 95205

Or send your request via email to: laura.cook@dot.ca.gov
Or call: 209-662-2261

Please provide the following information in your request:

Project title: State Route 120 and Yosemite Avenue Interchange

General location information: City of Lathrop, San Joaquin County

District number-county code-route-post mile: 10-SJ-120-R0.5/R1.8

Project ID number: 1017000160

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