

Draft 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

El Dorado County, California

July 2009

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# Table of Contents

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Table of Contents.....	ii
Acronyms and Abbreviations .....	iv
Summary .....	1
Chapter 1. Introduction .....	3
1.1. Purpose of the SEIR.....	3
1.2. Scope of the Draft SEIR .....	4
1.3. Draft SEIR Contents and Organization.....	5
1.4. Documents Incorporated by Reference.....	5
1.5. Draft SEIR Review and Public Comment .....	6
Chapter 2. Project Description .....	8
2.1. Project Background, Need, and Objectives.....	8
2.2. Summary Description of the Project Analyzed in the 2004 U.S. Highway 50/Missouri Flat Road Interchange EIR.....	11
2.3. Modifications to the Project Since Certification of the 2004 EIR.....	12
2.3.1. Bike Path Background .....	12
2.3.2. Need for the Class I Bike Path.....	13
2.3.3. Bike Path Overview .....	14
2.3.4. Detailed Description of the Proposed Bike Path Alignment .....	18
2.4. Required Permits and Approvals.....	19
2.4.1. Lead Agency Approvals.....	19
2.4.2. Approval by Other Agencies.....	20
Chapter 3. Alternatives Considered .....	21
3.1. Analysis of Alternatives.....	21
3.2. Comparison of Alternatives.....	22
Chapter 4. Environmental Analysis.....	24
4.1. Approach to the Environmental Analysis.....	24
4.2. Reevaluation of Impacts Identified in the EIR.....	24
Chapter 5. References.....	69

Chapter 6. Report Preparers, Consultation, and Coordination..... 71

6.1. Preparers of the SEIR..... 71

6.1.1. Lead Agency..... 71

6.1.2. Environmental Consultants..... 71

6.2. Consultation and Coordination ..... 71

6.2.1. Federal Agencies..... 71

6.2.2. State Agencies..... 72

6.2.3. Local Agencies..... 72

Appendix A. Bicycle/Pedestrian Facility Design Detail ..... 73

Appendix B. Notice of Preparation and Public Comments Received..... 75

### List of Figures

Figure 1. Project location ..... 9

Figure 2. Modified project study area..... 15

### List of Tables

Table 1. Revised impact analysis..... 25

# Acronyms and Abbreviations

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ac	acre/acres
ADA	Americans with Disabilities Act
AQMD	Air Quality Management District
ARRA	American Recovery and Reinvestment Act
BMP	best management practice
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CWA	Clean Water Act
DEIR	Draft Environmental Impact Report
DFG	Department of Fish and Game
EID	El Dorado Irrigation District
EIR	Environmental Impact Report
EDCDOT	El Dorado County Department of Transportation
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
ft	foot/feet
ISA	initial site assessment
LoS	level of significance
LOS	level of service
LTS	less than significant (used in Table 1)
m	meter/meters
MC&FP	Missouri Flat Area Master Circulation and Funding Plan
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System

RWQCB	Regional Water Quality Control Board
ROW	right-of-way
S	significant (used in Table 1)
SACOG	Sacramento Area Council of Governments
SEIR	Supplement to the Environmental Impact Report
SIP	State Implementation Plan
SPDI	single-point diamond interchange
TE Grant	Transportation Enhancement Grant
WPIP	Western Placerville Interchanges Project

# Summary

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El Dorado County (the County) has prepared this Supplement to the U.S. Highway 50/Missouri Flat Road Interchange Project (Missouri Flat Interchange Project) Environmental Impact Report (EIR) to include the U.S. Highway 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project. The County elected to prepare this Supplement to the 2004 EIR because the inclusion of the U.S. Highway 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project into the Missouri Flat Interchange Project was determined to result in only minor additions or changes needed to make the 2004 EIR adequately apply to the modified project. This document has been prepared to comply with the requirements of the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000, et seq.).

Proposed modifications to the Missouri Flat Interchange Project include constructing a two-way bicycle/pedestrian facility from Missouri Flat Road to Placerville Drive/Forni Road along U.S. Highway 50 (U.S. 50). The proposed project will require widening of the eastbound U.S. 50 and the bridge over Weber Creek to accommodate this facility. This project provides a long-awaited solution to a unique physical transportation barrier to non-motorized transportation caused by the steep terrain within the Weber Creek canyon and by the current design of U.S. 50, which does not accommodate non-motorized traffic. The County's Bicycle Transportation Plan lists the need for this improvement as a high priority.

Addition of the bike path to the Missouri Flat Interchange Project may require modifications to the following project permits and approvals:

- U.S. Army Corps of Engineers Section 404 permit under the Clean Water Act;
- California Department of Fish and Game Streambed Alteration Agreement; and
- Regional Water Quality Control Board Section 401 Water Quality Certification.

The 2004 EIR identified that the Missouri Flat Interchange Project could have potentially significant impacts in the categories of land use; community and environmental justice; relocation; traffic and transportation; air quality; noise; hydrology, water quality, and floodplains; biological and wetland resources; cultural resources; hazardous materials and earth resources; visual resources; and utilities and emergency services. This Draft SEIR finds that the modified project would result in no new significant impacts that were not already identified and addressed in the EIR, and no modifications to the previously adopted mitigation measures would be required.

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# Chapter 1. Introduction

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This chapter explains the background and purpose of this Supplement to the U.S. Highway 50/Missouri Flat Road Interchange Project (Missouri Flat Interchange Project) Environmental Impact Report (EIR) to include the U.S. Highway 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project. This document has been prepared to comply with the requirements of the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000, et seq.). El Dorado County is the lead agency for the project for purposes of environmental review under CEQA.

## 1.1. Purpose of the SEIR

The CEQA statute and guidelines require preparation of a subsequent EIR when one or more of the following conditions are met:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
  - A. The project will have one or more significant effects not discussed in the previous EIR;
  - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (State CEQA Guidelines, Section 15162).

In accordance with the CEQA statute and State CEQA Guidelines, Section 15163, the lead agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

1. Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
2. Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

The EDCDOT elected to prepare this Supplement to the 2004 EIR because the inclusion of the U.S. Highway 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project into the Missouri Flat Interchange Project was determined to result in only minor additions or changes needed to make the 2004 EIR adequately apply to the modified project. The 2004 FEIR stated that the Class 1 bicycle/pedestrian facility “would be proposed as a separate project that would undergo separate environmental review” (page 2-5). This SEIR provides the required separate environmental review. The purposes of this SEIR are to:

- Supplement the 2004 EIR project description with the U.S. Highway 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project description;
- Address impacts to the physical environment related to modifications to the Missouri Flat Interchange Project needed to include the U.S. Highway 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project; and
- Recommend mitigation measures to avoid any new significant impacts or reduce any new impacts to a less-than-significant level.

## 1.2. Scope of the Draft SEIR

This document supplements the 2004 EIR already certified for the Missouri Flat Interchange Project to address the inclusion of the U.S. Highway 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project into the Missouri Flat Interchange Project. The SEIR provides the additional information necessary to make the previous EIR adequately apply to the project as modified. Accordingly, pursuant to CEQA Guidelines Section 15163, the SEIR need contain only the information necessary to analyze the project changes, changed circumstances, or new information that triggered the need for additional environmental review. The information and analyses in the 2004 EIR that is relevant to the changed project components are briefly summarized or described, rather than repeated, as explained in Section 1.5, “Documents Incorporated by Reference.”

### 1.3. Draft SEIR Contents and Organization

This Draft SEIR is organized as follows:

- The Executive Summary summarizes the proposed project, significant environmental effects that would result from project implementation, and mitigation measures proposed to eliminate or reduce those impacts to less-than-significant levels;
- Chapter 1, Introduction, describes the purpose of the SEIR, the scope of the Draft SEIR, and a summary of the Draft SEIR public review process;
- Chapter 2, Project Description, describes the project background, provides an overview of the project as it existed when the 2004 EIR was certified, describes the proposed modifications to the project that are the subject of this Draft SEIR, and describes modifications to the permits and approvals required by the project;
- Chapter 3, Alternatives Considered, provides a description of the alternative bike path alignments that were considered in the preliminary design phase;
- Chapter 4, Environmental Analysis, evaluates the impacts to the physical environment that could result from the proposed project modifications and establishes mitigation measures that reduce these impacts to less than significant;
- Chapter 5, References, contains a comprehensive listing of the sources of information used in the preparation of the Draft SEIR; and
- Chapter 6, List of Preparers, identifies the preparers of this Draft SEIR.

### 1.4. Documents Incorporated by Reference

CEQA Guidelines Section 15150(a) states that an EIR “may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of the EIR.” The CEQA Guidelines further state that incorporated text shall be briefly summarized and the entire document be made available for public review (CEQA Guidelines 15150(b) and (c)). Because this SEIR is focused on proposed modifications to the Missouri Flat Interchange Project as described and evaluated in the 2004 EIR (State Clearinghouse No. 1998092077), the entire EIR is incorporated by reference. Where appropriate, this SEIR provides new environmental setting and regulatory setting information to evaluate the new or modified environmental impacts. The 2004 EIR is available in electronic format on the El Dorado County website and in hard copy at 2850 Fairlane Court, Placerville, CA 95667. Interested parties may review these documents online or at the County office during normal business hours.

## 1.5. Draft SEIR Review and Public Comment

The EDCDOT filed a Notice of Preparation (NOP) of a Supplement to the U.S. Highway 50/Missouri Flat Road Interchange EIR to include the U.S. Highway 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project. The NOP was filed May 21, 2009 with the State Clearinghouse (Clearinghouse No. 1998092077). The 30-day public comment period on the NOP ended on June 22, 2009. Comments received on the NOP were used in part to define the scope of this Draft SEIR. The NOP and copies of the comments received are included in Appendix B.

In accordance with CEQA review requirements, this Draft SEIR is being distributed for public and agency review and comment for a 30-day period, which begins on July 8, 2009 and ends on August 6, 2009. This public review period and Draft SEIR distribution ensures that interested parties have an opportunity to express their views regarding the significant environmental effects of the project as revised by this document and to ensure that information pertinent to permits and approvals is provided to the decision makers for the EDCDOT and the CEQA responsible and trustee agencies. This document is available for review in hard copy, along with the 2004 EIR, by the public during normal business hours at the public counter of the County Department of Transportation located at 2850 Fairlane Court in the County Administrative Center (Building C) in Placerville, California 95667 (530-621-5900). This document can be purchased for \$25, which is only the printing portion of the total publishing cost of the document. This document is also available for public review at the County Libraries in Placerville at 345 Fair Lane (530-621-5540) and in Cameron Park at 2500 Country Club Drive (530-621-5500). This document is available on the EDCDOT CEQA document website at <http://www.co.el-dorado.ca.us/DOT/ceqa.html>.

Written comments from the public, reviewing agencies, and stakeholders will be accepted throughout the public comment period. Comments must be received by the EDCDOT by August 6, 2009 at 4 p.m. Written comments postmarked by August 6, 2009 will be accepted. Delivered, faxed, or e-mailed comments received by August 6, 2009 at 4 p.m. will be accepted. Please direct your comments to Ms. Janet Postlewait, 2850 Fairlane Court, Placerville, CA 95667. The fax number is 530-642-4909. The e-mail address is [jpostlewait@co.el-dorado.ca.us](mailto:jpostlewait@co.el-dorado.ca.us). If comments are provided via e-mail, please include the project title in the subject line and include the commenter's U.S. Postal Service mailing address.

Following consideration of these comments, the EDCDOT will prepare written responses to comments on environmental issues and prepare a Final SEIR that will describe any significant environmental issues raised in the comments on the Draft SEIR. Written responses must be provided to public agencies on comments made by those agencies at least 10 days before the SEIR can be certified. Following this 10-day period, the County Board of

Supervisors will consider certifying the Final SEIR if it is determined to be in compliance with CEQA and will rely on the certified Final SEIR when considering project approval.

## Chapter 2. Project Description

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This chapter describes the proposed changes to the U.S. 50/Missouri Flat Road Interchange Project since certification of the Project's EIR in August 2004. The original project need, objectives, location, and existing environmental setting are presented in detail in the 2004 EIR, have not changed substantially, and are briefly summarized below. This Supplement to the 2004 EIR focuses on the modifications to the Project that could result in potentially significant environmental impacts that were not analyzed in the 2004 EIR and that could require new mitigation not identified in the 2004 EIR.

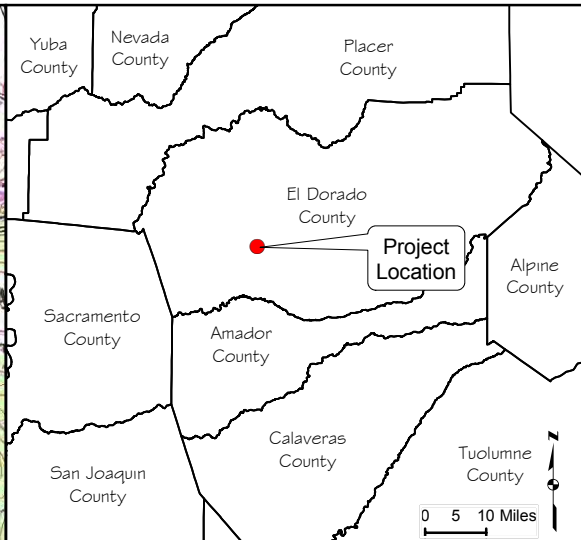
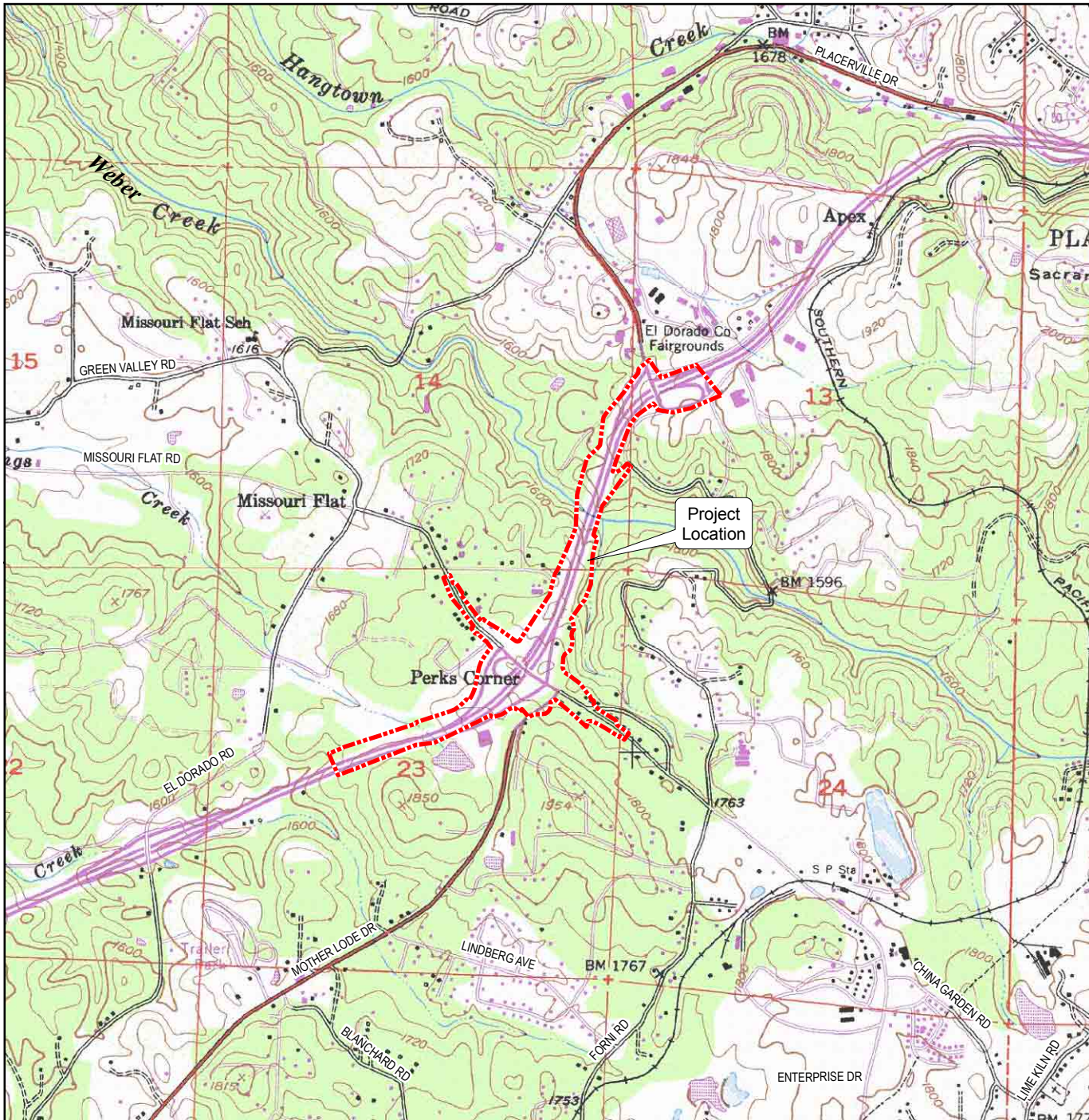
### 2.1. Project Background, Need, and Objectives

The overall project location, purpose, and objectives have not changed since the preparation of the December 2003 DEIR and the August 2004 FEIR. The proposed project is centered at the U.S. 50/Missouri Flat Road interchange, approximately 1.3 kilometers (0.8 mile) west of the Placerville city limits between the El Dorado Road and the Forni Road/ Placerville Drive interchanges (Figure 1).

In 1995, the County began to consider various methods for reducing traffic delays and congestion through the Missouri Flat corridor. Because Caltrans requires that state facilities be designed for a 20-year design life, the County evaluated interchange designs that would provide an adequate level of service (LOS) through year 2025, assuming population projections issued by the Sacramento Council of Governments (SACOG). The County studied a number of alternatives and, in 1996, the County Board of Supervisors chose the single-point diamond interchange (SPDI) configuration as the preferred alternative because it would result in reduced impacts on existing and proposed development in the vicinity of the interchange, require less right-of-way acquisition, have better traffic operational characteristics, and have project costs similar to those of the other alternatives evaluated.

Between 1997 and 2000, the County and Caltrans continued to review the proposed project design and evaluate additional alternatives. A Project Study Report was prepared, which identified that the project was proposed for construction in two phases. Phase 1 would entail construction of a 4-lane tight diamond interchange configuration. Phase 2 would involve construction of the SPDI. In the meantime, the County formally adopted the Missouri Flat Area Master Circulation and Funding Plan (MC&FP), which provides a funding framework for Phase 1 of the project.

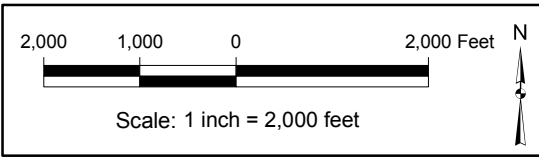




U.S. Highway 50/Missouri Flat Road  
Interchange Project SEIR  
El Dorado County, CA  
6 July 2009

Figure 1. Location Map

 Project Boundary



Placerville, CA  
7.5 Minute (C) Series, Albers Nad83 Mosaics (MrSID)  
o\_nw0102.sid  
CASIL California USGS Digital Raster Graphics (DRG)

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In 1999, the County's existing General Plan was set aside by a Sacramento County Superior Court order. The Court issued a Writ of Mandate, which governed the County's land use decisions until a replacement General Plan could be implemented. Phase 1 of the Missouri Flat Interchange Project, as a capital improvement project, was clearly authorized under the terms of the Writ. The County opted to act only on Phase 1 of the project because Phase 1 was included in the approved 2025 Metropolitan Transportation Plan (MTP) and 2003/05 Metropolitan Transportation Improvement Program (MTIP), as well as the MC&FP, MC&FP critical mass approval, and Community Facilities District financing plan.

The primary objectives of the project, as described in the EIR, include:

- increasing the U.S. 50/Missouri Flat Road interchange capacity to solve existing operational deficiencies and to accommodate traffic associated with planned growth in the County;
- addressing safety problems associated with the interchange; and
- meeting Caltrans' planning and design requirements for those portions of the project within state right of way.

## 2.2. Summary Description of the Project Analyzed in the 2004 U.S. Highway 50/Missouri Flat Road Interchange EIR

The proposed project as evaluated for CEQA in the 2003 DEIR and 2004 FEIR entails the construction of an interim 4-lane tight diamond interchange configuration at the U.S. 50/Missouri Flat Road interchange and associated improvements during Phase 1. In addition, a single-point diamond interchange (SPDI) configuration was evaluated for Phase 2 of the project. As noted in the DEIR, the Phase 2 SPDI configuration would only be constructed if it is warranted based on future level of service (LOS).

An evaluation of the Phase 2 improvements was included in the DEIR to comply with Caltrans design standards that require state highway improvements to be designed to a minimum 20-year standard. The Phase 1 improvements were determined to solve the existing traffic operational deficiencies until approximately 2015. Because the Phase 1 configuration, by itself, does not meet the Caltrans' 20-year-design-life policy, there was a need to include the Phase 2 SPDI improvements into the project evaluation to reach a 2025 design life. As stated in the DEIR, the County only ever intended to act on Phase 1 of the Missouri Flat Interchange Project. Additional environmental analysis would be required for Phase 2 if it proceeds in the future.

The project, as originally proposed and evaluated in the EIR, is described in detail in Section 1.5 of the DEIR. Phase 1 of the project was subsequently split into two sub-phases, Phase 1A and Phase 1B, to facilitate construction. These phases are summarized below:

Phase 1A (construction completed):

- Acquire necessary right-of-way for Phase 1A and Phase 1B;
- Construct the new Missouri Flat Road Overcrossing of U.S. 50;
- Widen Missouri Flat Road (roughly 500 feet south of Perks Court and 330 feet north of Plaza Drive);
- Reconstruct Perks Court;
- Reconstruct Mother Lode Drive to provide two left-turn lanes and one right-turn lane at the intersection of Mother Lode Drive and Missouri Flat Road;
- Reconstruct the Missouri Flat Road/Prospector's Plaza Drive intersection;
- Reconstruct the Mother Lode Drive/Greenleaf Drive intersection;
- Construct improvements to the U.S. 50 ramps; and
- Construct associated utility and facility improvements.

Phase 1B is scheduled to begin in 2009. It will include:

- Additional improvements to the interchange ramps;
- Widening the U.S. 50 Weber Creek bridges;
- Weber Creek bridges seismic retrofit; and
- The addition of auxiliary lanes to U.S. 50 between Missouri Flat and the Placerville Drive/Forni Road interchanges.

This SEIR describes and evaluates modifications to the Phase 1B improvements, as described below.

## **2.3. Modifications to the Project Since Certification of the 2004 EIR**

This section provides the background and description of the proposed bicycle/pedestrian facility.

### **2.3.1. Bike Path Background**

The Missouri Flat Interchange Project Final EIR included four master responses to comments on the DEIR. Master Response B discussed “an East-West Bicycle and Pedestrian Facility

on the Weber Creek Bridges,” which is the subject of this DSEIR. The master response discussed the options for the westerly and easterly termini of the bicycle/pedestrian path and three options for pedestrian and non-motorized access across Weber Creek between Forni Road and Missouri Flat Road. It said:

The recommended Class 1 facility would not be constructed as part of the proposed Missouri Flat Road interchange project, but would be proposed as a separate project that would undergo separate environmental review. However, to preserve the option of constructing such a Class 1 facility, as a separate project, and to minimize impacts on Weber Creek by only constructing within the creek once, Phase 1 of the Missouri Flat Road interchange project is proposed to include the following elements:

- slightly increasing the size of the proposed bridge columns on the eastbound Weber Creek bridge from approximately 4.0 meters (13 feet) in diameter to approximately 4.5 meters (15 feet) in diameter to support a possible future Class 1 facility, as well as the proposed auxiliary lanes; and
- increasing the height of a proposed retaining wall along the eastbound U.S. 50 lanes east of Weber Creek.

When the County Board of Supervisors approved the project and certified the EIR, the Board directed County staff to pursue funding for a Class I bicycle/pedestrian path concurrent with Phase I of the Missouri Flat Interchange Project. Funding has recently been obtained through the award of a Transportation Enhancement (TE) Grant, funded through the American Recovery and Reinvestment Act (ARRA), for completion of this Class I bicycle/pedestrian path project. The County has the opportunity to construct the bicycle/pedestrian path project at the same time as the Phase 1B construction. The County is providing a separate environmental review of the bicycle/pedestrian path project by means of this SEIR to the Missouri Flat Interchange Project.

### 2.3.2. Need for the Class I Bike Path

The proposed project is to construct a two way bicycle/pedestrian facility from Missouri Flat Road to Placerville Drive/Forni Road along U.S. 50. This project provides a long-awaited solution to a unique physical transportation barrier to non-motorized transportation caused by the steep terrain within the Weber Creek canyon and by the current design of U.S. 50, which does not accommodate non-motorized traffic. A bike path along U.S. 50 over Weber Creek will allow cyclists and pedestrians to traverse between Placerville Drive/Forni Road in the City of Placerville and Missouri Flat Road along U.S. 50.

The path would provide a much needed, safe and efficient non-motorized connectivity between two major roads that support intensive commercial and community activity centers within the City of Placerville to the east and the Missouri Flat area of the County to the west. The project also alleviates the non-motorized access and circulation barrier created by the steep terrain of Weber Creek canyon and the major artery of the County, U.S. 50, for both recreational and commuter non-motorized users. The County's Bicycle Transportation Plan lists the need for this improvement as a high priority (El Dorado County Transportation Commission 2005). This project implements Caltrans policy DD-64 for the accommodation of bike facilities along state highways.

### 2.3.3. Bike Path Overview

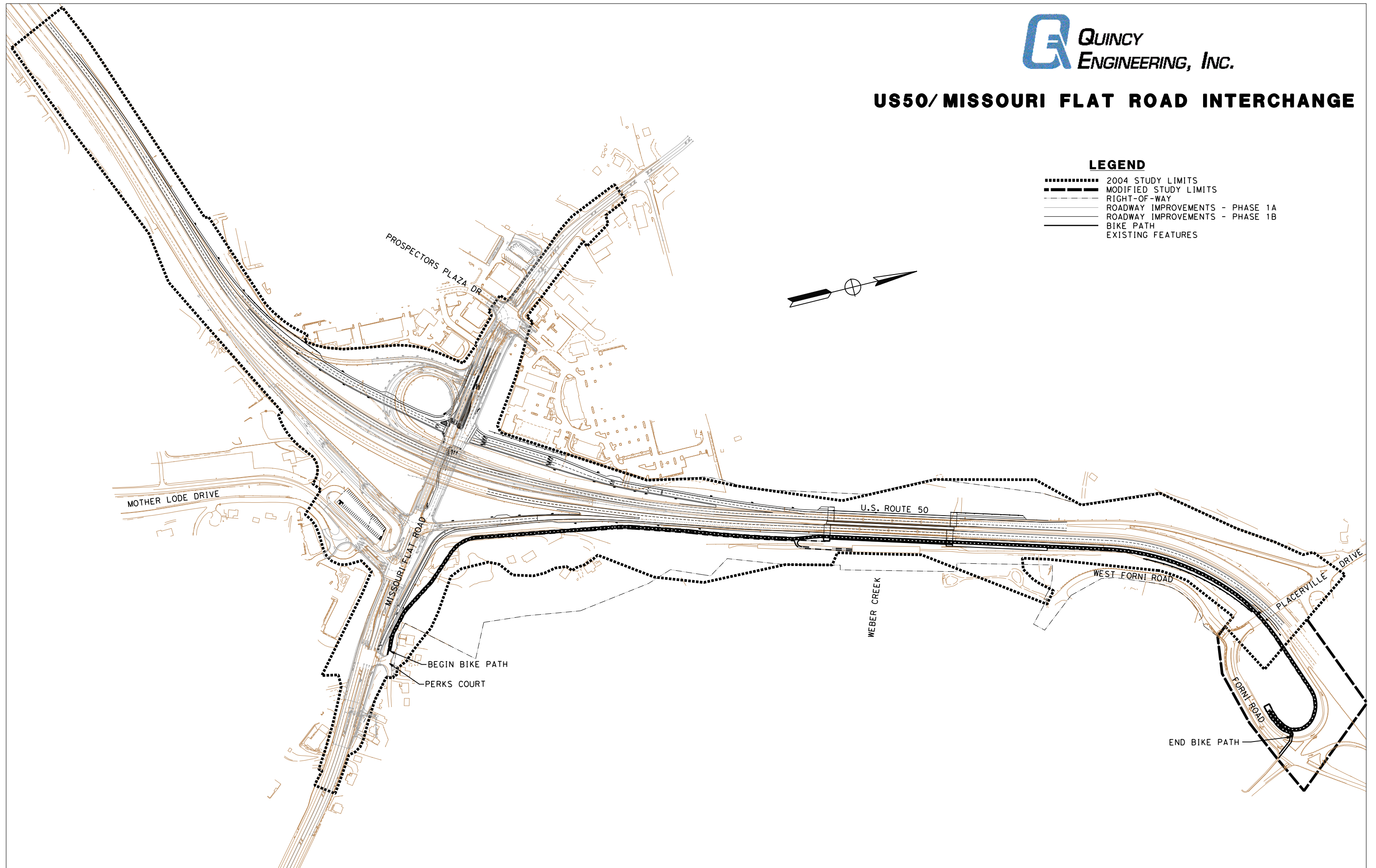
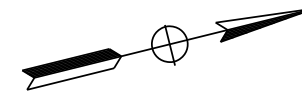
A two-way, Class I bicycle/pedestrian facility would be constructed from Missouri Flat Road to Forni Road at the U.S. 50/Placerville Drive/Forni Road interchange in western Placerville. The path would be constructed to a 2.4-m (8-ft) paved width with 0.6-m (2-ft) graded shoulders on each side. Where necessary, the path will be supported by a retaining wall along the outside edge. The retaining walls will reduce the lateral footprint of the path by avoiding the need for 1:2 slopes in these areas.

The majority of the bike path would be constructed within the project area evaluated in the Missouri Flat Interchange EIR. The eastern terminus of the path at the eastbound U.S. 50/Placerville Drive/Forni Road off-ramp would be located outside the original project area. The bike path study limits modify the 2004 study limits to add approximately 5.83 ac to the original 88.79-ac project area (Figure 2). Although this additional area was not evaluated in the technical studies supporting the Missouri Flat Interchange Project EIR, the area was recently studied in detail for the City of Placerville's Western Placerville Interchanges Project (WPIP). A number of technical studies were prepared in support of the WPIP EIR (certified by the Placerville City Council in November 2005). The relevant findings of these technical studies are cited in Chapter 4 of this SEIR to support the analysis of the effects of the bike path on the physical environment in the modified study limits.

**US50/MISSOURI FLAT ROAD INTERCHANGE**

**LEGEND**

- ..... 2004 STUDY LIMITS
- MODIFIED STUDY LIMITS
- - - - - RIGHT-OF-WAY
- ==== ROADWAY IMPROVEMENTS - PHASE 1A
- ==== ROADWAY IMPROVEMENTS - PHASE 1B
- ==== BIKE PATH
- EXISTING FEATURES



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The majority of the bike path will be constructed adjacent to the U.S. 50 travel lanes. To avoid safety issues for bicyclists and pedestrians, the path will be constructed in accordance with the Caltrans design specifications contained in the 2006 Highway Design Manual, Chapter 1000, Bikeway Planning and Design (Caltrans 2006). Where the bike path is within 5 ft of the highway, a concrete barrier and chain link fence would be installed between the highway and the path to separate the two facilities. At a minimum, the fence would stand 1.4 m (54 inches) high to minimize the likelihood of bicyclists falling over the fence into traffic. The fence may be installed on the concrete barrier or parallel to it. On the eastbound U.S. 50 bridge over Weber Creek and where the path is supported by a retaining wall or is otherwise adjacent to a hazardous slope, the outside railing/fencing would also stand a minimum 1.4 m (54 inches) high. The fence will have a black, vinyl coating as an aesthetic treatment to incorporate a visual element of the recently installed fence on the Missouri Flat bridge.

Routing the path along eastbound U.S. 50 provides more ideal grades than any of the other alternative alignments considered (see Chapter 3 for discussion of the alternatives). Grades along this alignment would vary from approximately 5% along the Perks Court approach to approximately 6% along its approach to the eastbound off-ramp at Placerville Drive/Forni Road, to 7% along the off-ramp to the switchback. The maximum recommended grade for a Class I bike path is 5%. Of the alternatives considered, this alignment provides grades that are closest to achieving the recommended maximum grade. A lesser grade cannot be achieved in this terrain.

Because the path is greater than the 5% maximum grade, an Americans with Disabilities Act (ADA) review based on trail standards was completed to determine the appropriate locations for resting locations along the sections of the path that exceeded 5%. In all instances but one, the spacing standards could be met. As the bike path approaches the eastbound Placerville Drive/Forni Road off-ramp, a proposed retaining wall may conflict with the spacing standards, shifting the resting location about five feet further than the standard. A design exception will be proposed to have a slightly greater spacing to avoid the need to flair out the wall to accommodate the rest platform and place platforms at each end of the wall. The County is completing additional geotechnical studies to determine the final configuration of the wall which may accommodate the spacing standard.

In addition the rest platform design exception, there will be two additional minor design exceptions as follows:

1. Design speed for the path is exceeded, which would require a wider path. Due to the constraints of right-of-way and other factors, a design exception will be proposed.
2. In one location along the path there is a crest vertical curve where the minimum sight distance cannot be achieved. A design exception will be proposed.

### 2.3.4. Detailed Description of the Proposed Bike Path Alignment

Please refer to the detailed design drawings in Appendix A.

The western terminus of the path begins at the Perks Court cul-de-sac at the Missouri Flat Road intersection. From Perks Court, the path runs northwest approximately 200 meters, next to the U.S. 50 eastbound on-ramp. The path and the U.S. 50 eastbound on-ramp run roughly parallel to Missouri Flat Road. Then both the path and the eastbound on-ramp turn north where the on-ramp merges with U.S. 50 after approximately 300 meters. The first 350 meters of the path is outside the grading limits proposed for the Phase 1 project. In this segment, the path alignment will be entirely within the biological communities labeled as non-native annual grassland and developed land on Figure 3.8-1 of the 2003 DEIR. The path enters the Phase 1 project grading limits as the path parallels the freeway up to the Weber Creek bridge abutments. A retaining wall will be constructed along the shoulder of the path along this section. This retaining wall was already planned for the Phase 1B improvements to support the new auxiliary lane on U.S. 50 and is not a new design element for the bike path project.

The path then connects to the U.S. 50 bridge over Weber Creek for approximately 180 meters. The eastbound bridge will be widened an additional 3.4 meters to accommodate the width of the path. The bridge piers, abutments, and seismic retrofit improvements evaluated in the 2004 EIR were designed to accommodate the bike path.

East of the bridge, the path continues to abut U.S. 50 for 480 meters to the Placerville Drive underpass. Retaining walls will be constructed along this section. From the east end of the Weber Creek bridge, retaining walls that were already included in the Phase 1B project will support the path. Starting at approximately Station 159+80 and ending at approximately Station 161+75 a retaining wall will be constructed above the path to prevent the cut in this area from extending outside of the right of way. This wall may be a maximum of 8 meters (26 ft) high at the highest point. The County is completing additional geotechnical studies to determine the final configuration of the wall to reduce both the height and length of the wall. To ensure that the visual quality of the project area is maintained, the County will implement one of the following design features for the retaining wall:

- The retaining wall will be stepped or terraced to minimize contrast to the adjacent area and slope. If a stepped retaining wall design is not feasible, the retaining wall will be designed with features that blend with the natural features of the adjacent area (soils and/or vegetation), such as recreating natural-looking rock formation, using splitfaced masonry blocks colored in earthen brown hues, or using the aesthetic treatment from the Phase 1A Missouri Flat Road retaining wall.



After the Placerville Drive underpass, the path follows the inside of the eastbound Placerville Drive off-ramp loop for another 250 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. The switchback is required to maintain adequate grade and serves to slow bike speeds down prior to crossing the Forni Road off-ramp. 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.

As stated above, the 2004 FEIR previously evaluated the impacts that would occur from constructing 4.5-m (15 ft) diameter columns that accommodate the proposed bike path alignment on the eastbound Weber Creek bridge. The FEIR also evaluated the increased height of the new retaining wall along the eastbound U.S. 50 shoulder east of Weber Creek to accommodate the bike path alignment. These elements were included in the FEIR environmental analysis in response to public comments received on the DEIR regarding bicycle facilities in the project area. In the FEIR, the County determined that incorporation of these elements into the project would support the future bike path and would avoid the need for additional work in Weber Creek in the future. These specific design elements are not evaluated further in this SEIR because they were incorporated into and evaluated in the FEIR.

## 2.4. Required Permits and Approvals

### 2.4.1. Lead Agency Approvals

The discretionary actions required by the County as the lead agency under CEQA for project implementation include the following:

- Certification of the Supplemental Environmental Impact Report (SEIR),
- Approval of the Bicycle/Pedestrian Facility,
- Approval of final engineering designs and advertisement of construction bids for the Bicycle/Pedestrian Facility, and
- Approval to award the construction contract for the Bicycle/Pedestrian Facility.

The proposed project is subject to federal, as well as local and state environmental review requirements because El Dorado County proposes the use of federal funds from the Federal Highway Administration (FHWA) and/or the project requires a FHWA approval action. El Dorado County is the project proponent and the lead agency under CEQA. FHWA's responsibility for environmental review, consultation, and any other action required in

accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

Additionally, as the owner and operator of the State Highway System (SHS) Caltrans remains a responsible agency for the project under CEQA.

#### 2.4.2. Approval by Other Agencies

The following agencies are expected to use the 2004 FEIR and Finding of No Significant Impact, as well as this SEIR, for approval of the following actions:

- U.S. Army Corps of Engineers Section 404 permit under the Clean Water Act;
- California Department of Fish and Game Streambed Alteration Agreement; and
- Regional Water Quality Control Board Section 401 Water Quality Certification.
- Regional Water Quality Control Board Section 402 National Pollutant Discharge Elimination System (NPDES).
- City of Placerville Encroachment Permit (to be determined)

## Chapter 3. Alternatives Considered

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During the public review process for the 2003 Draft EIR/ Environmental Assessment for the Missouri Flat Road Interchange Project, a number of comments were received related to concerns about east-west bicycle travel between Missouri Flat Road and Placerville Drive. In response to these comments, the County commissioned Quincy Engineering, Inc. to prepare the 2004 Missouri Flat Road Bike/Pedestrian Path Feasibility Study to identify potential solutions for a non-motorized traffic path between the Missouri Flat interchange and the Placerville Drive/Forni Road interchange. The Feasibility Study identified three potential alternative alignments for the bike path, along with five other alternatives that were briefly evaluated and rejected due to constraints. The three primary alternatives, along with the five rejected alternatives are shown in Exhibit C of the Feasibility Study.

### 3.1. Analysis of Alternatives

All of the alternatives analyzed would provide a Class I bike path with a 2.4-m (8-ft) paved width for 2-way travel and 0.6-m (2-ft) graded shoulders on each side. Alternatives that proposed constructing the path adjacent to the freeway shoulder incorporated a concrete barrier with chain-link railing for separation of the two facilities.

For all the alternatives considered, grade was a significant issue due to the generally steep terrain that exists between Missouri Flat Road and Placerville Drive/Forni Road. The maximum grade recommended for a Class I bike path is 5%, although steeper grades can be tolerated for short segments (up to approximately 150 m or 500 ft).

In addition to the alternatives discussed below, a second class of alternatives was considered that entailed routing the bike path along existing in-use roads in the region. For example, a path could be routed along Forni Road or along Missouri Flat Road to Suncrest Drive, Lode Road, Green Valley Road, and finally to Placerville Drive. These alternatives were rejected because the routes are circuitous, narrow, and involve steep grades.

#### Alternative 1: Use the Old Weber Creek Bridge

This alternative would construct a paved path connecting Missouri Flat Road to Forni Road at the Western Placerville Interchange south of U.S. 50 by using the old highway bridge over Weber Creek. The old bridge was decommissioned and no longer carries traffic. The old bridge is about 15 m (50 ft) lower in elevation than the current U.S. 50 bridges over Weber Creek. The grade along the path from Perks Court approaching the old bridge reaches 13%, and the grade along the path east of the old bridge approaching Forni Road is nearly 14%. These grades are much steeper than the recommended 5% maximum. Another consideration with this alternative is that much of the bike path would be out of view from U.S. 50, which

would make patrolling the path difficult for the County sheriff and the California Highway Patrol. It would also be more difficult to respond to an emergency on the bike path because emergency response vehicles may not be able to drive across the old bridge, which is no longer being maintained for motorized traffic.

Alternative 2: Use the Eastbound U.S. 50 Weber Creek Bridge

Alternative 2 is the preferred alternative analyzed in remainder of this Draft SEIR. Refer to Chapter 2 for a description of this alternative.

Alternative 3: Use the Westbound U.S. 50 Weber Creek Bridge

This alternative crosses Weber Creek on the north side of U.S. 50. This alternative would construct a paved path connecting Missouri Flat Road to Placerville Drive north of U.S. 50. The path would begin at the westbound ramp intersection and follow the westbound off-ramp to the westbound U.S. 50 bridge over Weber Creek. East of the bridge, the path would continue to parallel westbound U.S. 50 and then follow the Placerville Drive westbound on-ramp until its intersection with Placerville Drive on the north side of U.S. 50 at the Western Placerville Interchange. Similar to Alternative 1, this alternative has grades that are steeper than desired. Along the westbound off-ramp, the grade is 8.5% for a short length. East of Weber Creek, the grade reaches 6.5% for a length of 300 m. This alternative would entail operational issues on Placerville Drive at the westbound ramp intersection. The existing westbound ramp intersection has five legs because it incorporates Fair Lane to the east. Increasing distractions within this intersection would not be desirable.

Alternative 4: No Project Alternative

Under the no project alternative, no bicycle/pedestrian facility would be constructed, and the Missouri Flat Interchange project design would not be altered from what was evaluated in the EIR.

## 3.2. Comparison of Alternatives

The Feasibility Study analyzed eight potential alternative alignments for the Class I bike path. Five of these alternatives were rejected with no further evaluation because they were determined to be infeasible. The remaining three alternatives are described above and in Chapter 2.

Alternative 1 was found to be infeasible due to the steep grades leading to and away from the old Weber Creek Bridge and the potential difficulties associated with emergency access to the path. Grades of 13-14% are not acceptable for a general-use bike/pedestrian path and would inhibit use of the path as a transportation corridor. A potential benefit of Alternative 1 is the relative ease with which it could be constructed due to the existing road and bridge infrastructure on which the path could be routed.

Alternative 3 would also result in high grades, 6.5–8.5% along two sections. Although these grades are an improvement over the Alternative 1 grades, they are still above the recommended 5% maximum grade for Class I bike paths. In addition, this alternative involves operational issues at the Placerville Drive westbound ramp intersection due to the complexity of the existing intersection configuration.

Alternative 2 improves upon the grade-related issues of Alternatives 1 and 3, as described in Section 2.3 above. Segments of the Alternative 2 path also exceed the recommended 5% maximum grade for Class I bike paths; however, a lesser grade cannot be achieved in this terrain.

Emergency access to the bike path is improved in Alternative 2 and 3 due the ability of emergency vehicles to access the path via U.S. 50. However, these alternatives would require the construction of concrete barrier and chain-link rail to separate the bike path traffic from the motorized traffic on U.S. 50, which would require additional project budget and construction time. Alternative 2 will also require improvements to retaining walls along the embankment to the south of eastbound U.S. 50, east of the eastbound Weber Creek Bridge.

Alternatives 2 and 3 would require the columns supporting the eastbound (Alternative 2) or westbound (Alternative 3) Weber Creek Bridges to be widened to 4.5 m (15 ft) in diameter. Widening of the columns and increasing the height of the proposed retaining wall along the eastbound U.S. 50 shoulder east of Weber Creek to support the Alternative 2 bike path alignment were already incorporated into the environmental analysis in the 2004 Missouri Flat Interchange Project FEIR, as described in Chapter 2 of this report. In the FEIR, the County determined that incorporation of these elements into the project would support the bike path and would avoid the need for additional work in Weber Creek in the future.

The comparative analysis of the bike path alternatives led to the conclusion that Alternative 2 more completely met the needs of the community and was the most feasible to implement of the three considered alternatives.

## Chapter 4. Environmental Analysis

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### 4.1. Approach to the Environmental Analysis

This SEIR supplements the information provided in the 2004 Missouri Flat Interchange EIR with an analysis of the proposed modifications to Phase 1 of the Project. As discussed in Section 1.4, the environmental analysis contained in the 2004 EIR is incorporated into this SEIR by reference. Relevant summaries of the 2004 analysis are included in Table 1 in Section 4.2 below, along with the updated analysis addressing the project modifications. In accordance with Section 15163 of the state CEQA Guidelines, this SEIR identifies and focuses on the potentially significant effects on the physical environment of the proposed project modifications.

### 4.2. Reevaluation of Impacts Identified in the EIR

Table 1 below contains an updated analysis for all project impacts identified in Chapter 5 of the 2003 DEIR, as amended by the errata section of the 2004 FEIR. The table summarizes the impacts associated with the original project, the mitigation measures adopted for each impact, and the level of significance (LoS) of each impact before and after mitigation. In addition, the table updates the analysis of each impact with respect to the modifications that would result from addition of the bike path to the project. The table identifies the impacts using the same notation as the EIR (e.g., LU1 = land use impact #1). The project modifications alter some of the prior impact analyses, as described in the table. No new significant impacts were identified that were not addressed in the EIR, and no modifications to the previously adopted mitigation measures would be required.

Abbreviations used in Table 1 include the following: LoS = level of significance; LTS = less than significant; S = significant; and SU = significant and unavoidable.

Table 1. Revised impact analysis

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
<b>5.1 Land Use, Planning, and Growth</b>			
LU1: Permanent right-of-way acquisitions from 19 parcels	None	LTS/ LTS	<p>NO CHANGE.</p> <p>The 2003 DEIR determined that completion of the project would require ROW acquisitions from 19 parcels and that these acquisitions would not affect the land uses occupying these parcels. Because the project is compatible with existing land uses in the area, this impact was considered less than significant. Addition of the bike path to the project will not result in additional ROW take of privately owned parcels. An encroachment permit from the City of Placerville will likely be required in order to route the bike path on City-owned ROW at the eastern terminus on Forni Road/ Lo Hi Way. Permit requirements of the modified project are discussed in Chapter 2.4.</p>
LU2: Compatible with planned land uses	None	LTS/ LTS	<p>NO CHANGE.</p> <p>Addition of the bike path to the project will not result in conflicts with planned land uses in the project area.</p>
LU3: No impact on community cohesion	None	LTS/ LTS	<p>NO CHANGE.</p> <p>The 2003 DEIR determined that the residential area to the southeast of the Missouri Flat Road interchange does not constitute a cohesive community because it lacks the</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>features common to neighborhoods and does not contain substantial cohesion. Addition of the bike path to the project would not divide any community. The bike path would improve <i>inter</i>-neighborhood bicycle/pedestrian travel, but this effect is not relevant to an analysis of <i>intra</i>-community cohesion.</p>
<p>LU4: Consistent with local and regional plans and policies</p>	<p>None</p>	<p>LTS/ LTS</p>	<p>NO CHANGE.</p> <p>Addition of the bike path to the project would be consistent with local and regional plans and policies. The El Dorado County Transportation Commission’s 2005 Bicycle Transportation Plan included a recommendation for a proposed bike path between Placerville Drive and Perks Court parallel to U.S. 50 (see chapter 5, pages 14 and 21, of the Plan). The Plan provides a blueprint for the development of a bicycle transportation system on the western slope of El Dorado County.</p> <p>Routing the bike path along the U.S. 50 corridor is consistent with Caltrans Deputy Directive 64, Accommodating Non-Motorized Travel, which directs the Department to “fully consider the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and reports.” It is Caltrans policy</p>



2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>to integrate bicycling and pedestrian facilities into transportation infrastructure where feasible.</p> <p>As discussed below under AQ5, the project remains consistent with SACOG’s Metropolitan Transportation Improvement Program (MTIP) because the bike path has been appended to Phase 1B of the project through an amendment to the MTIP.</p>
<p>LU5: Potential displacement of 35 parking spaces at Prospector’s Plaza</p>	<p>None</p>	<p>LTS/ LTS</p>	<p>NO CHANGE.</p> <p>No additional parking will be displaced with the addition of the bike path to the project.</p>
<p>LU6: Construction-related effects</p>	<p>LU6a: Implement a traffic management plan</p>	<p>Economic Effect/ Economic Effect</p>	<p>NO CHANGE.</p> <p>The 2003 DEIR determined that short-term land use impacts could result from construction activities, including temporary air quality impacts (e.g., diesel fumes and dust), noise from heavy equipment operations, and daytime and nighttime light and glare impacts. Traffic noise impacts affecting sensitive receptors, such as homes on Perks Court and Helmrich Lane, the hotel, and church could also occur. These temporary impacts were evaluated separately in the DEIR (sections 5.5, “Air Quality”, 5.6 “Noise”, and 5.11, “Visual”). Addition of the bike path to the project does not significantly alter</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>these previous analyses.</p> <p>Construction could also temporarily disrupt traffic circulation patterns on Missouri Flat Road and U.S. 50, including increased congestion of affected roadways during construction and disrupted access to businesses along Missouri Flat Road. Temporary business disruptions are considered to be an adverse economic effect; economic effects are not considered significant impacts under CEQA unless they cause an effect on the physical environment (e.g., if the economic effect causes blight). A mitigation measure adopted to address traffic safety issues (see Impact T6) will also minimize this economic effect. Construction activities associated with the bike path would occur alongside the previously evaluated construction activities for the Missouri Flat/ U.S. 50 interchange, U.S. 50 auxiliary lane and shoulders, and Weber Creek Bridge retrofit. Therefore, no additional temporary disruption of traffic circulation patterns would occur with the addition of the bike path to the project.</p>
<b>5.2 Community Impacts and Environmental Justice</b>			
C1: Minor population impacts	None	LTS/ LTS	<p>NO CHANGE.</p> <p>Potential displacement of residents in the Perks Court area of the project was evaluated in the 2003 DEIR. No additional displacement of residents would occur with</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			the addition of the bike path to the project because the path would be located within the previously evaluated impact area, except for the eastern terminus, which would be located within an existing transportation corridor. There are no residences within the extended project area at the path’s eastern terminus near the Placerville Drive/ Forni Road/ U.S. 50 interchange.
C2: Minor local tax revenue impacts	None	Economic Impact/ Economic Impact	NO CHANGE.  The 2003 DEIR evaluated the removal of residences and businesses and the acquisition of ROW for the preferred alternative, which could reduce property and sales tax revenues for the County and other local agencies. No additional removal of residences or businesses or acquisition of ROW would occur with addition of the bike path to the project.
C3: Minor local and roadside business impacts	None	LTS/ LTS	NO CHANGE.  The 2003 DEIR evaluated the potential displacement of three businesses in the study area, including H&S Gas Mart, a Jack-in-the-Box restaurant, and a Chevron Station & Gas Mart (also evaluated under Impact R2 in section 3.3, “Relocation”). Displacement of businesses was estimated to result in the permanent loss of approximately 27 retail jobs within the area. Addition of the bike path to the project would not result in additional

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			displacement of businesses or job losses.
C4: Minor beneficial construction-related economic effects	None	Economic Effect/ Economic Effect	<p>NO CHANGE.</p> <p>The construction of proposed improvements for the project would generate temporary economic activity in the County and the region, including purchases of goods and services required for construction and employment of workers needed for construction. This is a minor beneficial economic effect that was evaluated in the 2003 DEIR. Because this effect is economic and does not have an impact on the physical environment, no significance conclusion was given in the DEIR.</p> <p>Addition of the bike path to the project would generate an incremental increase in temporary economic activity in the County and region due to the small increase in goods and services that would be added to the project. This economic impact is not regulated by CEQA and no further evaluation is required.</p>
<b>5.3 Relocation</b>			
R1: Displacement of 3 (Perks Court cul-de-sac option) or 2 (Perks Court realignment option) residences	R1a: Compensate displaced land uses in conformance with the Uniform Relocation Assistance and Real Property Acquisition Polices Act	LTS/ LTS	<p>NO CHANGE.</p> <p>No additional displacement of residents would occur with the addition of the bike path to the project because the path would be located within the previously evaluated impact area. There are no residences within</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			the extended project area at the Placerville Drive/ Forni Road/ U.S. 50 interchange.
R2: Displacement of 3 commercial businesses	R1a: Compensate displaced land uses in conformance with the Uniform Relocation Assistance and Real Property Acquisition Polices Act	S/ LTS	<p>NO CHANGE.</p> <p>No additional displacement of businesses would occur with the addition of the bike path to the project because the path would be located within the previously evaluated impact area. There are no businesses within the extended project area at the Placerville Drive/ Forni Road/ U.S. 50 interchange.</p>
<b>5.4 Traffic and Transportation/Pedestrian and Bicycle Facilities</b>			
T1: 2005—Acceptable level of service (LOS) at ramp junctions	None	LTS/ LTS	<p>NO CHANGE.</p> <p>Addition of the bike path to the project may slightly reduce traffic levels along the ramp junctions due to an increase of bicycle/ pedestrian travel and an associated decrease of motorized vehicular traffic within the project area. However, this effect will likely be minimal, and the anticipated reduction in vehicular traffic is not likely to alter the existing LOS at the ramp junctions.</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
T2: 2005—Unacceptable weaving conditions at the U.S. 50/Missouri Flat Road eastbound on-ramp until the U.S. 50/Placerville Drive/Forni Road interchange is improved	T2a: Provide temporary ramp metering for the U.S. 50 eastbound on-ramp from Missouri Flat Road	S/ LTS	<p>NO CHANGE.</p> <p>Addition of the bike path to the project may slightly reduce traffic levels along U.S. 50 between Missouri Flat Road and Placerville Drive due to an increase of bicycle/ pedestrian travel and an associated decrease of motorized vehicular traffic within this area. This slight reduction in vehicular trips may reduce the existing queuing problem at the Placerville Drive off-ramp. However, this effect will likely be minimal, and the anticipated reduction in vehicular traffic is not likely to significantly alter the weaving conditions at the U.S. 50/Missouri Flat Road eastbound on-ramp until the U.S. 50/Placerville Drive/Forni Road interchange is improved.</p>
T3: 2005—Acceptable level of service (LOS) at all arterial intersections	None	LTS/ LTS	<p>NO CHANGE.</p> <p>The 2003 DEIR determined that construction of the Phase 1 improvements would improve a.m. and p.m. peak-hour traffic operations at all study intersections within the project area. After construction of the project, all study intersections would operate at LOS C or better during both the a.m. and p.m. peak hours. Addition of the bike path to the project would not reduce the LOS at the arterial intersections in the study area.</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
T4: Elimination of 20 park-and-ride lot spaces	T4a: Establish another park-and-ride lot	S/ LTS	<p>NO CHANGE.</p> <p>Addition of the bike path to the project will not result in an additional loss of park-and-ride lot spaces.</p>
T5: Provision of bicycle lane and continuous sidewalks along Missouri Flat Road	None	LTS/ LTS	<p>NO CHANGE.</p> <p>The project evaluated in the 2003 DEIR included providing bicycle lanes (Class II facilities) along Missouri Flat Road within the project boundaries. In addition, sidewalks were to be provided on Missouri Flat Road including on both sides of the overcrossing. The previously evaluated project would not disrupt an existing bicycle or pedestrian facility, nor would it interfere with the implementation of a planned facility. As such, the project was determined to be consistent with the El Dorado County Bicycle Transportation Plan, which calls for a Class II facility on Missouri Flat Road from U.S. 50 to Green Valley Road and from Forni Road to Mother Lode Drive, and the El Dorado County Bikeway Master Plan, which calls for a Class II facility on Missouri Flat Road from Pleasant Valley to Green Valley Road. Addition of the Class I bike path to the project along U.S. 50 between Missouri Flat Road and Placerville Drive would not affect development or maintenance of the Class II facilities and sidewalks along Missouri Flat Road that were evaluated in the 2003</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			DEIR.
T6: Construction-related safety concerns	LU6a: Implement a traffic management plan	S/ LTS	<p>NO CHANGE.</p> <p>The 2003 DEIR determined that during construction of the project improvements, motorists, bicyclists, and pedestrians may experience delays and be required to take alternative routes to their destinations. A mitigation measure to implement a traffic management plan during construction was incorporated into the 2003 DEIR to reduce this impact. Addition of the bike path to the project will not alter the construction-related safety concerns to motorists, bicyclists, and pedestrians. No change is needed to the previously adopted mitigation measure.</p>
T7: 2015—Acceptable level of service (LOS) and weaving conditions at all ramp junctions	None	LTS/ LTS	<p>NO CHANGE.</p> <p>See impacts T1 and T2 above for discussion of the bike path’s impact on LOS and weaving conditions.</p>
T8: 2015—Acceptable level of service (LOS) at all arterial intersections	None	LTS/ LTS	<p>NO CHANGE.</p> <p>See impact T3 above for discussion of the bike path’s impact on LOS at arterial intersections.</p>



2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
<b>5.5 Air Quality</b>			
<p>AQ1: 2005–No exceedances of CO concentrations are expected since level of service (LOS) is expected to be C or better at all intersections and links</p>	<p>None</p>	<p>LTS/ LTS</p>	<p>NO CHANGE.</p> <p>The 4-lane tight diamond interchange (2005) has already been constructed as part of Phase 1a of the project. Construction of this phase was expected to result in intersections and links with LOS of C or better based on the project traffic report. Therefore, no violations of either the 1-hour or the 8-hour CO state standard were expected to occur as a result of Phase 1a. Addition of the bike path to the project does not alter the previous analysis of CO concentrations. The bike path will not alter the LOS at any intersection or link within the study area.</p>
<p>AQ2: Temporary increase in construction-related ROG and NO<sub>x</sub> emissions during grading and construction activities</p>	<p>AQ2a: Mitigate construction equipment exhaust emissions consistent with El Dorado County Air Quality Management District (EDCAQMD) requirements</p> <p>(Note: the EDCAQMD was formerly known as the Air Pollution Control District and was referenced as such in the 2004 EIR. The name has been updated in this SEIR.)</p>	<p>S/ LTS</p>	<p>NO CHANGE.</p> <p>To support the findings in the 2003 DEIR, the Sacramento Metropolitan AQMD-approved Road Construction Model, Version 3.1, was used to assess construction emissions, in accordance with the El Dorado County Air Quality Management District’s policies. The road construction model was used to estimate construction-related ROG and NO<sub>x</sub> emissions.</p> <p>The model indicated that NO<sub>x</sub> emissions would be over the EDCAQMD’s threshold of 82 lb/day. This model is a generalized linear transportation model that accepts</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>user-defined values such as the project area, total duration of the project, estimated number of acres disturbed per day, etc. It does not provide a detailed analysis of individual project features, such as interchange ramp work vs. linear roadbed construction. Thus, the model output would have been very similar if the bike path portion of the project had been analyzed along with the bridge and interchange improvements. With respect to ROG and NO<sub>x</sub> emissions, the model would still have indicated emissions of NO<sub>x</sub> above the EDCAQMD's significance threshold.</p> <p>The existing mitigation measure AQ2a in the 2003 DEIR reduces the construction-related ROG and NO<sub>x</sub> emissions to acceptable levels in accordance with the EDCAQMD's regulations. The measure specifies that either the project will restrict average daily fuel use to the cut-off levels specified by the EDCAQMD (see Table 3.5-4 in the DEIR) OR the County will 1) ensure that the maximum area of ground disturbed on any single day of construction is 12 acres or less and 2) the contractor must use aqueous emulsified fuel that reduces NO<sub>x</sub> and PM10 emissions by at least 15% over traditional fuels.</p> <p>Addition of the bike path to the project will not affect the County's ability to implement mitigation measure AQ2a as defined in the 2003 DEIR to reduce construction-</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			related NO <sub>x</sub> emissions to less-than-significant levels.
AQ3: Temporary increase in construction-related PM10 emissions during grading and construction activities	AQ3a: Comply with Rule 403 of the South Coast AQMD, as required by the EDCAPCD	S/ LTS	<p>NO CHANGE.</p> <p>The EDCAQMD’s air quality assessment guidelines (EDCAPCD 2002) consider mass emissions of fugitive dust PM10 to be minor if the project includes mitigation measures that will prevent visible dust beyond the project boundaries, in compliance with Rule 403 of the South Coast AQMD. Therefore, PM10 impacts were considered to be less than significant in the 2003 DEIR with implementation of Mitigation Measure AQ3a, which required the County to comply with all applicable aspects of Rule 403.</p> <p>Addition of the bike path to the project will not affect the County’s ability to implement mitigation measure AQ3a to reduce fugitive dust PM10 emissions to a less-than-significant level.</p>
AQ4: 2015—No exceedances of CO standards	None	LTS/ LTS	<p>NO CHANGE.</p> <p>In the 2003 DEIR, CO concentrations were estimated for 13 sensitive receptor locations, including residences and other locations where individuals could be exposed. It was determined that no violations of either the 1-hour or the 8-hour CO state standard would occur.</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			Addition of the bike path to the project would not increase CO concentrations in the project area, and the project would continue to have a less-than-significant impact on sensitive receptors.
AQ5: Transportation Conformity Achieved	None	LTS/ LTS	<p>NO CHANGE.</p> <p>The Class I bike path portion of the project has been appended to Phase 1B of the project through an amendment to the SACOG MTIP. This amendment was pursuant to a change in estimated revenue for the SACOG region based on the American Recovery and Reinvestment Act (ARRA) of 2009. The MTIP continues to conform to the applicable State Implementation Plan (SIP). For these reasons, addition of the bike path to the project does not alter the previous conformity determination.</p>
<b>5.6 Noise</b>			
N1: Exposure of noise-sensitive land uses to construction noise	N1a: Employ noise-reduction construction measures	S/ LTS	<p>NO CHANGE.</p> <p>The 2003 DEIR incorporated construction noise mitigation measure N1a. This measure identified actions to be taken by the County to reduce construction-related noise impacts resulting from the project. These actions are all applicable to the bike path portion of the project and no alterations are needed.</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
N2: Exposure of noise-sensitive land uses to noise from blasting	N2a: Employ measures to limit blast noise	S/ LTS	<p>NO CHANGE.</p> <p>Addition of the bike path to the project will not alter previously adopted mitigation measure N2a, which stipulates that 1) all landowners within 3,000 of blast sites shall be notified that blasting will occur, and 2) a blast consultant will be retained to ensure that blast overpressures do not exceed 112 dB at the nearest inhabited building façade.</p>
N3 : 2015—1–3 dB increase in existing traffic noise levels	Sound wall is not acoustically feasible	LTS/ LTS	<p>NO CHANGE.</p> <p>Addition of the bike path to the project will not alter the projected traffic noise levels in the project area.</p>
<b>5.7 Hydrology, Water Quality, and Floodplains</b>			
WQ1: Changes in local stormwater drainage	None	LTS/ LTS	<p>MINOR CHANGE IN EXTENT OF IMPACT; NO CHANGE IN LEVEL OF SIGNIFICANCE.</p> <p>The 2003 DEIR estimated that construction of the project would add an additional 12.3 cfs in stormwater runoff during a 25-year storm event. The DEIR also found that the additional 12.3 cfs is negligible compared to the 50-year flow in the river (8,896 cfs), and the additional stormwater drainage presumably would not appreciably add to streamflow in Weber Creek during larger storms.</p> <p>Addition of the bike path to the project will increase the</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>amount of impervious surface in the project area by 0.983 ac (3980 m<sup>2</sup>), and thereby add approximately 2.67 cfs in stormwater runoff during a 50-year storm event. Stormwater flows would continue to not appreciably add to the streamflow in Weber Creek during larger storms.</p>
<p>WQ2: Flooding and hydraulic changes</p>	<p>None</p>	<p>LTS/ LTS</p>	<p>NO CHANGE.</p> <p>Addition of the bike path to the project would not alter the already-planned encroachment of the floodplain of Weber Creek for the purpose of constructing the additional U.S. 50 bridge piers. Construction of the bridge piers was not considered a significant encroachment on the floodplain in the 2003 DEIR.</p> <p>The 2003 DEIR contained a modification to one small part of one adopted mitigation measure for the MC&amp;FP, aimed at mitigating hydrologic and flooding impacts in the Missouri Flat area. This modification exempted the U.S. 50/Missouri Flat Road interchange from the MC&amp;FP requirement that post-development stormwater peak discharge levels associated with projects in the Missouri Flat area remain at existing pre-project peak levels. Addition of the bike path to the U.S. 50/Missouri Flat Road interchange project would be similarly exempted from this requirement.</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
<p>WQ3: Water quality impacts from changes in stormwater drainage</p>	<p>WQ3a: Obtain authorization under the NPDES permit for permanent post-construction Best Management Practices (BMPs)</p>	<p>S/ LTS</p>	<p>MINOR CHANGE IN EXTENT OF IMPACT; NO CHANGE IN LEVEL OF SIGNIFICANCE.</p> <p>Addition of the bike path to the project will increase the amount of impervious surface in the project area, and thereby increase the amount of stormwater runoff. As discussed above under WQ1, the additional stormwater runoff resulting from the bike path will not appreciably add to the stream flow in Weber Creek during larger storms. Because no motorized vehicles will be operating on the bike path, there will be no increase in the amount of contaminants in stormwater runoff from the project area beyond what was originally evaluated in the EIR. Implementation of previously adopted mitigation measure WQ3a to obtain authorization for permanent post-construction BMPs under the NPDES permit would continue to reduce this impact to less than significant.</p>
<p>WQ4: Temporary construction water quality impacts</p>	<p>WQ4a: Obtain authorization under the NPDES stormwater permit for construction-related Best Management Practices (BMPs)</p> <p>BR3f: Limit in-water construction activities to the summer low- or no-flow period</p>	<p>S/ LTS</p>	<p>NO CHANGE.</p> <p>The requirement to obtain authorization under the NPDES stormwater permit for construction-related BMPs would not change with addition of the bike path to the project. The specific mitigation measures previously adopted to protect water quality in Weber Creek during in-creek pier work also would not require modification because addition of the bike path to the project would not</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
	<p>BR3g: Ensure that turbidity increases do not exceed Central Valley Regional Water Quality Control Board Standards</p> <p>BR3h: Develop and implement a toxic materials control and spill-response plan</p> <p>BR3i: Store hazardous materials at an approved storage facility</p>		<p>require additional in-creek work to be conducted.</p>
<b>5.8 Wildlife and Botanical Resources, Threatened and Endangered Species, and Wetlands and Waters of the United States</b>			
<p>BR1: Permanent loss of approximately 0.0016 hectare (0.004 acre) of Weber Creek and approximately 0.0032 hectare (0.008 acre) of oak woodland</p>	<p>BR3a–BR3k</p> <p>See impact BR3 below.</p>	<p>S/ LTS</p>	<p>NO CHANGE.</p> <p>The 2003 DEIR determined that the project would permanently affect 0.0016 hectare (0.004 acre) of Weber Creek with the placement of 2 new bridge piers within the creek and 0.0032 hectare (0.008 acre) of oak woodland with the placement of 4 new bridge piers in the oak woodland area adjacent to the creek. Addition of the bike path to the project will not result in additional impacts to Weber Creek or the adjacent oak woodland. The bike path will not require additional pier work to be conducted.</p> <p>The Phase 1B portion of the 2004 FEIR has obtained authorization under a Corps of Engineers Section 404</p>



2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			CWA Nationwide Permit 14, a RWQCB Section 401 Water Quality Certification, and a DFG 1602 Streambed Alteration Agreement for impacts to wetlands and waters.
BR2: Potential loss of 0.019 hectare (0.045 acre) of jurisdictional seasonal wetlands and of 0.0055 hectare (0.01 acre) of nonjurisdictional seasonal wetlands	BR3c BR3f BR3g BR3h BR3i See impact BR4 below.	S/ LTS	<p>MINOR CHANGE IN EXTENT OF IMPACT; NO CHANGE IN LEVEL OF SIGNIFICANCE OR TO THE PREVIOUSLY ADOPTED MITIGATION MEASURES.</p> <p>Addition of the bike path to the project would extend the project area to the northeast into the area previously evaluated under the 2005 Western Placerville Interchanges Project (WPIP) DEIR. The bike path’s eastern terminus would be located within this extended project area.</p> <p>The Missouri Flat Interchange EIR identified a jurisdictional seasonal wetland and roadside drainage ditch adjacent to the eastbound U.S. 50 road shoulder, west of the Placerville Drive overpass. The Preliminary Jurisdictional Delineation conducted for the WPIP shows this ephemeral roadside drainage ditch extending further to the east, originating within the off-ramp loop and flowing under the overpass before discharging into the seasonal wetland area mapped in the original Missouri Flat project area (Padre Associates 2004). Because of the minor difference in how the Missouri Flat EIR and</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>the WPIP EIR mapped jurisdictional features, this SEIR takes a conservative approach and considers the drainage ditch to extend further to the east, as shown on the WPIP delineation map. This additional segment of the drainage ditch would be within the temporarily impacted; see discussion in BR4 below.</p>
<p>BR3: Disturbance to approximately 0.1 hectare (0.25 acre) of Weber Creek and approximately 0.29 hectare (0.71 acre) of white alder riparian forest vegetation</p>	<p>BR3a: Conduct a biological resources education program for construction crews and enforce construction restrictions</p> <p>BR3b: Retain a biologist to monitor construction activities within Weber Creek</p> <p>BR3c: Install construction barrier fencing around the construction area to protect sensitive biological resources that will be avoided</p> <p>BR3d: Conduct preconstruction surveys and minimize mortality to California red-legged frog and foothill yellow-legged frog</p> <p>BR3e: Conduct preconstruction</p>	<p>S/ LTS</p>	<p>NO CHANGE.</p> <p>Addition of the bike path to the project will not result in additional impacts to Weber Creek or the adjacent white alder riparian forest vegetation. Impacts to these features that were evaluated in the 2003 DEIR resulted from the need for pier work on the U.S. 50 bridges. The bike path will not require additional pier work to be conducted.</p>

<b>2004 FEIR CEQA Impact</b>	<b>2004 FEIR Mitigation Measure</b>	<b>2004 LoS before/ after Mitigation</b>	<b>Bike/Pedestrian Path Evaluation</b>
	<p>surveys to minimize mortality to northwestern pond turtles</p> <p>BR3f: Limit in-water construction activities to the summer low- or no-flow period</p> <p>BR3g: Ensure that turbidity increases do not exceed Central Valley Regional Water Quality Control Board standards</p> <p>BR3h: Develop and implement a toxic materials control and spill-response plan</p> <p>BR3i: Store hazardous materials at an approved storage facility</p> <p>BR3j: Minimize long-term impacts on woody riparian vegetation and associated habitat</p> <p>BR3k: Enhance riparian habitat by developing and implementing a riparian restoration plan</p>		

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
<p>BR4: Potential disturbance to 0.044 hectare (0.12 acre) of jurisdictional seasonal wetlands/drainages</p>	<p>BR3c BR3f BR3g BR3h BR3i See impact BR3 above.</p>	<p>S/ LTS</p>	<p>NO CHANGE.</p> <p>Addition of the bike path to the project would result in additional temporary disturbance to jurisdictional seasonal wetlands or drainages.</p> <p>The additional segment of the roadside drainage ditch that would be added to the project area is approximately 325 ft long with an average width of approximately 2 ft, for a total of 0.0065 hectare (0.0161 acre) of additional jurisdictional waters. The drainage ditch is a small, ephemeral, artificial feature that was created from highway construction activities along the off-ramp. The roadside ditch will be reconstructed adjacent to the bike path.</p> <p>The ditch does not provide important, irreplaceable habitat functions and values. Implementation of previously adopted mitigation measures BR3c, BR3f, BR3g, BR3h, and BR3i will continue to reduce impacts to seasonal wetlands and drainages to less than significant.</p>
<p>BR5: Removal of and disturbance to up to 8–12 hectares (20–30 acres) of blue oak woodland and an undetermined number of native</p>	<p>BR3c: Install construction barrier fencing around the construction area to protect sensitive biological resources that will be</p>	<p>Before: S After: SU in the short term and</p>	<p>MINOR CHANGE IN EXTENT OF IMPACT; NO CHANGE IN LEVEL OF SIGNIFICANCE.</p> <p>Addition of the bike path to the project would extend the project area to the northeast into the area previously</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
trees	<p>avoided</p> <p>BR5a: Minimize and compensate for impacts on blue oak woodlands and individual native oak trees by replanting oaks</p>	LTS in the long term	<p>evaluated under the 2005 Western Placerville Interchanges Project (WPIP) DEIR. The bike path's eastern terminus would be located within this extended project area. The Natural Environment Study conducted for the WPIP identified an area of oak woodland immediately to the southeast of the Placerville Drive overpass, south of U.S. 50. Approximately 0.55 ac of this oak woodland is within the extended Missouri Flat Interchange project area, and impacts to this stretch of oak woodland were not evaluated in the Missouri Flat EIR. The bike path would follow the U.S. 50 off-ramp shoulder in this area and construction of the path could result in removal of oaks adjacent to the off-ramp. Therefore, addition of the bike path could result in an incremental increase of removal and disturbance to oak woodland over what was evaluated in the EIR for this project. Implementation of previously adopted mitigation measures BR3c and BR5a will continue to reduce this impact to less than significant.</p>
BR6: No impact on special-status plant species	None	LTS/ LTS	<p>NO CHANGE.</p> <p>No special-status plants were observed in the project area during biological surveys conducted in support of the 2003 DEIR. Addition of the bike path to the project would extend the project area to the northeast into the area previously evaluated under the 2005 Western</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			Placerville Interchanges Project DEIR. No special-status plants were observed in the Western Placerville Interchanges project area during biological surveys conducted in support of that project’s DEIR. The bike path would be entirely contained within the area evaluated for the 2003 Missouri Flat Project DEIR and the area evaluated for the 2005 Western Placerville Interchanges DEIR. The Missouri Flat Project would continue to have a less-than-significant impact on special-status plants after addition of the bike path to the project.
BR7: Introduction of new noxious weeds or spread of existing noxious weed species	BR7a: Avoid the introduction of new noxious weeds or the spread of existing noxious weeds	S/ LTS	NO CHANGE.  Addition of the bike path to the project will not alter previously adopted mitigation measure BR7a, which requires the County to avoid the introduction of new noxious weeds or the spread of existing weeds during project construction.
BR8: Potential disturbance of 1 blue elderberry shrub—valley elderberry longhorn beetle habitat	BR8a: Avoid disturbance of valley elderberry longhorn beetle habitat  BR3a: Conduct a biological resources education program for construction crews and enforce	S/ LTS	NO CHANGE.  One blue elderberry shrub was identified outside, but within 100 feet of, the project area during biological surveys conducted in support of the 2003 DEIR. This shrub is located along Helmrich Lane (north of U.S. 50). No other elderberry shrubs were observed within 100 ft

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
	<p>construction restrictions</p> <p>BR3b: Retain a biologist to monitor construction activities</p>		<p>of the project area.</p> <p>The elderberry shrub at Helmrich Lane was also identified during biological surveys conducted in support of the 2005 Western Placerville Interchanges Project DEIR. No other elderberry shrubs were observed within 100 feet of the Western Placerville Interchanges project area.</p> <p>The bike path would be entirely contained within the area evaluated for the 2003 Missouri Flat Project DEIR and the area evaluated for the 2005 Western Placerville Interchanges DEIR. Therefore, no additional impacts to elderberry longhorn beetle habitat will occur with the addition of the bike path to the Missouri Flat Project. With implementation of previously adopted mitigation measures BR8a, BR3a, and BR3b, the project impacts to elderberry longhorn beetle would continue to be less than significant.</p>
<p>BR9: Potential disturbance of non-special-status nesting raptors</p>	<p>None</p>	<p>LTS/ LTS</p>	<p>NO CHANGE.</p> <p>The 2003 DEIR determined that it was unlikely that more than one active nest would be disturbed by the project, based on the relatively small amount of nesting habitat impacted by project construction and the territorial range of these species (ranging from 7.7–8.0 hectares [19–20 acres]). These species are also locally or regionally</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>abundant. Project effects on non-special-status nesting raptors were found to be less than significant because the project would not substantially disturb non-special-status species raptors. Addition of the bike path to the project would extend the project area at the bike path’s eastern terminus. This area may provide additional nesting habitat for non-special-status raptors. This incremental increase in potential nesting habitat does not alter the level of significance of this impact.</p>
<p>BR10: Loss of raptor foraging habitat</p>	<p>None</p>	<p>LTS/ LTS</p>	<p>MINOR CHANGE TO THE EXTENT OF IMPACT; NO CHANGE TO THE LEVEL OF SIGNIFICANCE.</p> <p>The 2003 DEIR determined that implementation of the preferred alternative would result in the temporary disturbance of 0.29 hectare (0.71 acre) of riparian habitat and loss of less than 1 acre of annual grasslands that are considered potential foraging habitat for non-special-status raptors. Based on the regional abundance of these habitat types in the project vicinity, the project was considered to have a less-than-significant effect because the loss of a small area of foraging habitat would not substantially reduce the local population size of foraging raptors.</p> <p>Addition of the bike path to the project would extend the project area at the bike path’s eastern terminus. This area may provide additional foraging habitat for non-special-</p>



2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>status raptors, some of which may be temporarily disturbed or permanently lost due to construction activities and project improvements. No additional riparian habitat occurs near the eastern terminus. This incremental increase in the loss of potential foraging habitat within the modified project area does not alter the level of significance of this impact.</p>
<p>BR11: Disturbance of nesting swallows</p>	<p>BR11a: Avoid construction during swallow nesting season or remove empty nests and prevent new nesting</p>	<p>S/ LTS</p>	<p>NO CHANGE.</p> <p>Approximately 20 active swallow nests and remnants of other swallow nests were observed on the underside of the existing Missouri Flat Road interchange structure over U.S. 50 during the June 2001 field surveys. Potential nesting habitat was also identified under the U.S. 50 bridge structures over Weber Creek and the abandoned U.S. 50 bridge structure over Weber Creek. Construction of the bike path’s eastern terminus will occur outside the original project area but within the area evaluated for the 2005 Western Placerville Interchanges Project DEIR. The construction impact area at the eastern terminus does not occur on structures that could support nesting swallow colonies. Addition of the bike path to the project will not alter the County’s responsibility to implement previously adopted mitigation measure BR11a to avoid construction during swallow nesting season on these structures or remove</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			empty nests and prevent new nesting.
BR12: Direct mortality and short-term disturbance of common slow-moving and ground-dwelling animals	None	LTS/ LTS	<p>NO CHANGE.</p> <p>Addition of the bike path to the project would not alter the level of significance of this impact because those animals that could be affected by construction activities are common species that are locally and regionally abundant and the project would not substantially disturb these animals.</p>
BR13: Short-term disturbance and removal of habitat occupied by common wildlife species	None	LTS/ LTS	<p>NO CHANGE.</p> <p>Addition of the bike path to the project would not alter the level of significance of this impact because these species are locally and regionally abundant and populations of these species and the project would not substantially disturb these species.</p>
BR14: Consistent with El Dorado County General Plan policies	None	LTS/ LTS	<p>CHANGE IN THE REGULATORY SETTING; NO CHANGE TO THE LEVEL OF SIGNIFICANCE.</p> <p>The Missouri Flat EIR was prepared when the County was under a Writ of Mandate issued by the Sacramento County Superior Court to produce a new County General Plan. The CEQA evaluation for this SEIR is being conducted under a different regulatory setting due to the County’s adoption of a new General Plan on July 19,</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>2004, and the approval of the referendum on the Plan by the voters of El Dorado County on March 15, 2005. Addition of the bike path to the project would be consistent with the following 2004 General Plan policies relating to biological and wetland resources.</p> <p><b>Policy 7.3.3.4—Riparian and Wetland Buffers</b></p> <p>This policy provides buffers and setbacks for the protection of riparian areas and wetlands within the County. These minimum setbacks are required, unless avoidance of the features is not possible, in which case development is to be planned so that impacts to the resources are minimized.</p> <p>The policy provides exceptions to the setbacks where necessary to permit road and bridge construction and repair. Ephemeral drainages, such as the drainage ditch discussed under impact BR2 above, are not covered under this policy. Construction of the bike path will not result in any additional encroachment or impacts to Weber Creek, as described above in Chapter 2.</p> <p><b>Policy 7.4.4.4—Preservation of Oak Woodlands</b></p> <p>This policy promotes the retention of oak woodlands within the County by encouraging avoidance of and requiring mitigation for impacts to oak woodlands on new development projects. Only project <i>applicants</i> are</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>subject to this policy, not the County itself. Nevertheless, the County will mitigate for loss of oak woodlands as described above under impact BR5.</p> <p><b>Policy 7.4.2.9—Important Biological Corridors</b></p> <p>This policy directs the County to identify important biological corridors within the County, in accordance with the County’s Integrated Natural Resources Management Plan (INRMP). Weber Creek is listed as an Important Biological Corridor on the County’s Draft Initial Inventory for the INRMP (revised 3/31/2008; available at <a href="http://co.el-dorado.ca.us/Planning/GeneralPlanINRMP.html">http://co.el-dorado.ca.us/Planning/GeneralPlanINRMP.html</a>). As described above in Chapter 2, addition of the bike path to the project will not result in additional impacts to the Weber Creek corridor. Impacts to the Weber Creek corridor resulting from the project footprint were already evaluated in the 2003 DEIR and the 2004 FEIR for this project.</p>
<b>5.9 Historic and Archeological Preservation</b>			
CR1: Potential damage to currently unknown cultural resources	CR1a: Implement procedures for the unanticipated discovery of cultural resources	S/ LTS	<p>NO CHANGE.</p> <p>No cultural resources were observed within the project area during field surveys conducted in support of the 2003 DEIR. No cultural resources are known to occur within the original project area. Likewise, no cultural resources were observed during field surveys conducted</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>in support of the 2005 Western Placerville Interchanges Project DEIR. The eastern terminus of the bike path would occur within the area surveyed for the Western Placerville Interchanges Project. With addition of the bike path to the Missouri Flat Project, the project would continue to have the potential to damage currently unknown cultural resources in the expanded project area, and previously adopted mitigation measure CR1a would continue to be sufficient for reducing this impact to less than significant.</p>
<b>5.10 Hazardous Materials and Earth Resources</b>			
<p>ER1: Change in topography from grading activities during construction</p>	<p>ER1a: Approve grading design plans consistent with County and Caltrans grading permit requirements</p>	<p>S/ LTS</p>	<p>MINOR CHANGE TO THE EXTENT OF IMPACT; NO CHANGE IN THE LEVEL OF SIGNIFICANCE OR TO THE PREVIOUSLY ADOPTED MITIGATION MEASURE.</p> <p>Addition of the bike path to the project may require additional excavation of ground surface material and placement of fill material. However, no changes are needed to previously adopted mitigation measure ER1a, which stipulates that the County or its contractor will comply with all County grading requirements and Caltrans standard specifications for earthwork. Compliance with County and Caltrans' earthwork requirements will ensure that soil erosion is controlled. With implementation of the previously adopted</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			mitigation measure, this impact continues to be less than significant.
ER2: Potential for unstable slope conditions from grading activities during construction of embankments and cut slopes	ER2a: Approve final design plans consistent with County and Caltrans' standard earthwork specifications	S/ LTS	<p><b>MINOR CHANGE TO THE EXTENT OF IMPACT; NO CHANGE TO THE PREVIOUSLY ADOPTED MITIGATION MEASURE.</b></p> <p>The 2003 DEIR found that implementation of the project would result in construction activities involving excavations into steep slopes to construct embankments and permanent cut slopes. Excavating into existing steep slopes could lead to unstable ground surfaces, inducing ground failure. Mitigation measure ER2a was adopted to reduce the severity of the impact to less than significant. Mitigation Measure ER2a requires the County to implement construction standards for embankment and permanent cut slopes to maintain slope stability and minimize the potential for slope failure during construction, based on the County's and Caltrans' standard specifications for earthwork.</p> <p>Addition of the bike path to the project will result in additional excavations into slopes, especially near the eastern terminus along the U.S. 50 off-ramp at Placerville Drive/ Forni Road. However, previously adopted mitigation measure ER2a is sufficient to reduce this additional impact to less than significant. The County will be required to maintain slope stability and</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			minimize the potential for slope failure during construction in accordance with County and Caltrans standard specifications.
ER3: Potential for structural damage from development in Seismic Risk Zone 3	ER3a: Approve final design plans that are consistent with Caltrans and Uniform Building Code standards for seismic safety	S/ LTS	<p>NO CHANGE.</p> <p>The 2003 DEIR found that the project had the potential to expose people and structures to seismic groundshaking because implementing the project would result in continued development in Uniform Building Codes Seismic Risk Zone 3. Specifically, project enhancements to the Weber Creek bridge must be built in accordance with seismic safety standards. Addition of the bike path to the project does not affect the already-evaluated need to address existing foundation stability/capacity on the Weber Creek bridges with respect to seismic loading. Previously adopted mitigation measure ER3a requires the County or its contractor to construct all proposed structures so that they conform to the latest Caltrans and Uniform Building Code standards that establish requirements for seismic safety. This existing measure is sufficient to address any potential structural changes to the eastbound Weber Creek Bridge that may be required by addition of the bike path to the project.</p>
ER4: Potential for structural damage from development on	ER3a: Approve final design plans that are consistent with Caltrans	S/ LTS	<p>NO CHANGE.</p> <p>See ER3 above for a discussion of mitigation measure</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
materials subject to liquefaction	and Uniform Building Code standards for seismic safety		ER3a, which requires the County to approve final design plans for the project that are consistent with Caltrans and Uniform Building Code seismic safety standards. Addition of the bike path to the project does not alter the County’s responsibility to implement mitigation measure ER3a, which would continue to apply to the entire project, including the bike path.
ER5: Potential for increased short-term and long-term erosion rates from grading activities	ER1a: Approve grading design plans consistent with County and Caltrans grading permit requirements	S/ LTS	NO CHANGE.  See ER1 above for a discussion of mitigation measure ER1a, which requires the County to approve grading design plans consistent with County and Caltrans grading requirements. Addition of the bike path to the project does not alter the County’s responsibility to implement mitigation measure ER1a, which would continue to apply to the entire project, including the bike path.
ER6: Potential for exposure of people to asbestos	ER6a: If unknown deposits of asbestos are found during construction, comply with El Dorado County’s Asbestos Ordinance	S/ LTS	NO CHANGE.  Addition of the bike path to the project does not alter the County’s responsibility under previously adopted mitigation measure ER6a to comply with the County’s asbestos ordinance and associated control measures in force in El Dorado County at the time the project undergoes construction.



2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
<p>ER7: Potential for exposure of previously unknown hazardous wastes to construction workers and/or nearby land uses</p>	<p>ER7a: Implement recommendations related to hazardous materials contained in the project ISAs</p>	<p>S/ LTS</p>	<p>NO CHANGE.</p> <p>The 2003 DEIR found that the potential for project construction workers to encounter significant hazardous materials or petroleum product contamination within the project corridor is generally low. However, information obtained during the study of the project area indicated that additional investigation should be conducted for a number of properties within the project area. In addition, the Initial Site Assessments (ISAs) that were conducted for the project recommended that measures be taken to ensure that hazardous levels of lead and/or asbestos do not occur on or under the Weber Creek bridges and on the highway and roadways. Mitigation measure ER7a was adopted to reduce this impact to less than significant. This measure requires the County or its contractor to conduct an additional sampling investigation of the properties identified in the project ISAs prior to any acquisition of the properties for project implementation where hazardous material or petroleum product contamination could occur. If the sampling investigation identifies that one or more of the properties contains contaminated materials or petroleum products at a hazardous level, the County, in coordination with Caltrans and FHWA, will follow local, state, and federal regulations in establishing the appropriate cleanup measures.</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>The mitigation measure also requires the County or its contractor to implement other recommendations contained in the ISA related to the potential for asbestos and lead-based paint to occur on the Weber Creek bridges, removal of hazardous levels of chromium and lead in yellow traffic stripes, and aerial-deposited lead along the highway.</p> <p>The eastern terminus of the bike path would extend the project area to the northeast into the area previously evaluated under the 2005 Western Placerville Interchanges Project DEIR. To support the findings of the Western Placerville Interchanges Project EIR, LSA Associates completed an Initial Site Assessment for the project (LSA 2000). The ISA provided a thorough review of hazardous materials conditions within the project area at that time. Based on a review of the results of the databases searched, the ISA concluded that the project area did not support any recognized environmental conditions, historically recognized environmental conditions, or <i>de minimus</i> conditions associated with hazardous materials. As with the Missouri Flat Interchange Project area, currently unknown hazardous materials could occur within the portion of the extended study area within the Western Placerville Interchanges Project area.</p> <p>Addition of the bike path to the Missouri Flat</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			Interchange Project does not alter the County’s responsibility under mitigation measure ER7a to implement recommendations related to hazardous materials contained in the project ISAs. Implementation of this measure will continue to reduce this impact to less than significant because, if unknown hazardous materials are found within the project area, clean-up measures will be taken prior to construction so as to avoid the accidental release of hazardous materials.
<b>5.11 Visual</b>			
VR1: Changes in regional visual character	None	LTS/ LTS	<p>NO CHANGE.</p> <p>The 2003 DEIR determined that changes in regional visual character would be less than significant because the project would not substantially degrade the existing visual character or quality of the site or its surroundings; the proposed improvements would be constructed in an area that is already developed with roadway infrastructure and urban uses. Addition of the bike path to the project along the existing U.S. 50 corridor does not alter the previous determination of the significance of this impact.</p>
VR2: Changes in views of landscape units 1 and 2	None	LTS/ LTS	CHANGE IN EXTENT OF IMPACT; NO CHANGE IN LEVEL OF SIGNIFICANCE.

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>The viewshed from the northeast-facing landscape unit 1 vantage point includes distant views of the Weber Creek bridges, commercial development off of the U.S. 50/Placerville Drive/Forni Road interchange, the westbound on-ramp at the U.S. 50/Placerville Drive/Forni Road interchange, and the eastbound on-ramp at the U.S. 50/Missouri Flat Road interchange. The viewshed from the southwest-facing landscape unit 2 vantage point includes views of the Weber Creek bridges and distant views of the Missouri Flat Road overcrossing. Natural features adjacent to U.S. 50, including dense vegetation such as, trees, shrubs, and grassland, are clearly visible in the foreground.</p> <p>The 2003 DEIR evaluated impacts to these two landscape units resulting from implementation of the original project. The DEIR found that characteristics of the proposed project that could potentially change the viewsheds in these landscape units included providing new auxiliary/ramp lanes on U.S. 50 from the Missouri Flat Road to the Placerville Drive/Forni Road interchanges, including widening of the Weber Creek bridges and providing standard shoulders and standard railings on the bridges.</p> <p>The DEIR found that these impacts were less than significant because (1) viewer sensitivities are low and travelers' views at highway speeds are fleeting and of</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>short duration; (2) it would not represent a substantial change in the existing viewshed as the proposed improvements are generally in the same footprint as the existing bridges; (3) the prominent vertical elements in the foreground of roadway travelers on U.S. 50 would be improved with the installation of lowered rails; (4) viewers are familiar with the existing roadway infrastructure; and (5) the proposed improvements would not limit or alter the vividness, intactness, or unity of existing views from these corridors as the viewshed of this location was changed dramatically by the construction of U.S. 50 in 1963.</p> <p>Addition of the bike path to the project alters the extent of the impacts on landscape units 1 and 2 from what was evaluated in the EIR. The majority of the path would be located adjacent to the eastbound U.S. 50 shoulder and would be visible from the highway in both directions. The bike path would require a concrete barrier and chain link fence separating it from U.S. 50 and an 8-m-(26-ft)-high retaining wall along the road shoulder in the vicinity of the Placerville Drive underpass.</p> <p>Locating the bike path along the U.S. 50 corridor would alter the DEIR finding that the prominent vertical elements in the foreground of roadway travelers on U.S. 50 would be improved with the installation of lowered rails. In the original project description, the existing 0.9-</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>m-(36-inch)-high solid bridge rail, with handrail, would have been replaced with a 0.8-m-(32-inch)-high solid bridge rail. However, with inclusion of the bike path, the eastbound bridge would no longer be improved with lowered rails. Instead, a concrete barrier and black chain link fence would separate the bike path from the highway, and a concrete barrier and guard rail would be constructed along the outer edge of the bike path on the Weber Creek bridge and where the trail is supported by retaining walls. The fence separating U.S. 50 traffic from the bike path would be a minimum of 1.4 m (54 inches) high, in accordance with Caltrans safety standards (see project description in Chapter 2). This barrier/fence would stretch for the entire length of the path that is immediately adjacent to the highway, approximately 914 m (3,000 ft). Therefore, this visual change affects the majority of the linear distance between the Missouri Flat Road interchange and the Placerville Drive/Forni Road interchange.</p> <p>Although addition of the barrier fence to the project would change one of the five rationales given in the EIR for a less-than-significant visual impact to landscape units 1 and 2 (i.e., lowering of the bridge railing), addition of the black, vinyl coated chain link fence and outer guard rail is consistent with the expected visual footprint of a major transportation corridor and the fence and guard rail will not create an entirely non-transparent</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>visual barrier to the views to the east.</p> <p>Addition of the bike path to the project will require the construction of retaining wall a maximum of 8 meters (26 ft) high along the eastbound U.S. 50 road shoulder immediately west of the Placerville Drive underpass. This retaining wall would be necessary to support a cut in the adjacent slope to accommodate the width of the bike path. The County is completing additional geotechnical studies to determine the final configuration of the wall to reduce both the height and length of the wall. As explained in the project description in Section 2.3.4, aesthetic treatments will be incorporated into the retaining wall design to ensure that the visual quality of the project area is maintained.</p>
<p>VR3: Changes in views of landscape units 3, 4, 5, and 6</p>	<p>None</p>	<p>LTS/ LTS</p>	<p>MINOR CHANGE IN EXTENT OF IMPACT; NO CHANGE IN LEVEL OF SIGNIFICANCE.</p> <p>The viewshed from the landscape unit 3 vantage point includes views of southbound Missouri Flat Road. The landscape unit 4 vantage point includes views of northbound Missouri Flat Road and the Missouri Flat Road/Mother Lode Drive Intersection. The landscape unit 5 vantage point includes views of adjacent areas south of the U.S. 50/Missouri Flat Road interchange. This vantage point includes three main adjacent land uses: a park-and-ride lot in the southwest quadrant of the</p>

2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
			<p>interchange, a propane facility and residential uses along Perks Court, and a berm and trees along the west side of Missouri Flat Road, across from Perks Court, that provide shielding for the Best Western Placerville Inn. The viewshed from the landscape unit 6 vantage point includes views of adjacent areas north of U.S. 50 from the Missouri Flat Road overcrossing.</p> <p>Addition of the bike path to the project would not affect the visual elements of landscape units 3, 4, or 6 because the bike path would not be visible from these vantage points. The landscape unit 5 vantage point includes the residential uses along Perks Court. Alignment of the bike path’s western terminus along the shoulder of Perks Court would alter the visual appearance of this landscape unit. However, this alteration would be less than significant because the bike path’s western terminus is proposed for the same general footprint as the existing Perks Court, viewers of this landscape unit are accustomed to seeing existing roadway infrastructure, and the proposed improvements would not limit or alter the vividness, intactness, or unity of existing urbanized views in this corridor.</p>
VR4: Imperceptible changes in light and glare with 11 new fixtures at the interchange, 8 of	None	LTS/ LTS	<p>NO CHANGE.</p> <p>No new lighting is proposed along the bike path.</p>



2004 FEIR CEQA Impact	2004 FEIR Mitigation Measure	2004 LoS before/ after Mitigation	Bike/Pedestrian Path Evaluation
which would be pedestrian-level on the overcrossing			
VR5: Short-term visual changes in views from construction activities	VR5a: Implement measures to minimize short-term light and glare on nearby residents from nighttime construction	S/ LTS	<p>NO CHANGE.</p> <p>Addition of the bike path to the project does not alter previously adopted mitigation measure VR5a, which requires the County to minimize short-term light and glare on nearby residents from nighttime construction.</p>
<b>5.12 Utilities/Emergency Services</b>			
U1: No long-term disruption of services	None	LTS/ LTS	<p>NO CHANGE.</p> <p>The 2003 DEIR evaluated the potential of the project to result in long-term disruption of utility services. It was determined that project construction could affect EID water and wastewater lines located in the project area and that PG&amp;E lines along Missouri Flat Road would need to be relocated underground. If services were stopped at any time, the service providers would provide advance notice to users. This impact was considered to be less than significant because the project would not require the construction of new water or wastewater facilities. Addition of the bike path to the project would not cause additional impacts to existing utility infrastructure.</p>
U2: Potential for temporary	LU6a: Implement a traffic	S/ LTS	NO CHANGE.

<b>2004 FEIR CEQA Impact</b>	<b>2004 FEIR Mitigation Measure</b>	<b>2004 LoS before/ after Mitigation</b>	<b>Bike/Pedestrian Path Evaluation</b>
interference to law enforcement, fire protection, and emergency medical services	management plan		The 2003 DEIR found that this impact was significant because project construction has the potential to affect response times by law enforcement, fire protection, and emergency medical service personnel. Implementation of the traffic management plan reduced this impact to less than significant. Addition of the bike path to the project would not result in a need to alter the traffic management plan described in mitigation measure LU6a of the DEIR. The traffic management plan will continue to be consistent with County and Caltrans roadway construction guidelines.
U3: Generation of construction-related solid waste	None	LTS/ LTS	<p>NO CHANGE.</p> <p>The 2003 DEIR found that construction of the Missouri Flat Road overcrossing would generate 720 cubic meters of concrete to be removed from the existing overcrossing, and approximately 120 cubic meters of concrete would be removed during construction of the Weber Creek bridge improvements. Addition of the bike path to the project would not create an increase in the volume of solid waste removed from the project site. This impact would continue to be considered less than significant because the project would not require the construction of new solid waste facilities.</p>

## Chapter 5. References

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Quincy Engineering. 2004. *Missouri Flat Road bike/pedestrian path feasibility study*. Prepared for El Dorado County Department of Transportation, Placerville, CA. Sacramento, CA.

## Chapter 6. Report Preparers, Consultation, and Coordination

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This document was prepared by El Dorado County and its project consultant team, with review, input, and technical assistance provided by Caltrans, District 3.

### 6.1. Preparers of the SEIR

#### 6.1.1. Lead Agency

##### *El Dorado County*

Adam Bane, P.E., Supervising Civil Engineer, El Dorado County Department of Transportation (EDCDOT)

Thomas Fossum, P.E., Project Manager, EDCDOT

Janet Postlewait, Principal Planner, EDCDOT

#### 6.1.2. Environmental Consultants

##### *Sycamore Environmental Consultants, Inc.*

R. John Little, Ph.D., President, Managing Principal

Jeffery Little, Vice President, Project Manager

David Chapman, M.A., Planner

Jessica Easley, Biologist

Leane Dunn, Biologist

Jared Birdsall, Figures and Mapping

Cynthia Little, Quality Control

Jennifer Leung, Word Processing

##### *Quincy Engineering*

Alan Glen, P.E., Principal, Project Manager

Garrett McLaughlin, P.E., Project Engineer

### 6.2. Consultation and Coordination

#### 6.2.1. Federal Agencies

*California Department of Transportation (acting as Lead Federal Agency)*

*Caltrans, District 3*

Clark Peri, P.E., Project Manager

Jeremy Ketchum, Senior Environmental Planner

### 6.2.2. State Agencies

#### *California Department of Transportation, District 3*

Clark Peri, P.E., Project Manager

Jeremy Ketchum, Senior Environmental Planner

Jennifer Heichel, Associate Environmental Planner

#### *California Department of Fish and Game*

Jeff Drongensen, Senior Environmental Scientist

Todd Gardner, Staff Environmental Scientist

#### *California Transportation Commission*

Susan Bransen, Associate Deputy Director

#### *Native American Heritage Commission*

Katy Sanchez, Program Analyst

#### *Regional Water Quality Control Board*

Greg Vaughn, Senior Engineer

### 6.2.3. Local Agencies

#### *City of Placerville (Western Placerville Interchanges Project)*

Randy Pesses, P.E., Director of Public Works

Phil Boydston, P.E., Associate Civil Engineer

Juann Ramos, P.E., Dokken

Steve Peterson, AICP, Environmental Stewardship & Planning, Inc.

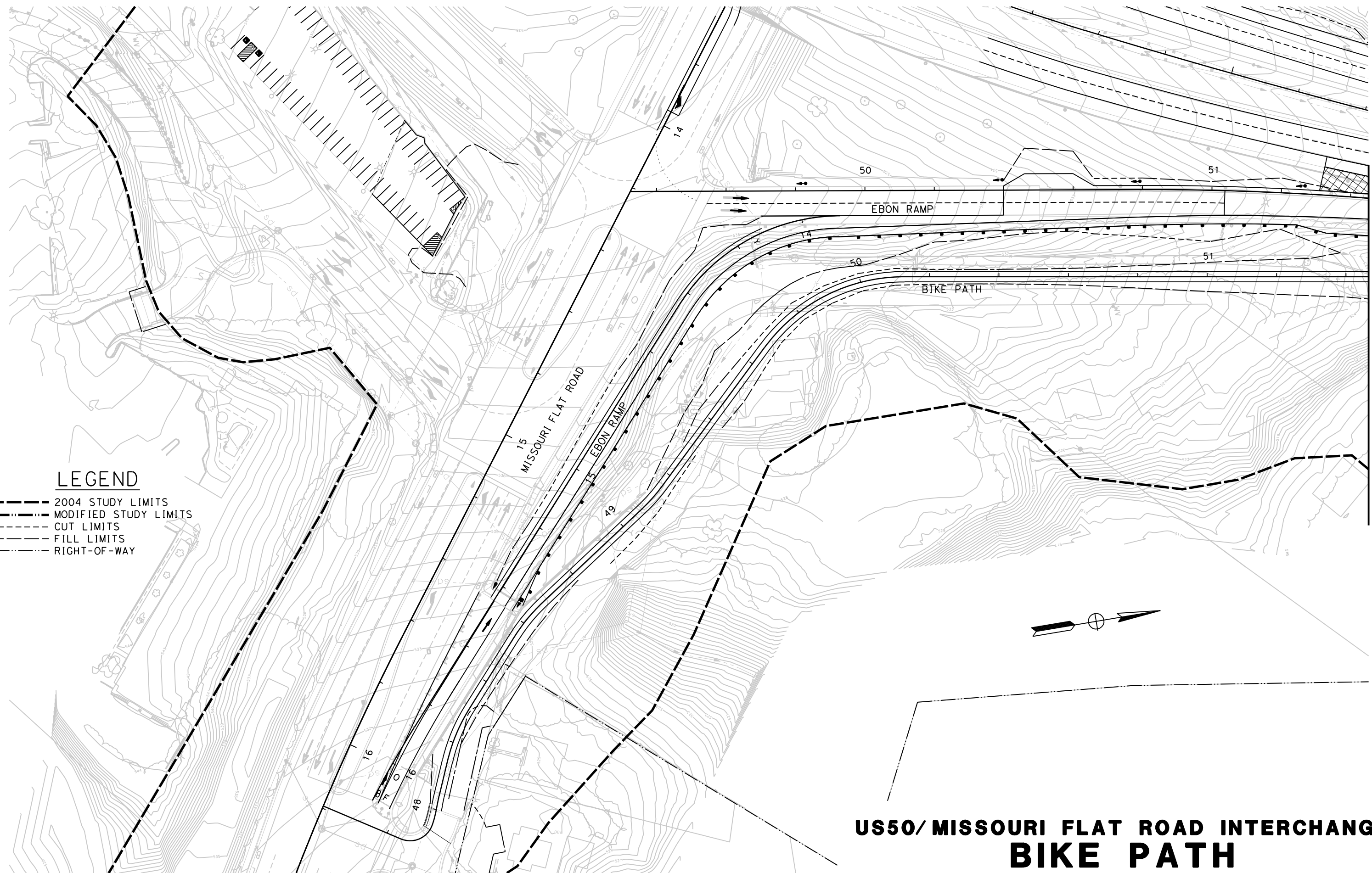
Sarah Powell, Padre Associates

# Appendix A. Bicycle/Pedestrian Facility Design Detail

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**LEGEND**

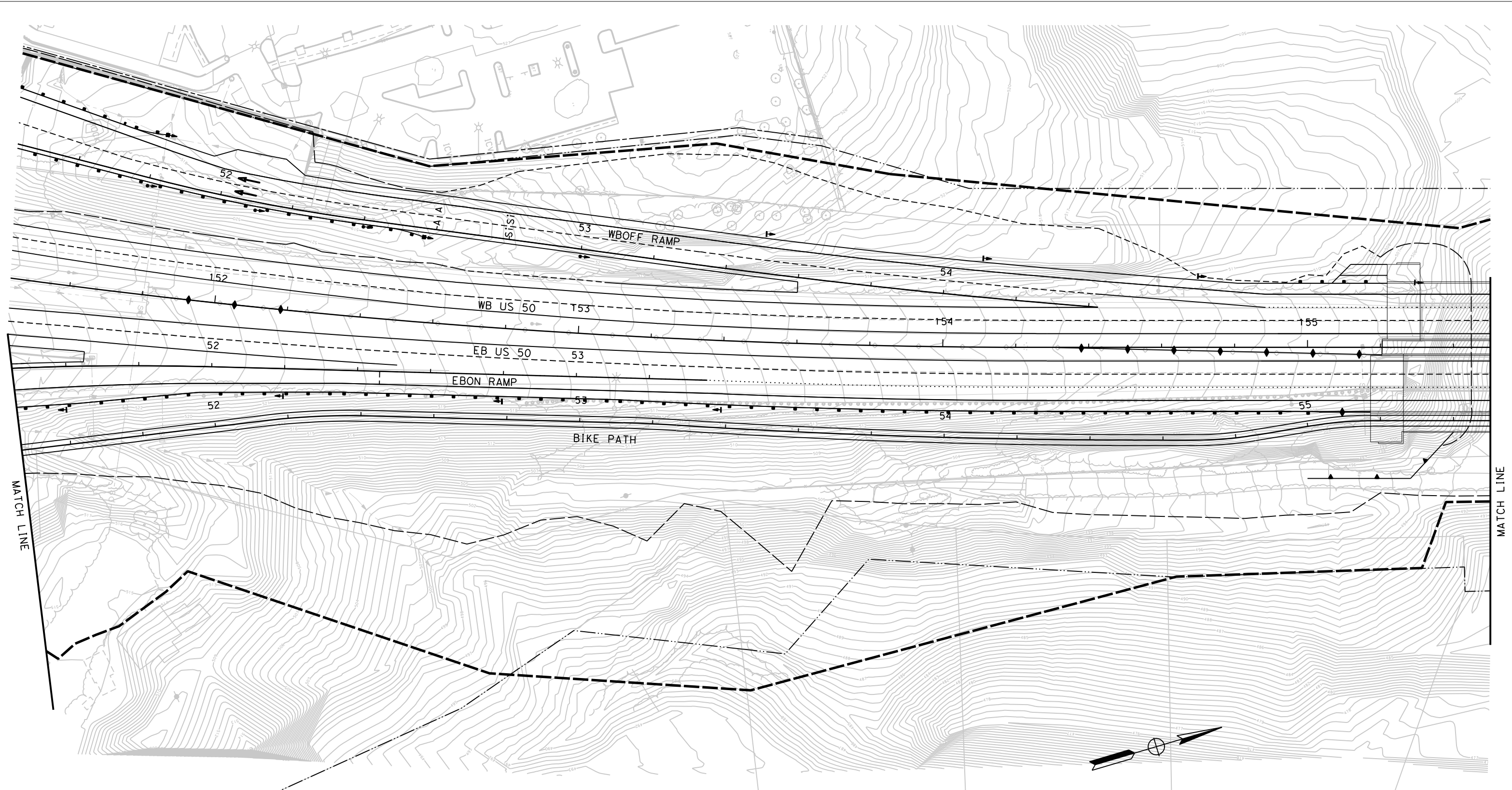
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- - - - - MODIFIED STUDY LIMITS
- CUT LIMITS
- FILL LIMITS
- RIGHT-OF-WAY

MATCH LINE

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

SCALE 1:500

1 OF 4

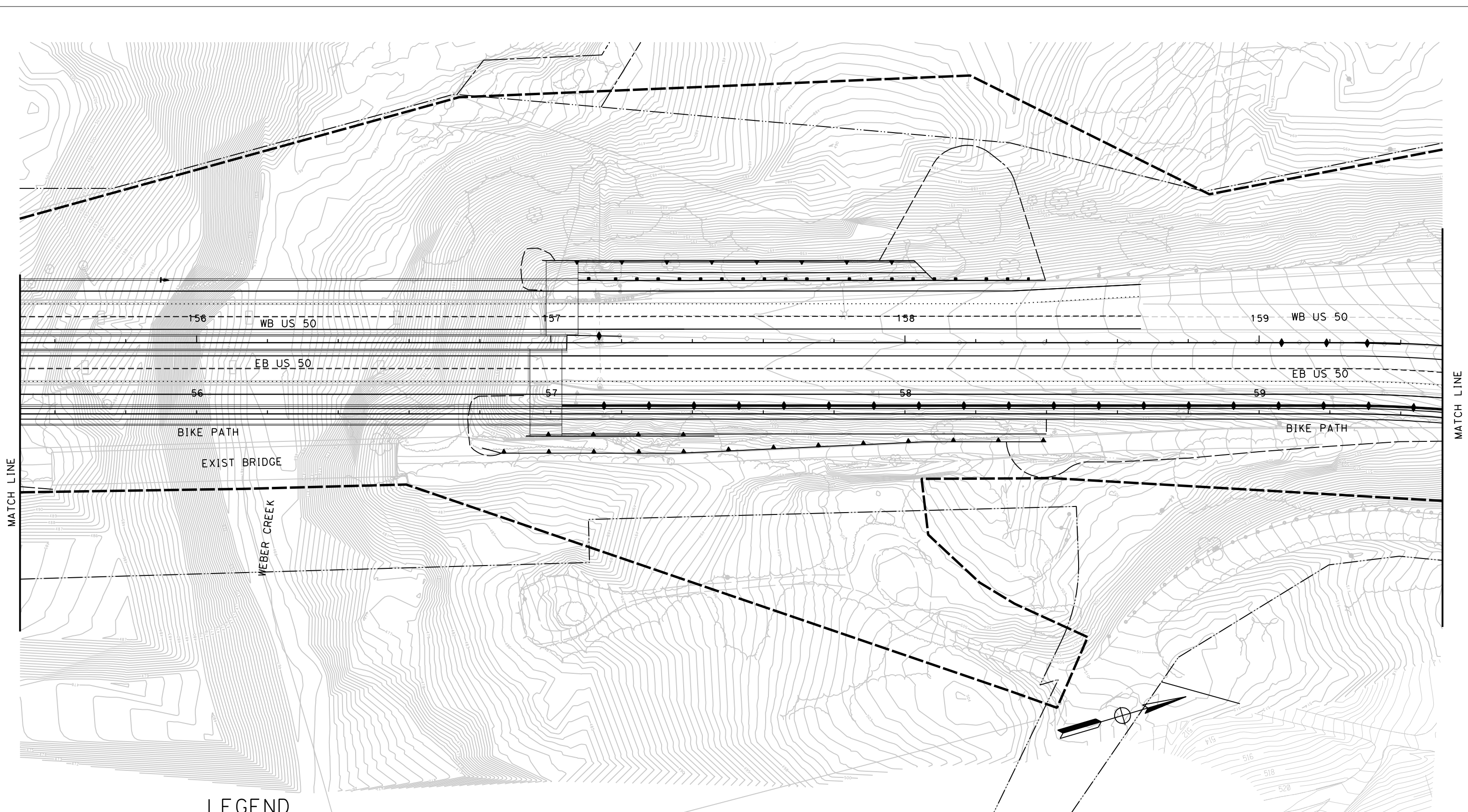


**LEGEND**

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

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

SCALE 1:500



**LEGEND**

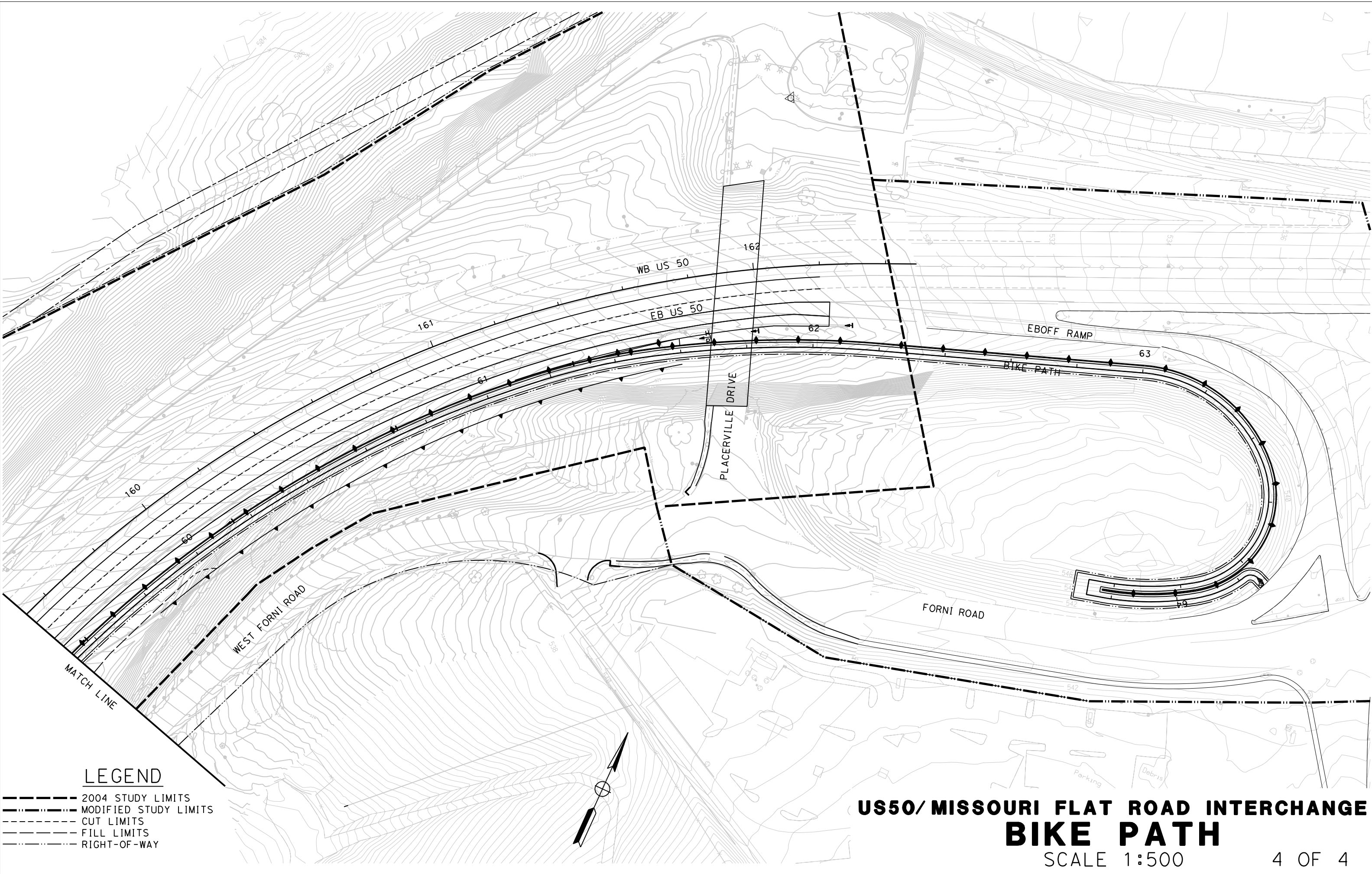
- 2004 STUDY LIMITS
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- FILL LIMITS
- RIGHT-OF-WAY

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

SCALE 1:500

3 OF 4





**LEGEND**

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

**US50/ MISSOURI FLAT ROAD INTERCHANGE**

**BIKE PATH**

SCALE 1:500





# Appendix B. Notice of Preparation and Public Comments Received

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**MAINTENANCE DIVISION**  
 2441 Headington Road  
 Placerville CA 95667  
 Phone: (530) 642-4909  
 Fax: (530) 642-9238

James W. Ware P.E.  
 Director of Transportation  
  
 Internet Web Site:  
<http://co.el-dorado.ca.us/dot>

**MAIN OFFICE:**  
 2850 Fairlane Court  
 Placerville CA 95667  
 Phone: (530) 621-5900  
 Fax: (530) 626-0387



**NOTICE OF PREPARATION (NOP) of a  
 SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT  
 to the  
 U.S. Highway 50/Missouri Flat Road Interchange EIR (SCH #1998092077)  
 to include the  
 US 50/WEBER CREEK BRIDGE BICYCLE/PEDESTRIAN FACILITY PROJECT**

**DATE:** May 20, 2009  
**TO:** Interested Agencies and Individuals  
**FROM:** El Dorado County Department of Transportation

The Department of Transportation (DOT), as CEQA Lead Agency, is preparing a Supplemental Environmental Impact Report (SEIR) to the US Highway 50/Missouri Flat Road Interchange EIR, limited to expand the scope to include the proposed **US Highway 50/Weber Creek Bridge Bicycle/Pedestrian Facility Project**.

The U.S. Highway 50/Missouri Flat Road Interchange (Interchange) EIR was certified by the Board of Supervisors on August 31, 2004. In response to comments on the Interchange Draft EIR regarding the need for pedestrian and non-motorized access across Weber Creek between Forni and Missouri Flat Roads, the Board directed staff to pursue funding for said project with Phase I of the Interchange. Funding has recently been obtained through the award of a Transportation Enhancement Grant (TE) for completion of this project.

DOT is soliciting the views of interested persons and agencies on the scope and content of the information to be included in the SEIR in accordance with State CEQA Guidelines Section 15163. Responsible Agencies, as defined by CEQA Guidelines, Section 15381, if any, will need to use the SEIR when considering permits or other approvals for the proposed Project.

**The 30-day NOP review and comment period begins May 22, 2009 and ends June 22, 2009.** All written comments should be directed to: El Dorado County DOT, Attention: Ms. Janet Postlewait, 2850 Fairlane Court, Placerville, CA 9566 or at [jpostlewait@co.el-dorado.ca.us](mailto:jpostlewait@co.el-dorado.ca.us).

**PROJECT LOCATION:** The proposed project is located along the east bound portion of US Highway 50 at approximately Milepost 15.4 between Missouri Flat Road and Forni Road. This portion of Forni Road is located within the Limits of the City of Placerville.

**PROJECT DESCRIPTION:** The proposed project is to construct a two way bicycle/pedestrian facility from Missouri Flat Road to Forni Road along the east bound portion of US Highway 50. The proposed project will require widening of the Eastbound US50 highway and bridge over Weber Creek to accommodate this facility.

The SEIR will contain only information necessary to make the previously approved Interchange EIR adequate for the Project, as revised. This focus meets the requirements for supplemental analysis under Section 15163 of the CEQA Guidelines, which requires that only changes to the original EIR project that may result in significant impacts and that were not evaluated and disclosed in the FEIR be included.

**ENVIRONMENTAL REVIEW:** Environmental impacts anticipated to be addressed in the SEIR include: land use, geology and soils; air quality; water resources; biological resources; noise; aesthetics; human health and safety; motorized and non-motorized transportation/circulation; public services and utilities; and cultural resources.

**EIR PROCESS AND PUBLIC INPUT:** Following the receipt of input during the NOP comment period, the County will prepare a Draft SEIR which will describe the proposed project and alternatives (including a *no project* alternative as required by CEQA) and will identify any potential environmental effects and mitigation measures that may be necessary to minimize or avoid such effects. The Draft SEIR will be made available for public review and input for a 45-day review period. The County will consider all comments received and will prepare a Final SEIR which identifies any necessary changes to the Draft and provides responses to all comments. The County Board of Supervisors will consider certification of the Final SEIR prior to project approval.

5/26/09

Dear Ms. Postlewait,

In answer to the enclosed notice regarding a bicycle, pedestrian facility by widening the bridge over Weber Creek on Highway 50 I would like to answer in this way. Apparently the Department of Transportation has an over abundance of money they seem to be trying very hard to get rid of. Just how stupid are us local residents suppose to be anyway. You are aware that the old Weber Creek bridge still exists and believe me, its very sound. All that is necessary is a path down to that old bridge. How do I know you ask? I live next door. Its obvious the Department of Transportation sees a great way to make a lot of the Tax payers money and I for one can easily see how really corrupt this proposed project really is. Please dont insult our intelligence. A bike trail and pedestrian path leading down to the already existing bridge would accomplish all that is needed and the cost would be a lot less than widening the Highway 50 bridge. Our money could be put to a lot better use than bike trails and pedestrian paths maybe even to preserve our natural resources. That kind of intelligence doesn't seem to exist anymore. Too many money hungry developers adding to the goal to raise our taxes in our great state of California. Its a wonder why so many people are leaving our great state. I am 100% against this ridiculous proposal. It sounds like another idea our great Placerille planning Commission would think of. I can easily see more destruction in and around our area.

Thank you.

LAWRENCE STOLIKER  
 3130 FORNI RD.  
 PLACERVILLE  
 CA. 95667

Respectfully  
 Lawrence Stoliker

PRESENTLY AT  
 1959 LOMBARDY DR.  
 LA CANADA  
 CA. 91001

918-2100412

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

May 27, 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 (SCH#19998092077) to include the  
**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.

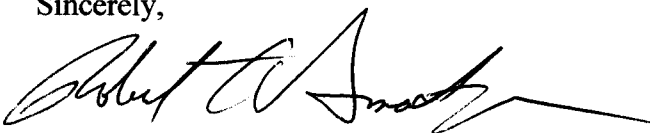
This action is completely in compliance with the August 31, 2004 actions (item 92) of the El Dorado County Board of Supervisors. When the Board approved the original document, they directed the Department of Transportation to "pursue funding to accelerate the pedestrian and non-motorized vehicle access 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 integrated 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,



Robert A. Smart, Jr.  
Attachment of 12-12-07 letter by Dr. Eberhart-Phillips

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# 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, reading "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



## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
 SACRAMENTO, CA 95814  
 (916) 653-4082  
 (916) 657-5390 - Fax



June 4, 2009

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

RE: SCH# 1998092077 U.S. Highway 50/Missouri Flat Road Interchange Project; El Dorado County.

Dear Ms. Postlewait:

The Native American Heritage Commission has reviewed the Notice of Preparation (NOP) regarding the above referenced project. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. **Sacred Lands File check completed, no sites indicated**
  - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

*Katy Sanchez*

Katy Sanchez  
 Program Analyst  
 (916) 653-4040

CC: State Clearinghouse

RECEIVED  
 DOT  
 JUN 11 2009 11:12 AM

**Native American Contact**  
El Dorado County  
June 4, 2009

Randy Yonemura  
4305 - 39th Avenue  
Sacramento , CA 95824  
honortraditions@mail.com  
(916) 421-1600

Miwok

El Dorado Miwok Tribe  
Brian Padilla  
PO Box 2437  
Marysville , CA 95901

Miwok

Kenneth Council  
4209 V Street #5  
Sacramento , CA 95817  
mrken@sonic.net  
916-457-7144 - Home  
916-213-3934 - cell

Miwok  
Maidu

El Dorado Miwok Tribe  
Wesly Yielding  
3266 Cimmarron Road, Apt 38  
Cameron Park , CA 95682  
530-672-9819

Miwok

El Dorado County Indian Council  
P.O. Box 564  
El Dorado , CA 95623

Miwok  
Maidu

Shingle Springs Band of Miwok Indians  
John Tayaba, Vice Chairperson  
P.O. Box 1340  
Shingle Springs , CA 95682  
(530) 676-8010  
(530) 676-8033 Fax

Miwok  
Maidu

El Dorado Miwok Tribe  
Cuauhtemoc Gonzalez, Chairperson  
PO Box 711  
El Dorado , CA 95623  
eldoradomiwok@sbcglobal.net  
916-996-0384

Miwok

Shingle Springs Band of Miwok Indians  
Nicholas Fonseca, Chairperson  
P.O. Box 1340  
Shingle Springs , CA 95682  
nfonseca@ssband.org  
(530) 676-8010  
(530) 676-8033 Fax

Miwok  
Maidu

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 1998092077 U.S. Highway 50/Missouri Flat Road Interchange Project; El Dorado County.

**Jeffery Little**

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**From:** Jeffery Little  
**Sent:** Thursday, June 04, 2009 2:24 PM  
**To:** David Chapman  
**Subject:** FW: US Highway 50/ Missouri Flat Road Interchange EIR (SCH #1998092077) US 50/ Weber Creek Bridge Bicycle/Pedestrian Facility Project  
**Attachments:** Project Exhibit2.pdf

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**From:** MWilson@dsrg.com [mailto:MWilson@dsrg.com]  
**Sent:** Thursday, June 04, 2009 2:02 PM  
**To:** jpostlewait@co.el-dorado.ca.us  
**Cc:** adam.bane@co.el-dorado.ca.us; HAvila@dsrg.com; Jeffery Little; LVeblen@dsrg.com; thomas.fossum@edcgov.us  
**Subject:** Re: US Highway 50/ Missouri Flat Road Interchange EIR (SCH #1998092077) US 50/ Weber Creek Bridge Bicycle/Pedestrian Facility Project

Thank you very much for getting this over to me. I'll let you know if I have any questions.

Michael Wilson, CSM, RPA  
 Property Manager

Donahue Schriber  
 1451 River Park Drive, Suite 110  
 Sacramento, CA 95815  
 Phone (916) 286-5203  
 Fax (916) 920-4265

jpostlewait@co.el-dorado.ca.us

06/04/2009 01:57 PM

To MWilson@dsrg.com  
 cc HAvila@dsrg.com, LVeblen@dsrg.com, thomas.fossum@edcgov.us,  
 adam.bane@co.el-dorado.ca.us, Jeffery.Little@SycamoreEnv.com  
 Subject Re: US Highway 50/ Missouri Flat Road Interchange EIR (SCH #1998092077) US  
 50/ Weber Creek Bridge Bicycle/Pedestrian Facility Project

Mr. Wilson,

Here is a pdf of the exhibit the engineer prepared. Please feel free to contact me if you have any more questions, or concerns. The draft environmental document should be ready for public distribution in late June, or early July and much more information will then be available to you. You will receive another notice outlining when it's available and where to obtain or view a copy.

Thank you for your interest.

Janet Postlewait

(530)621-5993

MWilson@dsrg.com

06/03/2009 05:25 PM

To jpostlewait@co.el-dorado.ca.us

6/18/2009

cc HAvila@dsrg.com, LVeblen@dsrg.com  
Subject Re: US Highway 50/ Missouri Flat Road Interchange EIR (SCH #1998092077) US 50/ Weber Creek Bridge  
Bicycle/Pedestrian Facility Project

Thank You!!

Michael Wilson, CSM, RPA  
Property Manager

Donahue Schriber  
1451 River Park Drive, Suite 110  
Sacramento, CA 95815  
Phone (916) 286-5203  
Fax (916) 920-4265

**jpostlewait@co.el-  
dorado.ca.us**

06/03/2009 03:58 PM

To MWilson@dsrg.com

cc HAvila@dsrg.com, LVeblen@dsrg.com

Subject Re: US Highway 50/ Missouri Flat Road Interchange EIR (SCH #1998092077) US 50/ Weber Creek Bridge  
Bicycle/Pedestrian Facility Project

Mr. Wilson,

Thank you for your email. I have asked the project engineer to provide an exhibit that illustrates the location of the bike path as being on the south end of the US 50 east bound lane of the Weber Creek Bridge. I should be able to send you the exhibit tomorrow or the next day.

Janet Postlewait

(530)621-5993

**MWilson@dsrg.com**

06/03/2009 01:46 PM

To jpostlewait@co.el-dorado.ca.us

cc LVeblen@dsrg.com, HAvila@dsrg.com

Subject US Highway 50/ Missouri Flat Road Interchange EIR (SCH #1998092077) US 50/ Weber Creek Bridge Bicycle/Pedestrian  
Facility Project

6/18/2009

Ms. Postlewait,

I am the property manager for the shopping center at the corner of Missouri Flat Road and US Highway 50 and I just received notice of the following project:

- US Highway 50/ Missouri Flat Road Interchange EIR (SCH #1998092077)
- US 50/ Weber Creek Bridge Bicycle/Pedestrian Facility Project

I was wondering if you could provide me with some preliminary drawing or sketches which will show where this proposed work will be and if this work will affect our center in any way.

Thank you for your assistance. If you have any questions I can be contacted at the numbers below or via email.

Michael Wilson, CSM, RPA  
Property Manager

Donahue Schiber  
1451 River Park Drive, Suite 110  
Sacramento, CA 95815  
Phone (916) 286-5203  
Fax (916) 920-4265

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**Jeffery Little**

**From:** Jeffery Little  
**Sent:** Wednesday, June 03, 2009 5:31 PM  
**To:** David Chapman  
**Subject:** FW: US Highway 50/Weber Creek Bicycle/Pedestrian Facility Project (Corps ID 200200318)

---

**From:** thomas.fossum@edcgov.us [mailto:thomas.fossum@edcgov.us]  
**Sent:** Wednesday, June 03, 2009 4:14 PM  
**To:** Peck.Ha@usace.army.mil  
**Cc:** adam.bane@co.el-dorado.ca.us; Jeffery Little; pbuchman@jsanet.com; jpostlewait@co.el-dorado.ca.us  
**Subject:** Re: US Highway 50/Weber Creek Bicycle/Pedestrian Facility Project (Corps ID 200200318)

Peck

As a supplement to Janet's response there will not be any changes to the Nationwide Permit issued on March 31, 2009. Should you have any questions please give me a call.

Thanks

Thomas A. Fossum, P.E.  
Senior Civil Engineer  
El Dorado County, Department of Transportation  
Facilities Engineering Division  
(530) 621-5982

Janet L Postlewait/PV/EDC

06/03/2009 03:30 PM

To "Ha, Peck SPK" <Peck.Ha@usace.army.mil>  
cc pbuchman@jsanet.com, Jeffery.Little@SycamoreEnv.com, adam.bane@co.el-dorado.ca.us., Thomas A Fossum/PV/EDC@TCP  
Subject Re: US Highway 50/Weber Creek Bicycle/Pedestrian Facility Project (Corps ID 200200318)[Link](#)

Dear Peck:

Thank you for your response to the Notice of Preparation of a Supplemental EIR for the US Highway 50/Weber Creek Bicycle/Pedestrian Facility Project.

Based on our initial review of the proposed design for the Bicycle/Pedestrian Facility, it does not result in additional impacts to wetlands or waters of the U.S. Should that change, El Dorado County Department of Transportation will provide you with a notification prior to commencing any activity which results in additional impacts which have not been authorized in the letter dated March 21, 2009.

Cordially,  
Janet Postlewait

(530)621-5993

"Ha, Peck SPK" <Peck.Ha@usace.army.mil>

To <jpostlewait@co.el-dorado.ca.us>

6/18/2009

06/03/2009 02:11 PM

cc <pbuchman@jsanet.com>

Subject US Highway 50/Weber Creek Bicycle/Pedestrian Facility Project (Corps ID 200200318)

I received your May 20, 2009, NOP of a supplemental EIR to include the about project. Is there any changes to the Corps Nationwide permit dated March 31, 2009?

Peck Ha  
Regulatory Project Manager  
USACE Sacramento District  
1325 J Street RN  
Sacramento, CA 95814  
Tel: 916 557 6617  
Fax: 916 557 6877

6/18/2009