

Final Supplement
to the
Environmental Impact Report
on the
U.S. Highway 50/Missouri Flat Road
Interchange Project
(SCH # 1998092077)
to include the
U.S. Highway 50/Weber Creek Bridge
Bicycle/Pedestrian Facility Project

Prepared Pursuant to:
California Environmental Quality Act,
Public Resources Code 21000 et seq.;
and the State of California CEQA Guidelines,
California Administrative Code, 15000 et seq.

Prepared by:
El Dorado County

August 2009

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Acronyms and Abbreviations

CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
NOP	Notice of Preparation
SABA	Sacramento Area Bicycle Advocates
SEIR	Supplement to the Environmental Impact Report

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Summary

The Draft Supplement to the Environmental Impact Report on the U.S. Highway 50/Missouri Flat Road Interchange Project to include the U.S. Highway 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project (Draft SEIR) was distributed for public and agency review and comment for a 30-day period, which began on July 8, 2009 and ended on August 6, 2009. This Final SEIR was prepared in response to the comments received on the Draft SEIR. This Final SEIR allows the public and the lead agency an opportunity to review revisions to the Draft SEIR and the responses to comments prior to approval of the project. The Final SEIR serves as the environmental document used by the County when considering approval of the Project. All of the comments received on the Draft SEIR were entirely in support of the Project. Other than noting that these comments were received, the County has no additional responses to the comments. This Final SEIR includes a minor change to the switchback along the Forni Road off-ramp. In the design included in the Draft SEIR, the switchback included a hairpin turn. The design team has since revised the layout of the switchback by incorporating a curve to provide for gentler bicycle turning movements.

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Chapter 1. Introduction

1.1. Public Review Process

The Draft Supplement to the Environmental Impact Report on the U.S. Highway 50/Missouri Flat Road Interchange Project to include the U.S. Highway 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project (Draft SEIR) was distributed for public and agency review and comment for a 30-day period, which began on July 8, 2009 and ended on August 6, 2009. The Draft SEIR was circulated to state agencies for review through the State Clearinghouse (Clearinghouse No. 1998092077). The Draft SEIR was also circulated for review and comment to the public and to agencies and individuals that commented on the Notice of Preparation (NOP). Copies of the Draft SEIR were available for review at the county libraries in Placerville and Cameron Park, as well as at the public counter of the County Department of Transportation. During the review period, the public was provided with the opportunity to submit written comments on the Draft SEIR. This Final SEIR was prepared in response to the comments received on the Draft SEIR.

1.2. Purpose of the Final SEIR

This Final SEIR allows the public and the lead agency an opportunity to review revisions to the Draft SEIR and the responses to comments prior to approval of the project. The Final SEIR serves as the environmental document used by the County when considering approval of the U.S. Highway 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project. In accordance with Section 15090 of the CEQA Guidelines, after completing the Final SEIR and before approving the project, the County, as the CEQA lead agency, shall certify that:

- The Final SEIR has been completed in compliance with CEQA;
- The Final SEIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information in the Final SEIR prior to approving the project; and
- The Final SEIR reflects the lead agency's independent judgment and analysis.

Additionally, pursuant to Section 15091(a) of the CEQA Guidelines, if an EIR or SEIR that has been certified for a project identifies one or more significant environmental effects, the lead agency must adopt "findings of fact." For each significant impact, the lead agency must make one of the following findings:

- Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.

- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Each finding must be accompanied by a brief explanation of the rationale for the finding. In addition, pursuant to Section 15091(d) of the CEQA Guidelines, the agency must adopt, in conjunction with the findings, a program for reporting or monitoring the changes that it has either required in the project or made a condition of approval to avoid or substantially lessen environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures. This program is referred to as the Mitigation Monitoring and Reporting Program.

The findings of fact are included in a separate findings document that accompanies the County's staff report to the County Board of Supervisors. Both the Final SEIR and the findings are submitted to the Board of Supervisors for consideration of the proposed project. The project will not result in significant unavoidable impacts. Therefore, a statement of overriding considerations is not required, pursuant to Section 15093(b) of the CEQA Guidelines.

1.3. Final SEIR Contents and Organization

This Final SEIR is organized as follows:

- Chapter 1, Introduction, describes the purpose of the report, outlines the organization of the report, identifies the selected project alternative, and summarizes the public review process and consultation with other agencies;
- Chapter 2, Comments and Responses to Comments, contains a copy of all written comments received on the draft document during the 30-day public review period (July 8, 2009 through August 6, 2009). El Dorado County, as the lead agency for this project, has reviewed each comment and prepared a response to each comment related to the adequacy of the draft document. CEQA requires that the lead agency respond to all significant environmental issues raised in comments and that the agency's response reflect the level of detail appropriate to the comment (State CEQA Guidelines Section 15088); and
- Chapter 3, Revisions to the Draft SEIR, describes revisions to the draft document based on comments received and discussed in Chapter 2 of this report.

Chapter 2. Comments and Responses to Comments

This chapter contains a copy of all written comments received during the public review period between July 8, 2009 and August 6, 2009. Table 1 is a list of the commenters, with a capital letter assigned to each letter received. All of the comments received on the Draft SEIR were entirely in support of the Project. Other than noting that these comments were received, the County has no additional responses to the comments.

Table 1. List of comments received on the July 2009 Draft SEIR

Assigned Letter Designation	Comments Received From	Date of Comment	Significant Environmental Issues Raised?
A	Robert A. Smart, Jr. El Dorado County Parks and Recreation Commissioner This letter includes an attachment letter in support of the project dated December 12, 2007, from Dr. Jason Eberhart-Phillips, El Dorado County Health Officer	July 9, 2009	No. Letter consists of comments in support.
B	Eileen Crim, Trails Now	July 17, 2009	No. Letter consists of comments in support.
C	Walt Seifert, Executive Director, Sacramento Area Bicycle Advocates (SABA)	July 21, 2009	No. Letter consists of comments in support.
D	Melba J. Ray-Leal, Chairperson, El Dorado County Trails Advisory Committee	July 21, 2009	No. Letter consists of comments in support.
E	Rebecca Garrison, Executive Director, 50 Corridor Transportation Management Association	July 23, 2009	No. Letter consists of comments in support.

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Letter A - Part 1

4520 Lon Court
Diamond Springs, CA 95619
(530) 622-6340

July 9, 2009

El Dorado County Department of Transportation
Attn: Ms. Janet Postlewait
2850 Fair Lane Court
Placerville, CA 95667

Re: Supplemental Environmental Impact Report to the U.S. Highway 50/Missouri Flat Road Interchange EIR to include the proposed **US 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project**

Dear Ms. Postlewait,

I am very pleased the El Dorado County Department of Transportation has worked with Caltrans to incorporate a bicycle/pedestrian facility into the Highway 50 Bridge over Weber Creek. Everyone involved needs to be congratulated for finding the stimulus money that makes this project possible; money that is only available for this type of project. With our economy in such a tough shape, I am pleased this project will be able to help more people work longer on an activity that will have such long lasting benefits.

This action is completely in compliance with the August 31, 2004 actions (item 92) of the El Dorado County Board of Supervisors. When the Board approved the original document, they directed the Department of Transportation to "pursue funding to accelerate the pedestrian and non-motorized vehicle access in the area and should such funding be obtained, accelerate portions of said Project to Phase I as opposed to Phase II." I attended the session and gave testimony along with other interested non-motorized users and it was clear at the meeting that the only barrier to building the bicycle/pedestrian facility was the lack of funding. The inclusion of the expanded columns to support the path in the Missouri Flat Project mitigated the concerns shared by non-motorized interests at that time.

I am a Parks and Recreation Commissioner for El Dorado County and am very active in bicycle/pedestrian activities within the County. The Commission and the El Dorado County Trails Advisory Committee are working hard to integrate non-motorized means of transportation into our everyday lives. We believe that if people are provided a safe route to ride a bike or walk to work, shop, or get to school, they will do so. This project is the critical link that connects two major activity centers that has been inaccessible to non-motorized transportation options. The bicycle/pedestrian facility on the bridge enjoys enthusiastic support by non-motorized users.

Thank you and your department for working to improve the situation bicyclists and pedestrians face. Without the infrastructure that provides safe bicycle and pedestrian opportunities, it is very difficult for us to change our culture to one where exercise is part of our daily lives.

I am attaching a 12-12-07 letter from Dr. Jason Eberhart-Phillips that strongly endorses this project. Dr. Jason wrote the letter as part of the continuing effort to find funding.

Sincerely,

/s/Robert A. Smart, Jr.

Robert A. Smart, Jr.

Attachment of 12-12-07 letter by Dr. Eberhart-Phillips

PUBLIC HEALTH DEPARTMENT

Healthy People Living in Healthy Communities Throughout El Dorado County



Gayle Erbe-Hamlin, Director / Dr. Jason Eberhart-Phillips, Health Officer
931 Spring Street, Placerville, CA 95667 (530) 621-6156 / Fax (530) 626-4713

December 12, 2007

Richard W. Shepard, PE.
Director of Transportation
El Dorado County Department of Transportation
2850 Fair Lane Court
Placerville, CA 95667

Re: Transportation Enhancement Grant Program,
Missouri Flat Road to Forni Road Bike and Pedestrian Path Project

Dear Mr. Shepard:

This letter is to convey my support for El Dorado County Department of Transportation's grant application for 2007-08 Transportation Enhancement (TE) Program for the proposed Missouri Flat Road to Forni Road Bike and Pedestrian Path Project.

As you are aware, decisions about land use, community design and transportation infrastructure have long-term impacts on the health of the people who live, work and play in our communities. Obesity, asthma and traffic injuries are just a few of the serious public health problems linked to our county's growing dependence on private automobiles. The Public Health Department in El Dorado County has a strong interest in promoting development and transportation amenities that enable residents to choose healthy lifestyles for themselves and their children. Such development includes opportunities for physical fitness, features that promote safe walking and biking, and elements that reduce vehicle emissions.

Because of local land use decisions made over recent decades, both Forni Road and Missouri Road have come to support significant commercial and community activities. Forni Road supports the County Fair Grounds, the main campus of County Government, the County Library, the County Sheriff and several high intensity commercial centers. Missouri Flat Road is home to several commercial centers, including Prospectors Plaza, the Safeway shopping center, Wal-Mart, and several schools, including the Folsom Lake College campus. A major regional shopping center is also envisioned nearby. All of this development encourages greater reliance on automobiles unless steps are taken to provide safe and convenient access for pedestrians and bicyclists. The problem in this location is compounded by the steep terrain within the Weber Creek Canyon, coupled with the existence of the US 50 freeway. These features present a substantial physical barrier for non-motorized movement between these activity areas.

The Class I bikeway that will eventually rest atop the bridge supports being sought with this grant will make a tremendous difference to the health and well-being of this county. It will enable many thousands of local residents to get out of their cars and walk or bike to important local destinations. Providing this critical link between these two major community centers will be especially important for children, youth and others who would otherwise depend on other people to drive them into and around this area. It is fair

to say that in terms of its positive impact on human health, this undertaking may be the single most effective transportation project per dollar spent yet proposed for El Dorado County. As health officer I heartily support this project.

Sincerely,

A handwritten signature in black ink that reads "Jason Eberhart-Phillips". The signature is written in a cursive style with a large initial 'J' and 'P'.

Jason Eberhart-Phillips, MD, MPH
El Dorado County Health Officer



Letter C

909 12th Street Ste 114 Sacramento, CA 95814 (916) 444-6600 www.sacbike.org

July 21, 2009

Advisory Board

Jane Hagedorn
CEO

*Breathe California of
Sacramento-Emigrant Trails*

Dr. Eric Heiden
Orthopaedic Surgeon
Sports Medicine UC Davis

Wendy Hoyt
President
The Hoyt Company

Matt Kuzins
President
Matt Kuzins & Kumpany

Michele McCormick
Principal
MMC Communications

James Moose
Partner
Remy, Thomas, Moose and
Manley, LLP

Craig Stradley
Principal
Mogavero Notestine
Associates

Jim Streng
Partner
Streng Brothers Rentals

El Dorado County Department of Transportation
Attn: Ms. Janet Postlewait
2850 Fair Lane Court
Placerville, CA 95667

Re: Supplemental Environmental Impact Report to the U.S. Highway 50/Missouri Flat Road Interchange EIR to include the proposed US 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project

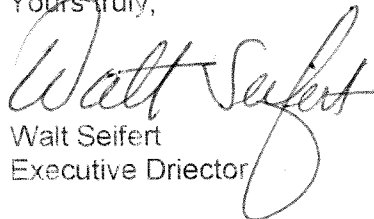
Dear Ms. Postlewait,

SABA applauds El Dorado County for moving ahead with the US 50/Weber Creek Bridge Bicycle/Pedestrian facility and agrees with the conclusions in the supplemental impact report. If anything, the document understates the very positive benefits this project will produce. These benefits include positive impacts on air quality, congestion, and human health because it provides the infrastructure that has been missing to link the community of Placerville with El Dorado County. We believe the bicycle/pedestrian facility helps mitigate some of the impacts of the overall interchange project.

Thank you for working to reduce the barriers that bicyclists and pedestrians face. Without infrastructure that provides safe bicycle and pedestrian opportunities, it is very difficult for us to change our culture to one where physical activity is integrated into our daily lives.

SABA is an award-winning nonprofit organization with more than 1400 members. We represent bicyclists. Our aim is more and safer trips by bike. We are working for a future in which bicycling for everyday transportation is common because it is safe, convenient, and desirable. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.

Yours truly,


Walt Seifert
Executive Director

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2009 JUL 22 AM 10:11



Letter D

The County of El Dorado
Department of Transportation/Facilities
Trails Advisory Committee

3000 Fairlane Court, Suite 1, Placerville, CA 95667
Main: (530) 621-5986 Fax: (530) 621-1681

Melba Leal
Jim McErlane
Eileen Crim
Sarah Ramsay
Randy Hackbarth

RECEIVED
JUL 28 2009
EL DORADO COUNTY
DEPT. OF TRANSPORTATION

July 21, 2009

Ms. Janet Postlewait
El Dorado County
Department of Transportation
2850 Fairlane Court
Placerville, CA 95667

Re: Supplemental Environmental Impact Report to the U.S. Highway 50 Missouri Flat Road Interchange to include the proposed US 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project

Dear Ms. Postlewait:

At the July 13, 2009 El Dorado County Trails Advisory Committee meeting, one of the agenda items was the Highway 50 Weber Creek Bridge Bike/Pedestrian Lane. We discussed the many benefits and opportunities that would arise due to the success of this project. After a great deal of discussion the committee voted unanimously to send our letter of support to you for this project.

For decades El Dorado County volunteers have continued to keep the faith and work towards connecting trails for the local and rural communities in order to have safe routes to walk, run, ride a bike or horse. Linkages are really lifelines to connect communities and activity centers together. Safe routes open a whole new world of access for a non-motorized means of transportation, should one choose to do so for work or pleasure, as well as for health's sake.

It has been said over and over by trails enthusiasts, "Open it or build it and they will come." We believe this to be true. We have already witnessed it with the El Dorado Trail and the rail corridor, as well as other connectors within the County. These already proven successes assure us that this letter of support is another positive step forward.

Sincerely,

Melba J. Ray-Leal, Chairperson
El Dorado County Trails Advisory Committee

Letter E



2365 Iron Point Road, Ste. 300, Folsom, CA 95630

July 23, 2009

El Dorado County Department of Transportation
Attn: Ms. Janet Postlewait
2850 Fair Lane Court
Placerville, CA 95667

Re: Supplemental Environmental Impact Report to the U.S. Highway 50/Missouri Flat Road Interchange EIR to include the proposed **US 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project**

Dear Ms. Postlewait,

The 50 Corridor TMA strongly supports the bicycle/pedestrian facility proposed for inclusion in the US 50/Missouri Flat Road Interchange project. The project provides a much-needed alternative for 50 Corridor non-motorized travelers. No doubt, the facility will be popular for recreational uses, but it will be a major benefit to commuters who would like the option to walk or cycle to and from work. The facility will provide a useful non-motorized connection between the City of Placerville and the commercial and residential areas of Missouri Flat Road and the Diamond Springs area. The structure also provides a safe route for students in Placerville who are traveling to Herbert Green Middle School.

El Dorado County has made great strides in recent years to provide transportation choices for its residents and employees. This project would certainly underscore the county's continued efforts towards reducing congestion and air pollution while improving health and the general quality of life for El Dorado County residents.

Sincerely,

Rebecca Garrison

Rebecca Garrison
Executive Director

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Chapter 3. Revisions to the Draft SEIR

This chapter shows all revisions to the July 2009 draft document that have been made to respond to the comments contained in Chapter 2 and to make minor corrections. Text in standard print is original draft document text, underlined text is added text, and text that is ~~struck out~~ is deleted text.

3.1. Revisions to Chapter 2, Project Description

Figure 2, Modified project area, has been slightly altered to show the revised bike path alignment at the eastern terminus. The revised Figure 2 is included on the following sheet. The description of the revised eastern terminus alignment is included in the revision below.

The first paragraph on page 19 is revised as follows:

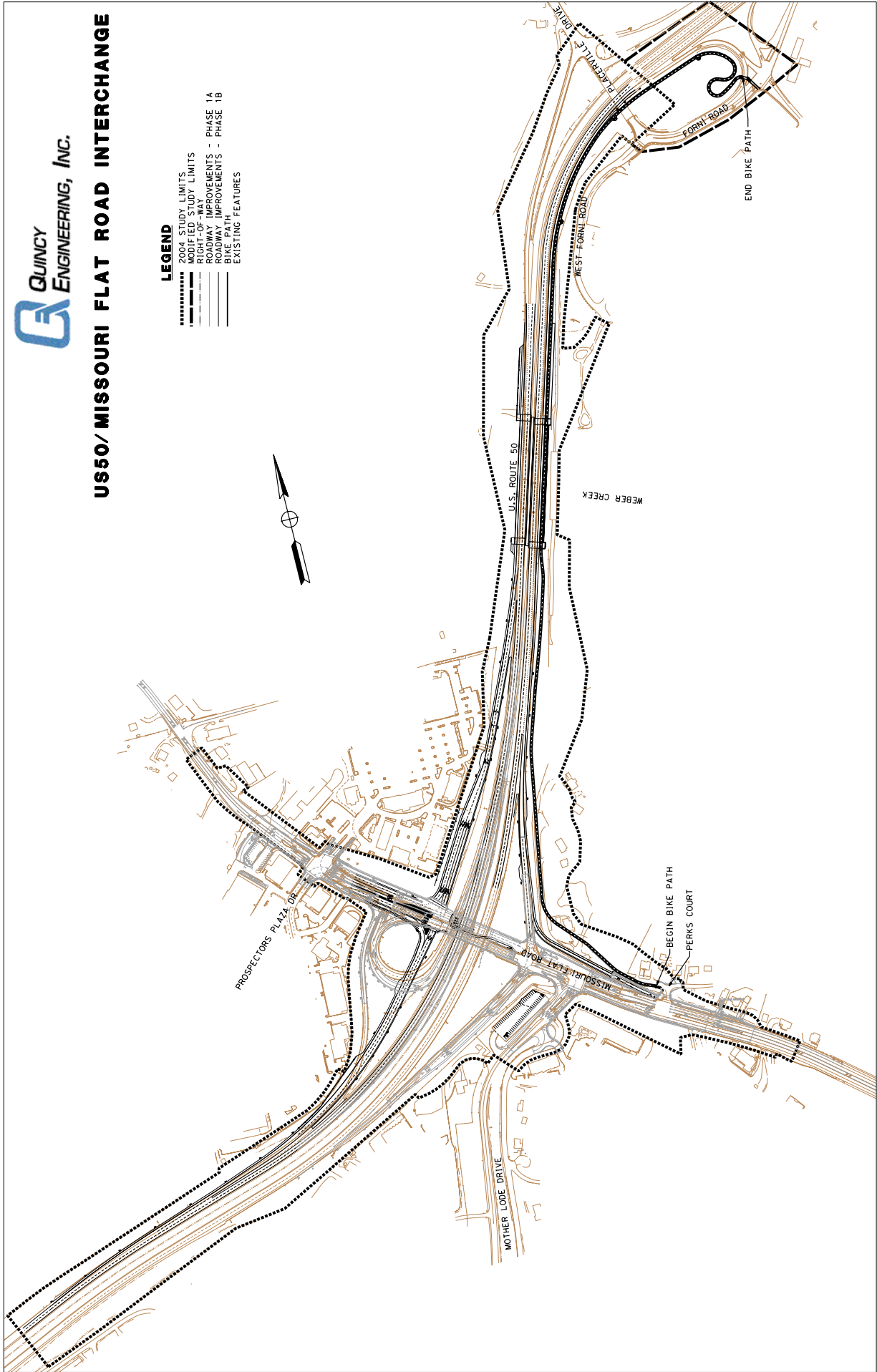
After the Placerville Drive underpass, the path follows the inside of the eastbound Placerville Drive off-ramp loop for another ~~250~~ 280 meters to the path's easterly terminus on Forni Road. The hillside on the inside of the off-ramp loop will be cut back to accommodate the path and the ~~40-meter-long switch-back~~ 70-meter-long switchback. The switchback is required to maintain adequate grade and serves to slow bike speeds down prior to crossing the Forni Road off-ramp. A curve has been incorporated into the switchback to provide for more gentle bicycle turning movements than would be afforded by a traditional switchback hairpin turn (see design detail in Appendix A). The City of Placerville identified the area inside the off-ramp loop as a possible future park & ride location in its Western Placerville Interchange Project EIR/EA (City of Placerville 2005) and Natural Environment Study (Padre Associates 2005). An opportunity exists for a future connection from the bike path into the park & ride lot.

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US50/MISSOURI FLAT ROAD INTERCHANGE

- LEGEND**
- 2004 STUDY LIMITS
 - MODIFIED STUDY LIMITS
 - RIGHT-OF-WAY
 - ROADWAY IMPROVEMENTS - PHASE 1A
 - ROADWAY IMPROVEMENTS - PHASE 1B
 - EXISTING FEATURES

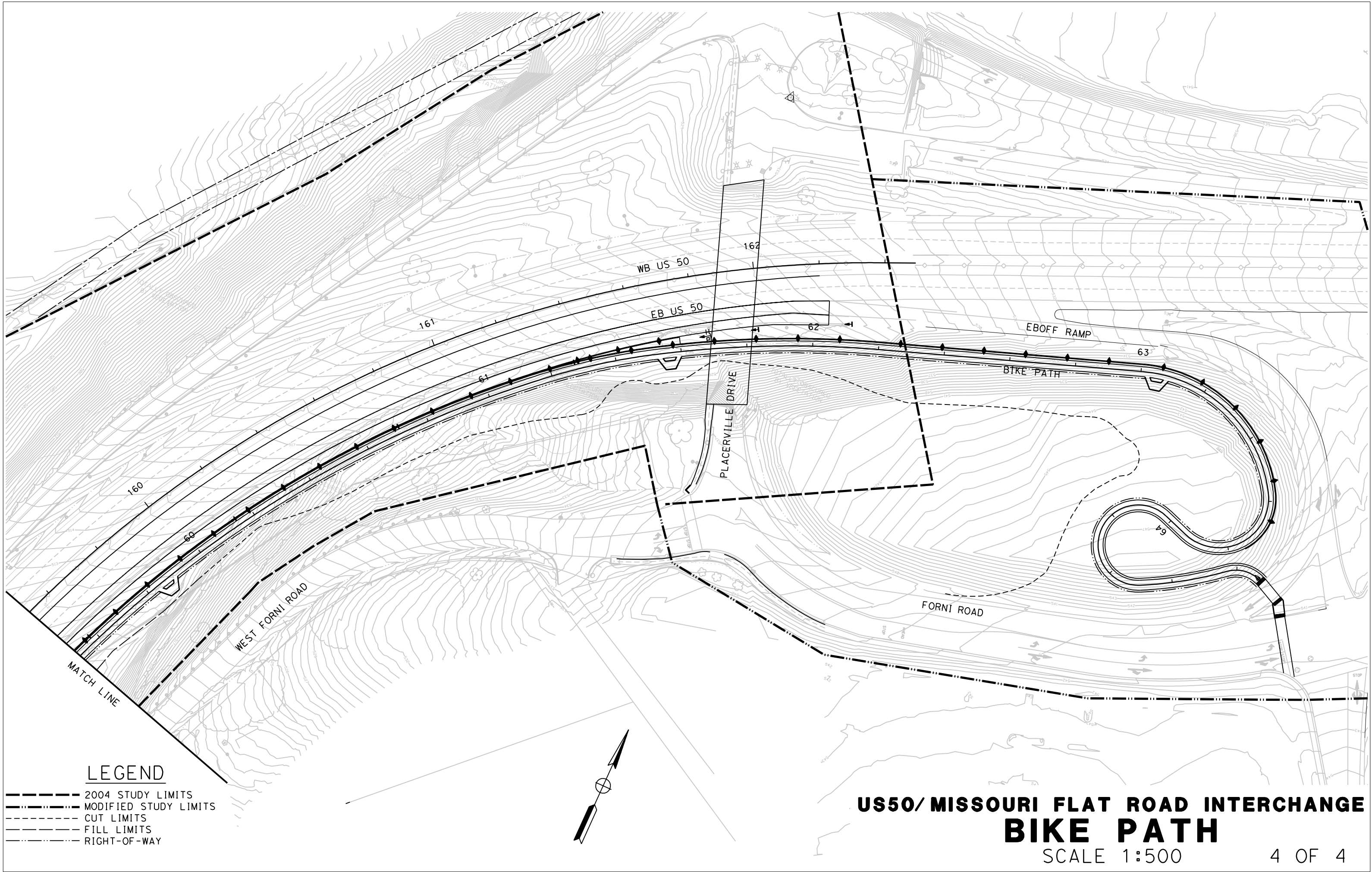


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3.2. Revisions to Appendix A, Bicycle/Pedestrian Facility Design Detail

The detailed design drawings in Appendix A of the Draft SEIR have been modified to show the proposed resting locations located along the portions of the path that exceed 5% grade. The detail of the eastern terminus has also been modified to show the revised switchback geometry, as discussed above in the revisions to Chapter 2 of the Draft SEIR. Sheet 4 of Appendix A design detail was revised.

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LEGEND

- 2004 STUDY LIMITS
- - - - - MODIFIED STUDY LIMITS
- CUT LIMITS
- FILL LIMITS
- RIGHT-OF-WAY

**US50/MISSOURI FLAT ROAD INTERCHANGE
BIKE PATH**

SCALE 1:500 4 OF 4

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