

**Summary of Comments Received at the January 15, 2004  
Draft EA/EIR Public Hearing**

<b>Elna Norman:</b>	I favor the No-Project Alternative as I believe the project should not go forward until after the General Plan Update. I am not certain that habitat mitigation and restoration truly addresses all the environmental impact concerns. The problem with the California Environmental Quality Act is that would-be developers can get around it by giving lip service to mitigation. I do not believe that going forward is a priority when funds are short at every level of government. It does not make sense to generate funds to build this project through further development along Missouri Flat which only increases the need for more capacity.	A-1
<b>Bob Smart:</b>	On page 3-20, the environmental document states that there are no neighborhoods or communities in the project area and that the area is characterized by 5–10 acre lots. This area has a community with churches and schools. People who live in this community were missed as a part of this process. Let’s bring the people back into this process.	A-2
<b>Bob Smart:</b>	We need a protected north-south corridor where our community and children can walk back and forth to get an ice-cream at Jack in the Box and walk safely to school. One way to achieve this objective is to have grade-separated crossings across Highway 50. This approach has been taken in many communities, including Davis.	A-3
<b>Bob Smart:</b>	Regarding the proposed bike lanes that will be tucked along side two lanes of traffic, it won’t be safe for bicyclists to merge with traffic. Bicycle safety does not improve with the proposed project. This project does not facilitate residents in Diamond Springs and El Dorado being able to walk about their communities and across this freeway.	A-4
<b>Bob Smart:</b>	We would like to see two lanes of bridges or pathways on the Weber Creek bridges so that people in Placerville could travel to the project area. Placerville wasn’t even considered in the document. The CHP will say that they don’t want to mix pedestrians and bicyclists on Highway 50, but look at the Golden Gate Bridge where people walk and ride bikes alongside traffic. On Interstate 80 towards Davis, you’ll also find bikes.	A-5
<b>Bob Smart:</b>	A traffic jam currently exists at the Missouri Flat Road/Forni Road intersection. Back in 1977, you could walk down Missouri Flat Road safely. Let’s not miss this opportunity to recreate this situation again.	
<b>Bob Smart:</b>	You should look at the Caltrans’ DD-64 document that says to design facilities so that people can move through areas. FHWA has guidelines for integrating pedestrians and bicyclists in an area.	A-6

**Eileen Crim:** I am dismayed that you say that there are no existing operational deficiencies for walkers and bicyclists and people with disabilities. We could do much better. What we have now is zero. What you're giving us is better than what we have, but we think you can do better.

We live in an interesting historic and scenic area, and we want to protect those values. The Lincoln Highway parallels this project, and this would be a wonderful opportunity to use it as possibly as a Class I multi-purpose trail for the people in El Dorado County. We also need to connect north/south. We have schools on this side of the freeway and on the other side of the freeway, and we need to be able to get between the two.

A-7

**Bill Crim:** The project does not provide the infrastructure to encourage people to walk. We need to provide facilities so people and children can walk, an activity that promotes good health. Right now, there are two choices for non-motorized modes to travel to Placerville Drive from Missouri Flat Road. One can either travel over Green Valley Road down into the canyon and back up again, or take the old bridge that cuts by the school. The former route is not safe for pedestrians and bicyclists, and the latter route is far. Why not consider putting a Class I walkway on the Weber Creek bridges like they have done in so many other places. It would cost a reasonable amount. Low-income people, children, and others would use such a path.

A-8

**Art Marianaccio:** The environmental document has one significant problem and that is the assumption that the Phase 1 project would be suitable until year 2025, and that no further commercial or industrial development would occur within the Missouri Flat corridor during that timeframe; this is not a reasonable assumption. One of commitments made by the Board of Supervisors is that all four equal-weight general plan alternatives contain the same Missouri Flat Master Circulation and Funding Plan land use designations. By making the designations consistent, there could not be an argument that the general plan could affect the outcome of this area. The environmental document needs a statement that the build out of the region will be determined when the Phase 2 improvements are needed, and the environmental document isn't dependent on whether the improvements are needed in 2020 or 2040.

A-9

**Art Marianaccio:** As far as bicycles are concerned, the County and the El Dorado County Transportation Commission spent a lot of money acquiring the Southern Pacific right-of-way to be the backbone of our trail system and bike trail from Placerville to Missouri Flat to Shingle Springs. This system would cost less than trying to put a walkway across the Weber Creek bridges.

A-10

**Art Marianaccio:** The general plan identifies many segments of Missouri Flat Road as having level of service F. Some improvements have already improved this level of service. The document needs to reflect the fact that these sections will degrade again to level of service F prior to being able to fund future improvements.

Other projects such as Sundance that have been withdrawn are going to come back in some form, and they will generate traffic. This process needs to be sufficiently flexible in order to accommodate these needs. I am concerned that the discussion reflects the possibility that there is not going to be a significant amount of commercial and industrial development in this corridor that will necessitate the Phase 2 improvements more quickly than indicated.

A-11

**Joe Cochran:** I would like to see the proposed project incorporate some way for bicyclists to go from Missouri Flat area to Placerville over the Weber Creek bridge. Right now, a bicyclist can use the railroad right-of-way, Forni Road, or Green Valley Road to travel from the Missouri Flat area to Placerville. All of these alternatives are not convenient for commuters since they are congested, steep, unsafe, and/or involve a long distance. In talking to other bicyclists, they have indicated that they would leave their vehicles home to go to work in Placerville if there was a way to go over Weber Creek.

A-12

**Bud Veirs:** Why can't California red-legged frogs be raised like the California Department of Fish and Game does with trout?

A-13

**Bud Veirs:** I have never seen a blue oak in the canyon. Blue oaks grow on south slopes in shallow soils in arid country.

A-14

-----Original Message-----

From: Jason Crow [<mailto:JCrow@sacog.org>]

Sent: Friday, January 02, 2004 11:13 AM

To: kpayne@co.el-dorado.ca.us; ldiamond@co.el-dorado.ca.us

Subject: Missouri Flat Draft EIR

Liz and Kris,

I have a comment on the draft EIR for the Missouri Flat Interchange: one page S-2 of the Summary, the third bullet says, "The Phase 2 improvements are added to a future MTP and MTIP if federal funds are to be used to build these improvements" The last phrase "if federal funds are to be used..." should be deleted. For a project of this size and scope, it would still have to be included in the MTP and MTIP regardless of the source of funds. Thanks for the opportunity to comment on this document. Let me know if you have any questions about this.

Jason Crow  
Sacramento Area Council of Governments  
(916) 340-6219

B-1



U.S. Department  
of Transportation  
Federal Highway  
Administration

**US Highway 50/Missouri Flat Road  
Interchange Improvement Project  
Public Hearing  
January 15, 2004**



**Public Comments**

• With the increasing traffic, especially since Wal-Mart went in, the off-ramp back-ups onto the freeway endanger the public safety. This situation will only worsen once Safeway goes in. This project needs to move toward completion as fast as possible.

• Another reason to complete the project is to reduce air pollution due to 100's of cars idling through multiple light cycles waiting to get over the interchange.

C-1

**SUBMITTED BY:**

Bruce A Wray

**NAME**

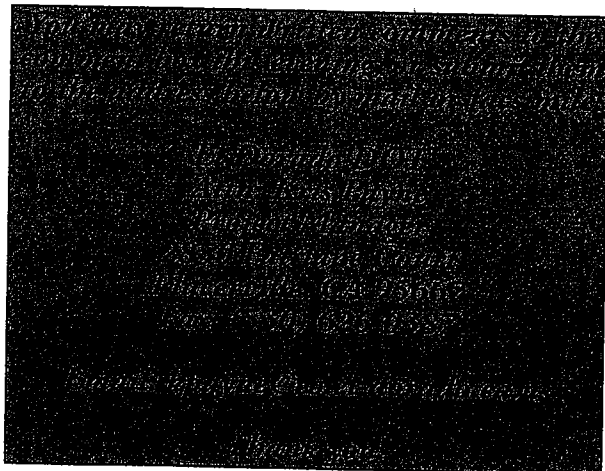
5874 Quicksilver Rd

**ADDRESS**

Pollock Pines 95726

530 644-5986

**PHONE NUMBER**



\*\*\*Please note that your contact information may not remain confidential in the event of a public record request\*\*\*



**US Highway 50/Missouri Flat Road  
Interchange Improvement Project  
Public Hearing  
January 15, 2004**



U.S. Department  
of Transportation  
**Federal Highway  
Administration**



**Public Comments**

---

---

---

---

---

---

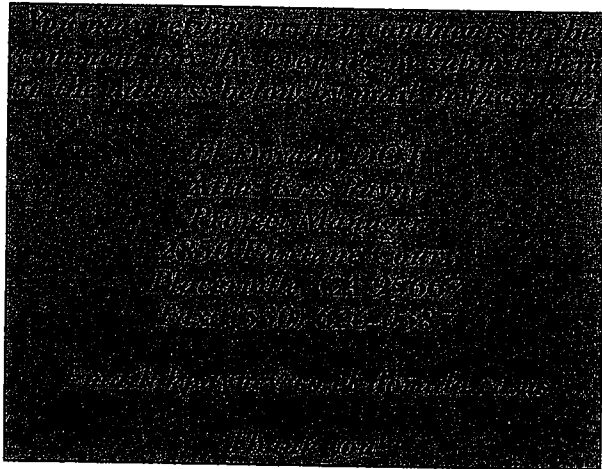
---

---

---

---

<b>SUBMITTED BY:</b> Eileen Crim
<b>NAME</b> 5120 Clear Creek
<b>ADDRESS</b> Placerville, CA
<b>PHONE NUMBER</b> (530) 644-3322



\*\*\*Please note that your contact information may not remain confidential in the event of a public record request\*\*\*

I am dismayed that the provisions for pedestrians, bicyclists and persons with disabilities are, in my opinion, inadequate and show little foresight

At the public hearing on January 15, 2004 it was stated that since sidewalks and class 2 bike lanes were part of the project, no further facilities were needed to mitigate the needs of bicyclists and pedestrians.

D-1

The existing conditions are deficient. Sidewalks and Class 2 bike lanes are a pitiful solution to mitigating this deficiency.

The project needs to include a grade-separated non-motorized route at the proposed 50/Missouri Flat Road Interchange.

D-2

The project also needs to include a Class 1 non-motorized route parallel to Hwy 50 to connect the City of Placerville with the business district of Missouri Flat Road.

D-3

I look forward to the day when the needs of bicyclist and walkers are considered and constructed with transportation and construction projects. One way to combat traffic is to provide non-motorized transportation options.

Eileen Crim

*Eileen Crim*  
1/16/04

## The Lincoln Highway

The horseless carriage rolled onto the American landscape in the 1890s. By 1910 there were more than 450,000 registered automobiles, yet the country still lacked a public road system.

Organized movements for better roads brought issues to the attention of the federal government, which had not participated in major road construction since it funded the National Road project in 1806.

But one particular initiative captured the public's support with a unique idea. In 1913 Carl Fisher—the man who built the Indianapolis Motor Speedway in 1909—and automobile industry leaders chartered the Lincoln Highway Association for the purpose of defining a direct coast-to-coast automobile route.

The LHA's first official act was to delineate a 3,389-mile, 12-state continuous route from New York to California—one that would be passable before the opening of the 1915 Panama-Pacific International Exposition in San Francisco. Although not perfect, the throughway was ready as promised, and a motion picture of America's transcontinental highway was shown at the exposition. Over time, the association improved surfaces by using better materials, shortened the driving distance with realignments and published guidebooks about the Lincoln Highway. Automobile touring had never been so good.

Through example, the LHA educated the public as well as state and federal governments about the value of good roads for almost 15 years. The 1919 moving of a military convoy over the "Lincolnway" foretold the utility of an integrated highway system for national defense and interstate commerce.

With the 1921 Federal Highway Act came the funds for states to construct and maintain connecting arteries. Four years later the United States adopted a highway numbering system, and most of the Lincoln route

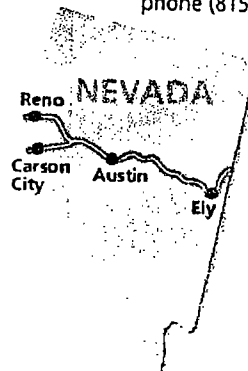
## The Lincoln Highway (continued)

became US 30, 40 and 50. The association disbanded in 1928, but not before it engaged Boy Scout troops across the country to place some 3,000 concrete Lincoln Highway markers along the route in all 12 states: New York, New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada and California. Many of these markers still exist.

The original 440-mile Nevada section of the Lincoln Highway entered the state from Ibapah, Utah and traversed several ranches on a southward path to Ely. In the early days some ranches offered meals, lodging and camping as well as radiator water. From Ely the route continued westward, passing through Eureka, Austin and Fallon on a sparsely populated corridor that eventually became US 50—sometimes referred to as "The Loneliest Road in America." The summit near Austin was one of the highest points on the Nevada Lincolnway.

The final leg to California ran through Sparks, then Reno; or, if the longer alternate route was chosen, through Carson City and around Lake Tahoe. Look for these Nevada Lincoln Highway landmark towns in this TourBook guide.

For more information about the old Lincoln Highway contact the new Lincoln Highway Association, P.O. Box 308, Franklin Grove, IL 61031; phone (815) 456-3030.



This is information for the Draft EIR  
for the 50/Missouri Flat Road Interchange  
Project

Eileen Crim 1/22/04 2-22



## **Implementing Caltrans Deputy Directive 64**

By Maggie O'Mara, Pedestrian and Bicycle Design Reviewer, Caltrans Division of Design

In March 2001, Caltrans issued Deputy Directive 64, Accommodating Non-Motorized Travel. The policy directs all employees responsible for activities that affect the transportation system to fully consider the needs non-motorized travelers. DD-64 is available on-line at <http://www.dot.ca.gov/hq/tpp/offices/bike/DD64.pdf>

Caltrans is implementing DD-64 in the following ways:

### **Guidance, Manuals, Best Practices** (revising or issuing):

- Director's Policy 22, *Context Sensitive Solutions* was issued in November 2001. This policy emphasizes that the planning and design of State's transportation systems involve a collaborative effort between Caltrans and its partners to balance transportation needs with other community goals. The intended results are projects that are in context with their physical, cultural, economic, and social environments and provide opportunities for enhanced non-motorized travel on transportation projects. <http://www.dot.ca.gov/hq/oppd/context-solution.pdf>
- Manuals are being reviewed for revisions needed for consistency with DD-64:
  1. *Highway Design Manual* – reviewing all chapters, including Bikeway Planning and Design: <http://www.dot.ca.gov/hq/oppd/hdm/pdf/chp1000.pdf>
  2. *Project Development Procedures Manual*  
<http://www.dot.ca.gov/hq/oppd/pdpm/pdpm.htm>
  3. *Traffic Manual*  
<http://www.dot.ca.gov/hq/traffops/signtech/signdel/trafficmanual.htm>  
Note: Caltrans will soon replace the Traffic Manual with the MUTCD and the California Supplement to the MUTCD.
- Guidance for preparing Transportation Concept Report (TCR), District System Management Plans (DSMP), and Project Initiation Documents (PID) is being revised to more fully address bicyclist and pedestrian transportation planning.
- Published *Gearing Up For Better Bicycling*: This publication features bicycle projects that the Department and local agencies have implemented to improve safety and convenience for bicyclists. <http://www.dot.ca.gov/hq/tpp/Bicycle/Bicycle.htm>

### **Planning Documents:**

- The Office of State Planning recently submitted to the Governor a long-range, multi-modal, statewide transportation plan. The California Transportation Plan (CTP) 2025

was developed to guide transportation investments and decisions that benefit our economy, support communities, and safeguard our environment. The plan's guiding principles emphasize the need for collaborative transportation planning and decision-making, a key element in achieving CSS, including non-motorized activities. The CTP presents a vision for California's future transportation system, and defines goals, policies and strategies to reach the vision. These goals, policies and strategies address mobility for pedestrians and bicyclists and include partnerships with bicycle and pedestrian advocacy groups like the California Bicycle Coalition, California Walks, and the Pedestrian Safety Task Force.

<http://www.dot.ca.gov/hq/tpp/offices/osp/ctp.htm>

- The Division of Transportation Planning is also developing a Statewide Bicycle and Pedestrian element of the California Transportation Plan to provide a greater level of detail about bicycle and pedestrian planning. Contact: Ken Murray, 916-654-5708; [kmurray@dot.ca.gov](mailto:kmurray@dot.ca.gov)
- The Governor approved the *California Blueprint for Bicycling and Walking* in May 2002. The document addresses the barriers to biking and walking, the health benefits of biking and walking, and establishes ambitious goals to more fully integrate these modes in California's transportation system. Scroll to the bottom of the web page for the Blueprint and appendices at <http://www.dot.ca.gov/hq/tpp/offices/bike/bikesites.htm>

### **Education:**

- Academies, meetings – presentations on bicycle and pedestrian transportation policy, safety, operating characteristics, design and other guidance.
- Caltrans developed and presented 1-day classes for Caltrans staff throughout the state on the design of pedestrian and bicycle facilities.
- Caltrans staff throughout the state have been trained on designing ADA-compliant transportation facilities.
- UC Berkeley bike and ped planning/design classes (2 days each) are available to Caltrans staff, local agencies and others. See UC Berkeley's website at <http://www.its.berkeley.edu/techtransfer/train/opn/oneclass.lasso?edp=TE-19/10.28.200>
- A consultant (Alta Planning and Design) is developing 2-day bicycle and pedestrian course curriculum geared specifically for Caltrans (see advisory committees below).
- *Context Sensitive Solutions (CSS) Training for Planners* and *Context Sensitive Solutions (CSS) Training for Designers* courses are being developed, and are scheduled for presentation by January 2004. Course goals are to build attendees skills and knowledge about applying the principles of balancing transportation needs with other community goals and collaboration with communities to achieve multi-modal

transportation as an integral part of transportation improvements throughout California, consistent with Caltrans Director's Policy #22 on CSS and Deputy Directive #64 on Accommodating Non-Motorized Travel. The courses will include modules on "Place-making", traffic calming, integrating non-motorized facilities and case studies. Contact: Carolyn Dudley 916-654-5505; [cdudley@dot.ca.gov](mailto:cdudley@dot.ca.gov)

- Non-motorized transportation specialists share articles, studies, websites, and other information with staff.

### **Outreach to Local Agencies and the Public:**

- The California Pedestrian Safety Task Force's 2003 *Pedestrian Safety Education Campaign* has been developed to educate the public about pedestrian and bicycle safety to help reduce pedestrian-involved collisions and make walking and bicycling safer. The Campaign message provides motorists with three basic driving tips to improve pedestrian safety: "Look for pedestrians, then look again; slow down and prepare to stop; drive focused and alert." The campaign uses a variety of message channels including:
  1. Traffic radio sponsorships in San Diego, Los Angeles, San Francisco and Sacramento areas.
  2. A curriculum-based in-school program targeted to new drivers and "pre-drivers" (grades 6-12) promoted to educators during summer 2003, developed in conjunction with Newspapers in Education and four of the State's major newspapers: The Los Angeles Times, The San Francisco Chronicle, The Sacramento Bee and The San Diego Union Tribune.
  3. Media relations and events.
  4. Grass-roots distribution of information materials.

Website: <http://calpedsafety.net/>

- *Walkable Communities Workshops* are a component of the California Physical Activity and Health Initiative, administered by the Institute for Health and Aging at the University of California at San Francisco (UCSF). Caltrans is coordinating and co-funding this contract with the Dept. of Health Services (DHS). UC San Francisco and DHS will provide technical assistance and support to eight California communities. Designed for professionals in the fields of planning, engineering, law enforcement, public health, and education, elected officials and citizens to present information on how to turn communities into pedestrian-friendly places that encourage active living. It combines practical presentations on the latest thinking on community design and traffic operations with fieldwork where participants apply what they're learning.  
[http://www.dhs.ca.gov/ps/cdic/cdcb/Epidemiology/Physical\\_Activity/index.htm](http://www.dhs.ca.gov/ps/cdic/cdcb/Epidemiology/Physical_Activity/index.htm);  
<http://nurseweb.ucsf.edu/iha/pahi.htm> Contact: Lisa Cirill, Acting Program Chief, Physical Activity and Health Initiatives Program, DHS. 916-552-9906;  
[lcirill@dhs.ca.gov](mailto:lcirill@dhs.ca.gov)

- *Planning Public Participation Contract (PPPC):* In June 2002 the Department executed a two-year "on-call" consultant services contract to enhance public participation in the Department's planning efforts. The contract has been used in support of the Department's community outreach efforts, including outreach on bicycle/pedestrian planning.
- *Healthy Transportation Network (HTN)* is a recently launched partnership of the Department and the California Department of Health Services. The mission of HTN is to encourage local officials and others to create safe and healthy walking and bicycling practices, policies, and places. <http://www.healthytransportation.net>

### **Project Specific Activities:**

DD-64 emphasizes the need to accommodate non-motorized users on all projects.

- Each project has a Project Manager, who is the primary point of contact for the project. Contact the P.M. with any concerns/questions about a project as your first step.
- District bike and pedestrian coordinators consult on projects.
- HQ bicycle, pedestrian, and CSS staff consult on projects and clarify Caltrans policies as needed.

### **Advisory Committees and Internal Committees**

- **Context Sensitive Solutions (CSS) Steering Committee:** Composed of 21 members from external agencies and Caltrans HQ and District functional units. The Committee's goals were to determine CSS needs, develop CSS policy for the department, oversee development of CSS in guidelines, manuals and training and seek review of products from affected stakeholders. It met from July 12, 2001 to August 2002, and will meet again this month to assess progress made and the need for any follow-up by the Committee. The Committee took the following actions:
  1. Completed Director's Policy 22 on CSS.
  2. Added a CSS agenda item to every monthly Director's meeting agenda.
  3. Developed an Implementation Plan for institutionalizing CSS in all Departmental activities.
  4. Participated in statewide and national conferences as attendees and speakers.
  5. Developed and published *Main Streets: Flexibility in Design and Operation Guidelines*. <http://www.dot.ca.gov/hq/oppd/context/main-streets-flexibility-in-design.pdf>
  6. Provided oversight to ongoing "Trees in Median Study".
  7. Initiated comprehensive Department-wide and functional training programs.
  8. Added CSS categories in Departmental awards programs (e.g., Project Delivery, Excellence in Transportation.)
  9. Provided relevant CSS articles for Caltrans publications.

- The *Non-motorized Travel Team* is composed of Caltrans staff from various functional areas including Traffic Operations, Design, and Planning and includes a representative from CBAC. The Team's goals are to: (1) investigate current planning, design, construction, operational, and maintenance guidance and practices and their effect on bicycle and pedestrian safety and mobility and (2) develop recommendations for any needed changes in guidance and practices consistent with Caltrans' mission, Deputy Directive 64, Director's Policy 22, and DIB 82 (Pedestrian Accessibility Guidelines for Highway Projects). Contact: Maggie O'Mara 916-653-1557; [momara@dot.ca.gov](mailto:momara@dot.ca.gov)
- *Pedestrian Safety Task Force* - In 1998, Caltrans convened the Pedestrian Safety Task Force to develop and implement a plan to improve pedestrian safety in California. The Task Force consists of representatives from State agencies and advocacy groups (including *California Walks*, *California Bicycle Coalition*, *the Senior Action Network*), researchers, consultants, and local and regional transportation agencies. Many of the original Task Force recommendations have been implemented, but some important goals remain. Currently, the Task Force is focused on its 'Three Steps' pedestrian safety education campaign, and developing a California non-motorized reference guide and training program. Its quarterly meetings also provide an opportunity for information sharing, networking, and practical training through tours and discussion of local pedestrian facilities. Contact: Richard Haggstrom 916-654-6600; [rhaggstr@dot.ca.gov](mailto:rhaggstr@dot.ca.gov)
- *California Bicycle Advisory Committee*: Formed by Caltrans in 1992, the California Bicycle Advisory Committee (CBAC) is composed of thirteen members who represent various California State and local agencies and advocacy organizations. The Committee provides guidance to Caltrans on bicycle issues. Meetings are held on the first Thursday of every other month starting with February. The Bicycle Facilities Unit provides staff support to the committee.  
<http://www.dot.ca.gov/hq/top/offices/bike/cbac.htm> Contact: Ken McGuire 916-653-2750; [ken\\_mcquire@dot.ca.gov](mailto:ken_mcquire@dot.ca.gov)
- *Alternative Transportation & Livable Communities (ATLC) Committee*: The Department formed the Alternative Transportation / Livable Communities Working Group, which meets quarterly to discuss and recommend action on non-motorized travel issues. Members include state and local agencies and bicycling and walking advocates.  
<http://www.dot.ca.gov/hq/tpp/offices/ocp/atlc.htm> Contact: Christine Ratekin 653-4615; [cratekin@dot.ca.gov](mailto:cratekin@dot.ca.gov)

### **Grants and Other Funding Programs**

- The Department's Division of Local Assistance web site lists funding sources available for projects to improve bicyclist and pedestrian facilities including the *Safe Routes to School* and *Bicycle Transportation Account* programs:  
<http://www.dot.ca.gov/hq/LocalPrograms>

- *The Guide to Bicycle Project and Program Funding*: <http://www.calbike.org/guide.asp>
- The Department's Division of Transportation Planning maintains a web site for Community Based Transportation Planning (CBTP) grants that support livable, walkable communities that integrate multi-modal transportation:  
<http://www.dot.ca.gov/hq/tpp/offices/ocp/cbtpg.htm>
- The *2003 Trail Funding Summary* gives the most detailed information on trail funding sources, project eligibility and status, project time stages and deadlines, contact information and much more. This report is available at:  
[http://www.railtrails.org/field/california/Active\\_Pages/Features/main.asp?Action=DisplayDetailsFromFile&F\\_ID=9](http://www.railtrails.org/field/california/Active_Pages/Features/main.asp?Action=DisplayDetailsFromFile&F_ID=9)



**CALTRANS NONMOTORIZED/TEA/PLANNING CONTACTS**

**District Bicycle and Pedestrian Coordinators**

- District-01 Robert Syverson - 707-445-6264, [rsyverson@dot.ca.gov](mailto:rsyverson@dot.ca.gov)
- District-02 Tamy Quigley - 530-225-3478, [tquigley@dot.ca.gov](mailto:tquigley@dot.ca.gov)
- District-03 Rick Helman - 530-634-7612, [rhelman@dot.ca.gov](mailto:rhelman@dot.ca.gov)
- District-04 Julian Carroll - 510-286-5598, [jcarroll@dot.ca.gov](mailto:jcarroll@dot.ca.gov)
- District-05 David Murray - 805-549-3168, [dmurray@dot.ca.gov](mailto:dmurray@dot.ca.gov)
- District-06 John Cinatl - 559-444-2500, [jcarroll@dot.ca.gov](mailto:jcarroll@dot.ca.gov)
- District-07 Melanie Bradford - 213-897-9446, [mbradfor@dot.ca.gov](mailto:mbradfor@dot.ca.gov)
- District-08 Linda Grimes - 909-383-6327, [lgrimes@dot.ca.gov](mailto:lgrimes@dot.ca.gov)
- District-09 David Bloom - 760-872-6799, [dbloom@dot.ca.gov](mailto:dbloom@dot.ca.gov)
- District-10 Dee Maddox - 209-942-6022, [dmaddox@dot.ca.gov](mailto:dmaddox@dot.ca.gov)
- District-11 Daniel Gallagher - 619-688-2597, [dgallagh@dot.ca.gov](mailto:dgallagh@dot.ca.gov)
- District-12 Bob Joseph - 949-724-2255, [bjosep01@dot.ca.gov](mailto:bjosep01@dot.ca.gov)

**District TEA Coordinators**

<http://www.dot.ca.gov/hq/TransEnhAct>

**Headquarters Contacts**

**Bicycle Facilities Unit - Division of Local Assistance**

Ken McGuire - 916-653-2750, [kmcguire@dot.ca.gov](mailto:kmcguire@dot.ca.gov)

David Priebe - 916-653-0036, [dpriebe@dot.ca.gov](mailto:dpriebe@dot.ca.gov)

**Safe Routes to School Coordinator - Division of Local Assistance**

Randy Ronning - 916-653-4727 [Randy\\_Ronning@dot.ca.gov](mailto:Randy_Ronning@dot.ca.gov)

**Transportation Enhancements Activities - Division of Local Assistance**

Howard Reynolds - 916-654-2477 [Howard\\_Reynolds@dot.ca.gov](mailto:Howard_Reynolds@dot.ca.gov)

**Division of Design**

Maggie O'Mara (Bike and Ped Design) 916-653-1557, [momara@dot.ca.gov](mailto:momara@dot.ca.gov)

David Cordova (ADA) 916-653-0485 [dcordova@dot.ca.gov](mailto:dcordova@dot.ca.gov)

**Division of Traffic Operations**

Richard Haggstrom - 916-654-6600, [rhaggstr@dot.ca.gov](mailto:rhaggstr@dot.ca.gov)

**Office of Community Planning**

<http://www.dot.ca.gov/hq/tpp/offices/ocp/ocpcontacts.htm>

# NATIONAL PONY EXPRESS ASSOCIATION

California Division, Incorporated



  
SACRAMENTO  
CALIFORNIA

FRIDAY'S STATION  
NEVADA

SALT LAKE CITY  
UTAH

FT. LARAMIE  
WYOMING

JULESBURG  
COLORADO

FT. KEARNY  
NEBRASKA

MARYSVILLE  
KANSAS

ST. JOSEPH  
MISSOURI

January 19<sup>th</sup>, 2004

El Dorado County Department of Transportation  
Attn: Kris Payne  
2850 Fair Lane Court  
Placerville, CA 95667

**RE: Draft - EA/EIR**  
**Highway 50 Missouri Flat Interchange**

Dear Mr. Payne:

The California Division of the National Pony Express Association is a non-profit educational/historical trail advocate organization. As trail advocates we are very much interested in local and adjoining communities having trail access and corridors for hikers, bikers and equestrians. Not just for now, but also for the future.

In reviewing the voluminous draft Environmental Assessment/Environmental Impact Report for the U.S. Highway 50 Missouri Flat Interchange Project it appears little consideration has been given to the whole picture, *the community as a whole*, what the needs and wants are, as directed in the Caltrans DD-64 guidelines.

In the EA/EIR document it states "no defined neighborhoods or communities exist within the project area." What about the communities of Diamond Springs and El Dorado? What about the elementary schools of Charles Brown and Herbert Green? What about the West bound traffic converging from Pleasant Valley Road onto Missouri Flat Road? They are all interrelated. All of these communities make up the travel corridors. All one has to do is look at the prospective planning across from Wal-Mart, and near Jack-In-Box. Visitors to the community remark on what a nightmare for travel this is and that it is only going to get worse.

**How defined must the communities be?** The determination that the proposed project adequately mitigates pedestrian and bicyclist needs, we believe, is not adequate, nor does it appear that future growth is considered. Also another point of interest, equestrians utilize the same corridors that pedestrians and bicyclist use when the need arises.

Vehicle use is not the only mode of transportation. Hikers, bicyclist and equestrians also consider themselves a mode of transportation. They would like, to the greatest extent possible, be able to safely get from Missouri Flat Road to Placerville via a safe planned travel corridor. It is for all of the interrelated concerns expressed above, that we ask that alternatives be developed and acted upon. To do it right, from the beginning, seems the right thing to do.

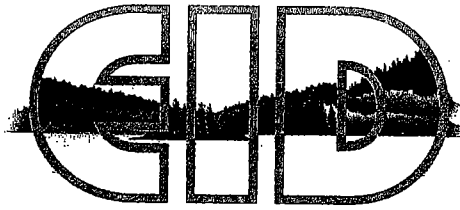
Sincerely,

MELBA J. LEAL ~

President - California Division of the National Pony Express Association







## El Dorado Irrigation District

In reply refer to: ECRM0104-07

January 26, 2004

Kris Payne  
El Dorado County Department of Transportation  
2850 Fairlane Court  
Placerville, CA 95667

D.O.T.  
JAN 27 PM 1:20

Subject: Draft Environmental Impact Report for The U.S. Highway 50 / Missouri Flat Road Interchange Project

Thank you for the opportunity to review the above document.

Our comments are as follows:

Pg. 5-113: the fourth paragraph indicates project construction could affect water and wastewater lines located in the project area.

Comment

The County must coordinate with El Dorado Irrigation District prior to and during project construction. The water and wastewater facilities located in the project area must be protected and service in this area must be maintained. Any reduction in the soil covering as well as any replacement or relocation of these facilities must be done in accordance with District Standards.

F-1

Sincerely,

W. Chris Word  
Environmental Resources Specialist  
Environmental Compliance & Resource Management

CW/LA:hdl

c: File 201.1403.26  
Brian Mueller, EID Co- Division Head, Drinking Water Division  
Tracey Eden, EID Co- Division Head, Wastewater Division

**ELNA NORMAN**  
6201 BIRD SONG LANE  
PLACERVILLE, CALIFORNIA 95667  
TELEPHONE: (530) 622-0414

---

January 26, 2004

Via Facsimile

Fax No. 626-0387  
No. of Pages: 1

Kris Payne  
Supervising Civil Engineer  
El Dorado County  
Department of Transportation  
2850 Fairlane Court  
Placerville, CA 95667

Dear Supervising Engineer Payne:

I came to live in this area in 1959 and favor the "no project alternative," as I believe it should not go forward until after the General Plan Update.

G-1

It is not certain that habitat mitigations of "awareness" and "restoration" truly address all the environmental impact concerns. The problem with the California Environmental Quality Act (CEQA) is that would-be developers can get around it by giving lip service to vague generalizations of planned mitigations.

G-2

Going forward is not a priority at this time when funds are said to be short at every level of government. Furthermore, it does not make sense to generate funds to build this project through further development along Missouri Flat which only creates congestion and a needy situation.

G-3

Very truly yours,



Elna Norman

Robert A. Smart, Jr.  
4520 Lon Court  
Diamond Springs, CA. 95619  
January 27, 2004

Kris Payne, Supervising Civil Engineer  
El Dorado County Department of Transportation  
2850 Fairlane Ct.  
Placerville, CA 95667

RE: SCH 1998092077

Dear Kris:

I have reviewed the Draft Environmental Impact Report/Environmental Assessment for US Highway 50 Missouri Flat Interchange (EIR/EA) and find the document is deficient in describing our community and the impacts this project will have upon it. It is time for leaders in transportation to insist projects are designed for multimodal users; it is time to walk the talk. I request you revise your document to include bike/pedestrian lanes on the bridge across Weber Creek and provide graded separated crossings on Missouri Flat Road.

H-1

Your document states **“No defined neighborhoods or communities exist within the project area”**. It also says **“Much of the residential development in this area is rural in nature, especially away from the U.S. 50 corridor where many homes are located on 5-and 10-acre parcels”** (Page 3-20). These statements describe the area in 1977 when I first moved to Diamond Springs and do not resemble the area today. Missouri Flat Road is the **“Main Street”** of a new community and **El Dorado County recognizes this area as a planned community (Figure 3.1-2)**. Along our **“Main Street”**, within a half mile of Highway 50, you see the major shopping areas at Pioneer Plaza and Walmart, the churches, school, fire station, restaurants, banks, hotel, garages, gas station, medical facilities, senior care centers, numerous other businesses and existing neighborhoods. This is a dynamic community, one of the major retail areas in El Dorado County, and continues to expand with the build out of the El Dorado Villages Shopping Center. Placerville, with its high density population, shares the east boundary of the planned community and project receives almost no mention in the report. I believe the report has failed to accurately describe the community(s) served by the project.

H-2

There is virtually no safe route to walk the 4000 feet between Missouri Flat Road and Placerville. The Highway 50 bridge (Viet Nam Veterans Bridge) across Weber Creek is the critical link for a Placerville-Diamond Springs-El Dorado community. It could provide easy access for someone in a motorized wheel chair, bicyclist or pedestrians to navigate between the communities. Green Valley and Forni Roads, which are the only other connecting routes, are very dangerous for pedestrians and bicyclists and both would be very difficult to expand. The undeveloped Sacramento-Placerville Transportation Corridor is too far east to provide direct linkage. The old Lincoln Highway bridge, under the existing Highway 50 bridge, has major grade problems that would severely limit use

H-3

by disabled persons and persons not in excellent physical condition. Like it or not, we are an aging community and we are not going to easily give up our cars; especially when there are so few non-car options available. Sidewalks on the bridge could provide routes for people to use some sort of motorized cart to continue to participate in the community.

H-3  
cont.

Missouri Flat Road needs to have grade-separated crossings for pedestrians, bike riders, and disabled persons at the on/off ramps for Highway 50. Missouri Flat Road is notorious for red light runners at Forni Road and Motherlode Drive. The current plans require pedestrians to cross the on/off ramps onto Highway 50 with the protection of signals. Would you want to cross these right hand turning intersections trusting a signal light; how about someone in a wheel chair or your child or the children attending Herbert Green School? The planned bike lanes are very dangerous because they force cyclists to cross through right turning vehicle lanes. Have you analyzed the increased risks to pedestrians and bicyclists caused by right turning lanes of traffic?

H-4

H-5

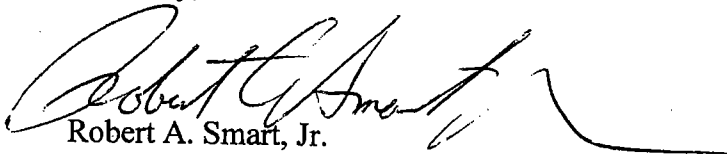
This project's entire focus is on vehicle traffic and it ignores the people who would choose to walk or ride bikes if given the opportunity. Residents should not be required to drive between their homes and the places they work or do business. **El Dorado County is in a severe non attainment area for air quality.** It is easy to blame Sacramento and San Francisco for our problems, but we have to take some responsibility and take advantage of opportunities to minimize air quality impacts where possible.

H-6

The EIS/EA needs to disclose and discuss the issues I and others have raised in our scoping comments and develop alternatives responsive to our concerns. (40 CFR 1500 et seq.). The Federal Highway Administration Federal Transportation Policy to promote the increased use and safety of bicycling and walking as transportation modes and Caltrans DD-64 need to guide your planning effort.

This project is currently not funded and can be modified now to meet both the motorist and the non-motorist needs. Retrofitting the project after construction would be very expensive compared to doing it now. The Missouri Flat Road Project could be a wonderful addition to our community, one that provides opportunities to leave our cars and enjoy many benefits to our environment and our health. This is a project that cries out for progressive multimodal thinking by leaders in transportation. What legacy will we leave?

Sincerely,



Robert A. Smart, Jr.

cc: Supervisors Sweeney, Solaro, Baumann, Dupray, Paine; FHWA, Caltrans, Air Quality

January 30, 2004

Kris Payne  
El Dorado County, Department of Transportation  
2850 Fairlane Court  
Placerville, CA 95667

I am writing about the Missouri Flat interchange. I attended the public hearing on January 15<sup>th</sup>, but would like to register my thoughts.

This project should go forward with the concept of a 'developing community'. If it goes forward as planned, it will separate logical parts of the existing community. You already have a large retirement community, a Wall Mart, a credit union, a Kmart, Albertsons, Safeway (soon), Herbert Green School, Folsom Lake Community College El Dorado Center, Indian Creek School, the County Office of Education, and numerous shops, eateries, and homes in the immediate area. Denial is not appropriate. Plan for the future. Houses will come sooner rather than later. Transportation issues such as non-motorized access must be built in to this plan. A trail paralleling the project could be developed between Placerville and Missouri Flat Road.

I-1

Daily there are people (many are Herbert Green students) walking along Missouri Flat and crossing over the freeway. This needs to be made as safe as possible (as mentioned in the project description statement). We are going to have more population in this area. There should be a Class I non-motorized route across the bridge.

I-2

Bike and pedestrian lanes will still have to cross in front of right turning vehicles in the current project plan.

Non-motorized traffic should be encouraged, not made prohibitive. Air quality and health issues should be a focus in addition to motor vehicles. Other communities demonstrate these priorities (i.e. Dan Burden/Walkable Communities).

I-3

Also, Hwy 49 should be moved down to Missouri Flat at the interchange. What good does it do to widen the Weber Creek bridge and add more lanes to the freeway and have traffic come to a major bottle neck in Placerville?

I-4

Instead of throwing more money away on Band-Aids, plan an excellent project that is environmentally just.

Sincerely,

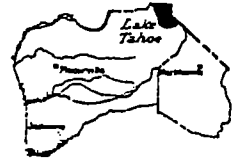


Karin Aguilar  
2480 Prado Vista  
Placerville, CA 95667



# MAIDU GROUP of the Mother Lode Chapter

Reply to: 1487 Crooked Mile Court, Placerville, California 95667



31 January 2004

To: El Dorado County Department of Transportation  
2850 Fairlane Court  
Placerville, California 95667

Attn.: Kris Payne

Re: Comments on DEIR for the US Highway 50/Missouri Flat Road Interchange and DSEIR for the Missouri Flat Area Master Circulation and Funding Plan (limited to modification of one drainage-related mitigation measure) and Draft Environmental Assessment, US Highway 50/Missouri Flat Road Interchange. State Clearinghouse Number 1998092077

These comments are submitted by Alice Q. Howard, conservation chair, on behalf of the Maidu Group, Mother Lode Chapter, Sierra Club.

Thank you for this opportunity to comment on this joint DEIR/DEA and supplement to the Missouri Flat Area Master Circulation and Funding Plan. We understand that the County will be acting only on Phase 1 of the proposed two-phase project, and that this project is anticipated to be adequate for 10 years. The need for Phase 2 would depend upon choice of a general plan and its associated growth. The NEPA project coincides with Phase 1. The chosen project under Phase 1 is the "interim 4-lane tight diamond" configuration. (Summary, pp. 1-2.)

## GENERAL

First, congratulations on use of "Summary" rather than the usual meaningless "Executive Summary"!

• Please reconcile the anticipation that the project is expected to be adequate for 10 years with the statement on Summary p. 2 that Caltrans bases its design on 20-year population projections.

J-1

The project's objectives are said to be (Summary, p. 3) to solve present operational deficiencies, to provide for planned growth, to address safety problems, and to meet Caltrans' design requirements.

• Please discuss the issue of "planned growth". The treatment throughout the document appears to rely upon the invalidated 1996 general plan, which accommodates 1754% of market demand for high-density residential development in the Diamond Springs-Eldorado area and 275% of market demand for multifamily housing. These figures are far above the figure of 150% generally used in planning, and presumably served as the basis for designing the upgrade of the interchange. Is this correct? How might the configuration (costs, footprint, etc.) be affected if a much lower growth plan is eventually chosen and/or no growth anywhere nearly comparable to those figures occurs?

J-2

We found it hard to follow in the black-and-white figures exactly where the new lanes are proposed in the several alternatives.

J-3

• What effect, if any, will the project have on the present "fake pine" communication tower?

• The discussion of the ongoing general plan process is inaccurate in several respects that should be corrected. A) Twelve, not eleven, alternatives have been formulated, and they differ in numbering from those given beginning on p. 3-6. (For example, the 1996 General Plan is Alternative 4, not 2.) B) Neither Alternatives 2 nor 3 (true numbering) has a Tahoe Basin Element (p. 3-4). (Some titles of other elements differ from those set forth here, though implied content is the same.)

J-4

Use of the invalidated 1996 General Plan against which to measure consistency (p. 3-11) casts doubt on this analysis wherever it occurs. In several cases, it is used as a rationale for not proposing any mitigation. See, especially, Biological Resources below. On p. 3-39, it is used as a rationale for dropping Level of Service (LOS) from D (in the Master Circulation and Funding Plan) to E.

J-5

We must again protest the lack of correspondence of the project area with that shown in Exhibit 3.2 of the Missouri Flat Master Circulation and Funding Plan DEIR. Funding for the present project is closely connected with the MC&FP. Segmenting the two is improper piecemealing and enables omission of grave issues, especially concerning routing of the proposed connector road between Missouri Flat Road and Pleasant Valley Road. See discussion under Circulation below.

J-6

• In our scoping comments we asked questions about solid waste that went unanswered in the DEIR: "Under (f), reference is made to a landfill adequate to accommodate the project's needs for disposal of solid waste. 'No Impact' is checked. Please explain this answer. In expansion of the two bridges over Weber Creek, will any demolition of existing structures occur? Does 'No Impact' mean that there will be *no* solid wastes or that the capacity of the landfill is adequate? It is possible, rather than disposing of broken concrete resulting from demolition, to utilize well-established rock-crushing technology to crush such concrete and then reuse it as road base or for similar needs. We recommend that this alternative be considered. We have already mentioned, under Air Quality, chipping removed vegetation and scrap lumber to use as mulch in the project area rather than burning it or taking it to the dump." Please address these topics in the FEIR.

J-7

## CIRCULATION

It is unacceptable that there is no mention in the DEIR of either the old Southern Pacific Railroad Corridor (Sacramento Placerville Transportation Corridor) or the Missouri Flat Road-Pleasant Valley Road connector route and how each relates to the activities carried out or to be carried out as part of the overall Missouri Flat Master Circulation and Funding Plan, of which the subject interchange improvements are only a part.

J-8

The County's Department of Transportation has already made very substantial alterations to the grade crossing of the SPRR corridor at Missouri Flat Road in past road-widening projects completely without environmental documents to assess and mitigate the effective severance of the corridor. Its proposal to use a portion of this corridor in the course of construction of the connector remains the preferred choice "on the books". These actions conflict with the federal Rails-to-Trails Act, under which the corridor was acquired, as well as the purposes of that acquisition to provide a route usable by pedestrians, bicyclists, and equestrians.

J-9

- How will past impacts on the SPRR corridor be remedied?
- What is the status of the interconnector route between Missouri Flat Road and Pleasant Valley Road?

- Please discuss how traffic forecasts depend on this interconnector.

J-10

As for the interchange itself, only Phase 2, which may never be built, appears to accommodate bicyclists and pedestrians (Summary, p. 8). However, Deputy Directive (DD) 64 requires that Caltrans “fully considers 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 products.” Caltrans has, accordingly, adopted the U.S. Department of Transportation’s Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure. This provides design guidance on integrating bicycle and pedestrian travel. DD 64 identifies numerous Department responsibilities to ensure that the needs of non-motorized travelers are incorporated into all Caltrans activities. Accommodation of non-vehicular traffic is similarly omitted from expansion of the bridge over Weber Creek.

J-11

The DEIR admits (p. 3-35) that it concentrates on roads because cars now comprise the predominant form of transportation.. This is circular reasoning. We’ll never begin to get away from car-dependent transportation if we don’t make a start.

- Please reconcile required application of DD-64 with apparent failure to include appropriate features into Phase 1 of the interchange. Fostering continued reliance upon automobiles is counterproductive to controlling sprawling growth patterns and to modern planning trends, especially with diminishing supplies of petroleum in the offing. (See, e.g., *Hubbert’s Peak*, Kenneth S. Deffeyes, Princeton University Press, 2001; [www.asponews.org](http://www.asponews.org); and [www.peakoil.net](http://www.peakoil.net).)

J-12

- The status of the present sidewalk on the existing overcrossing is unclear. On p. 1-7, a sidewalk is said to exist on the eastern side only. But on p. 3-43 appears this statement: “No sidewalks currently exist on the Missouri Flat Road overcrossing. No pedestrians were observed in the interchange area during numerous site visits by the project traffic engineer.” Which is it? Sidewalk or no sidewalk? If there is no sidewalk, would it then be noteworthy that no pedestrians were seen? El Dorado County isn’t now very pedestrian-friendly.

J-13

- No sidewalk appears to be planned for the new overcrossing until Phase 2, which may never be built. If so, how will pedestrians or bicyclists now using the overcrossing be affected? How will safety of such travelers be affected by enlarged intersections and widened lanes to be crossed at intersections with ramps? Please consider these factors and develop alternative designs that will increase safety for travelers not utilizing cars.

J-14

- Please also incorporate the guidance of DD-64 into the Highway 50 bridge over Weber Creek.

J-15

According to Summary p. 9, some 20 spaces of an existing park-and-ride lot will be eliminated as part of construction. According to p. 3-54, replacement spaces are likely to be put within the present area between Highway 50 and the west-bound ramp.

- How many parking spaces can or will be placed there? Please discuss any topographical constraints and the nature of access to this site. Have any studies been done of the origin of trips of those now using the park-and-ride lot and how convenience for their access might be affected with relocation? Conversely, might more users be attracted by a north-side parking lot than at present, with one only on the south side? Are there any alternatives for siting this lot? Is the existing lot being used essentially to capacity, suggesting that more than 20 spaces should be considered both to replace lost spaces and to add new ones?

J-16

- The term “LOSC” with reference to methodology used in analyzing traffic is used on p. 3-36,

J-17



while "LOS C" is used in several other places (e.g., p. 3-46) apparently in reference to the same methodology. Which is it? Is "LOSC" a typo?

J-17  
cont.

- "CORSIM" is also referred to as a method for traffic analysis (e.g., p. 3-46). However, it doesn't appear in the list of abbreviations. Is it the proprietary name of the software used?

J-18

#### AIR QUALITY

We believe that the several air quality management plans discussed in this section were all formulated using an outdated vehicle mix that is no longer allowed by the federal Environmental Protection Agency. With increasing presence of poorly regulated light trucks (including SUVs), the situation has worsened toward achieving compliance with federal and state standards. The DEIR on the several alternatives now under consideration for a general plan fails to show that compliance would be achieved with *any* of the four alternatives analyzed in detail (including that alternative based on the invalidated 1996 General Plan).

J-19

- Please discuss this issue relative to Transportation Conformity (p. 3-63 ff.). Was an updated vehicle mix used in analyses? How will analysis be affected if a general plan is adopted (whether by adoption by the Board of Supervisors or by a vote of the people) that fails to conform to statutory and regulatory requirements?

- How will new regulations concerning emission of soot by diesel engines affect the analysis set forth here relative to construction equipment (p. 3-68)? Only ROG and NOx are in Table 3.5-3.

J-20

#### NOISE

The discussion here of different standards both for tolerable noise and for the difference in noise levels that is considered "substantial" to trigger mitigation is of concern in that it varies both from standards used in analyses of noise in the general plan DEIRs and from noise levels recommended by various entities concerned with health. The 1996 DEIR analysis used a 3dB difference in noise level as a significant change, while the 2003 DEIR used 5 dB. (Neither, of course, is the 12 dB indicated in the present DEIR.) The two DEIRs also differed in their baseline levels of noise for acceptability, but neither offered a baseline level that would meet recommendations of either the World Health Organization or the Environmental Protection Agency. We said the following in scoping comments for the most recent DEIR on the general plan alternatives:

J-21

The World Health Organization in a 1995 report recommended a limit of 50 decibels for constant daytime noise exposure and 45 decibels at night. "Above those thresholds," it said, "most people begin to become annoyed and many suffer ill effects." The Environmental Protection Agency, after a very broad study, in 1974 reached a similar conclusion—that 55 decibels should be an outdoor limit and 45 an indoor one "to protect public health and well-being." The state's Office of Planning and Research takes 60 dB as the *upper* limit of "Normally Acceptable" for a single-family residence. All these sources support a lower limit than that adopted in the 1996 General Plan.

J-22

- The DEIR admits that noise levels now exceed present county standards. We don't yet know what will be deemed an acceptable baseline noise level in a new general plan and it is inappropriate to use that in the invalidated 1996 general plan for analysis. We think it is clear, however, that the numbers used in the present analysis are inappropriate relative to both baseline levels and change in levels to trigger mitigation. This effect should be analyzed, along with a couple of possible mitigation measures that could be evaluated (only a noise barrier, deemed impractical, is mentioned

in connection with houses along Missouri Flat Road (p. 3-88)):

A) Retrofitting exposed residences, at public expense, with dual-paned windows if not already present.

J-22  
cont.

B) Using noise-dampening road surfacing materials like rubberized asphalt as a paving material. Reported benefits include lower cost, reduced reflecting and cracking, improved skid resistance, reduced maintenance costs, increased pavement life, and beneficial use of scrap tires.

HYDROLOGY, WATER QUALITY, AND FLOODPLAINS

The DEIR states that, according to FEMA maps, there is no identified 100-year floodplain in the project area and no historical flooding problem on Mound Springs or Indian Creeks, though there is on Weber Creek ca. 2 miles downstream of the project. But every stream has a 100-year floodplain, whether or not it is mapped on FEMA maps. (FEMA maps these only where development might be affected and many FEMA maps are fairly old, no longer accurately reflecting problem areas in a rapidly developing community.) The present drainage system is anticipated to be adequate, though piping is old and likely deteriorated. Very scanty baseline data as to water quality don't indicate any problem according to the DEIR (3-91).

J-23

• There has been ample time since the start of planning for this project for adequate baseline data to have been developed. Why hasn't this been done? This is usually part of studies performed for sizable projects such as this one where substantial grading activity will be involved.

Increased runoff from an increase in impervious surfaces may be a problem, relative to both quantity, increase in pollutant transport, and lessened opportunity for filtering out pollution prior to arrival at receiving waters. Increased vehicular traffic would be expected to result in increased pollution associated with such traffic.

J-24

• On p. 3-93 the DEIR states that a disturbance of 5 acres triggers the requirement for obtaining a NPDES permit. Our belief that this figure is now 1 acre is confirmed, however, on the following page. The reference to 5 acres should be eliminated and replaced by 1 acre.

According to the present DEIR (p. 5-60), the County in the Master Circulation and Funding Plan excluded the interchange area itself from the requirement that post-project storm discharge not exceed pre-project levels. Nevertheless, the County proposed to buy property to use as a detention pond (p. 5-61 to -62). But the property in question was found infeasible for this purpose.

J-25

• Please clarify whether or not another property is being acquired for this purpose. If not, how will increased runoff be mitigated?

BIOLOGICAL RESOURCES

• It is unclear from the discussion on pages 3-105 to -110 whether rigorous site studies were conducted relative to the species discussed or whether they were eliminated from consideration based on stated habitat preferences only. Please clarify. If the latter, this would be risky as life cycle information and adaptability is still rather poorly known and understood for many plants and animals. (It wasn't predicted that peregrine falcons would happily live in major cities living off feral pigeons.)

J-26

- On p. 3-117, Policy 7.3.3.2 appears twice.

J-27

• Especially in treating biological resources, policies from the invalidated 1996 General Plan are used as a rationale for rejecting significance of impacts and rejecting the need for mitigation measures. This puts the analysis upon a false basis. Examples: Mention (p. 3-142) that Policy 7.4.4.4 concerning canopy coverage standards applies only to private projects and, therefore, not this public project. Mention (p. 3-142 to -144) that a standard of no-net-loss applies only to discretionary application approvals and thus only to private projects, followed by rejection of this loss as an impact.. (Using the Corps of Engineers' definition of a wetland, as the County now does, may or may not obtain when the new general plan is adopted. Using it, as does the DEIR, results in understating occurrence of wetlands and impacts thereon.) These rationales are repeated in Chapter 5 (e.g., p. 5-89) in discussion of consistency with the (invalidated) 1996 General Plan.

J-28

Relative to mitigation for destruction of oaks, the current general plan DEIR notes that replacement in the amount of 1:1 to as much as 20:1 has been called for in various places, but little monitoring of results extends beyond 10 to 15 years and success of such mitigation seems quite limited. Replacement value of "restored" oak woodlands generally still hasn't been accomplished in 50 years. In the present case, 3:1 replacement and 5 years of monitoring are proposed as mitigation, and only for relatively old oaks (6 inches diameter at breast height).

J-29

- Please justify such a limited replacement at such low ratios and short subsequent monitoring period and explain how it will have any efficacy as mitigation.

Spread of noxious weeds is proposed to be mitigated by establishment of "wash stations" (p. 3-138) prior to construction equipment's entering the project area. The U.S. Forest Service requires *steam* cleaning, though some contractors apparently interpret this to be mere pressure washing, which isn't as effective.

J-30

- In this DEIR, mere "washing" is specified. If spread of noxious weeds is to be seriously addressed, *steam cleaning* should be specified.

- What thought has been given to stockpiling topsoil removed during grading and subsequently reusing it as a seed source for regeneration of displaced native plants?

J-31

- Where "trimming" is proposed to minimize destruction of native shrubby plant material, what thought has been given to diverting such material from a landfill by chipping it and reusing it as mulch to be used in restoration activities?

J-32

#### CULTURAL AND HISTORIC RESOURCES

- Please see p. 3-145, where reference is made to Farmer's Free "Bridge". "Ditch" is meant?

J-33

• Pertinent correspondence to substantiate the alleged non-importance of any of the cited features appears in Appendix C but is one-sided. We don't know whether the report argued against the worthiness of recognition for any features or was strictly objective and neutral. The Historic Property Survey report arguing the case should also be included (with exact site information deleted, if needed). The irrigation ditches are much older than 50 years. Part of the Crawford Ditch, for instance, has received recognition as to historical importance.

J-34

- On p. 3-146 it is stated, "At present, the county's economy is based mainly on lumber, mining,

J-35

agriculture, livestock, manufacturing, and tourism.” By not being in alphabetical order, this implies some other ordering criterion, such as relative importance. Type of ordering should be specified. We’d suggest that it be declining relative importance. Some of the stated activities are no longer of much significance relative to the County’s economic base.

J-35  
cont.

• Again, here, the old Southern Pacific Railroad Corridor has been omitted. Please see discussion under Circulation, above.

J-36

#### VISUAL IMPACTS

• We are glad to see that Caltrans is now sensitive to dark-sky considerations and that lighting standards will be “box-style, downcast, cut-off type fixtures directed at the roadway.” (Pp. 3-185 to 3-186, 5-109 to 5-110.) However, we would call attention to the lighting fixtures on the northeastern most (new) overpass on Highway 80 at the City of Davis, which have an old-fashioned ambience that might be more at home in the historic Gold Rush country than modern box-style fixtures while simultaneously offering proper shielding.

J-37

This project presents an opportunity to improve present conditions apart from those directly pertinent to circulation. One such opportunity relates to the following:

• We didn’t find any information about lighting of Caltrans’ directional signs. Commonly these are lighted from below, and this contributes to light-pollution affecting dark skies adversely. Please discuss this aspect and possible solutions.

J-38

#### EARTH RESOURCES AND HAZARDOUS MATERIALS

The discussion (p. 3-164) relative to asbestos focuses exclusively upon absence or presence of ultramafic (serpentine) deposits in the project area. However, tremolite, the form of asbestos that has been proving so troublesome in El Dorado Hills, is not there associated with either ultramafic or serpentine deposits, according to both the Sacramento sheet of the Geologic Atlas of California (State Department of Conservation, Division of Mines and Geology (now the California Geological Survey)) and the 1974 Soil Survey of Western El Dorado County. Neither is tremolite always identifiable to the naked eye, as should have been learned at Oak Ridge High School.

J-39

• Therefore, the discussion in the DEIR of the possible occurrence of asbestos, especially its tremolite form, and mitigation therefor should be redone.

• The discussion on p. 3-165 omits mention of the possibility of leaking underground storage tanks at the Chevron Station that is slated to be acquired. Is this site the same as 4415 Missouri Flat Road (p. 3-165)? How will possible needed cleanup affect the proposed project?

J-40

#### GROWTH INDUCEMENT

• On p. 3-16 it is claimed that “it is unlikely that [this project] would induce unplanned growth since it does not provide capacity above and beyond what is needed to accommodate planned growth to 2015”. This statement should be corrected. The 1996 General Plan was invalidated, along with its unrealistic projects of growth, previously mentioned, of 1754% in high density residential

J-41

and 250% in multifamily residential in the Diamond Springs-El Dorado market area, and therefore cannot be used to justify the conclusion stated. Moreover, it is well established that, except in communities where growth is stagnant (which is *not* El Dorado County), widening roads and adding lanes *always* is followed by increased growth and traffic.

J-41 □  
cont.

2100 Northrop Ave. #500  
Sacramento, CA 95825

Fax (916) 922-1471  
maphalbear@speakeasy.net

February 2, 2004

Mr. Chris Payne  
El Dorado County  
Department of Transportation  
2850 Fairlane Court  
Placerville CA 95667

**RE: U.S. Highway 50/Missouri Flat Road Interchange Draft  
Environmental Impact Report, December 2003**

Dear Chris,

I am writing on behalf of my clients, Safeway, Inc., a Delaware corporation, DS Placerville, LLC, a California limited liability company, and Donahue Schriber Asset Management Corporation, a Delaware corporation (collectively, "Developer"). The purpose of this correspondence is to provide our comments concerning the DEIR described above.

Most importantly, we look forward to the County advancing this project and building the interchange. It is a much needed improvement that will benefit all of the residents and customers who will frequent our development.

I would have a couple of specific comments on the document:

- We have reviewed and wish to comment on Section 3.1 Land Use Planning and Growth. In particular, Table 3.1-1 contains a list of assessor's parcel numbers of properties which will have land acquired from them for completion of the 4-Lane Tight Diamond Interchange. The parcel numbers of properties we own which would be effected are APN 327-130-37,43,45,46,47,49. The total land area shown in table 3.1-1 as being acquired is 3.58 acres.

Our engineer, Doucet & Associates (Rick Chavez) has been in contact with Quincy Engineering since work of the DEIR began. One of the issues Doucet was tracking was the amount of land that the County would be acquiring from the Developer. Based on discussions and input from Quincy, the Developer created a new parcel map as a part of its development activities. This map created a 3.51 acre remnant parcel containing the land to be acquired from all of the parcels described above. The size of this parcel was determined as a direct result of

K-1

discussions with Quincy. The Developer then planned the balance of its shopping center on the remainder of its land. There is a .07 acre discrepancy between the land we have set aside for acquisition by the County for the interchange and the total land area reported in Table 3.1-1. Doucet has spoken to Quincy about this just this week. Alan Glenn tells Rick Chavez that he believe the difference to be a rounding adjustment and that the land we have set aside for your acquisitions should be significant (see copy of attached email). We would ask that this be confirmed in your response.

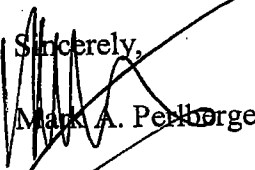
K-1   
cont.

- Next, I would just remind the County that as it prepares its estimates for its costs, it should review the terms of our Development Agreement. The Development Agreement is quite specific as to when our property is to be acquired, how it will be valued and also confirms that the creation of the remnant parcel will not effect its value in any way.

K-2

If you have questions or further concern please contact me.

Sincerely,

  
Mark A. Perberger

Encl.

CC: J. Wiley  
R. Chavez  
S. Berndt  
J. Petersen  
J. Coker  
D. Mossman

## Mark Perlberger

---

**From:** Rick Chavez [Rick.Chavez@doucet-ca.com]  
**Sent:** Tuesday, February 03, 2004 7:48 PM  
**To:** Mark A. Perlberger (E-mail)  
**Cc:** Janet Petersen (E-mail); Jeff Coker (E-mail); Steven E. Berndt (E-mail); Jai Singh  
**Subject:** Missouri Flat - Cal Trans Right of Way

Mark,

This is a follow up to our phone conversation. I discussed the difference in the right of way figures between the record map and the table in the EIR with Alan Glenn of Quincy Engineering. Alan indicated that they checked their information against the information we previously provided for their review. He indicated that it is their opinion that the right of way proposed to be dedicated on the map is adequate for their needs and attributed the difference in area between the EIR table and the map to rounding and conversion from metric to English units.

Please give me a call if you have any additional questions.

Thanks,

Rick



Ray P. Griffiths  
PO Box 617  
Georgetown, CA 95634  
530/333-1299

Feb. 3, 2004

Kris Payne c/o El Dorado Dept. of Transportation,  
2850 Fairlane Ct.  
Placerville, CA, 95667.

Re: Draft Environmental Impact Report for U.S. Highway 50/Missouri Flat Road Interchange Project,

Dear Mr. Payne,

Although improved circulation across the Missouri Flat interchange has been badly needed for years, the EA/EIR for the project has a variety of faults that must be addressed in the FEIR.

On page S-8, Known Areas of Controversy include: 1) Assumptions of planned growth, 2) Accomodation of bicyclists and pedestrians, and 3) Growth inducing impacts. As is common, these topics are linked with others, including potential damage to historic resources. Page 1-2 acknowledges that certified and adopted an EIR for the Missouri Flat Area MC&FP under the 1996 General Plan.

In Vol. 4A of the El Dorado County General Plan, Response to Comments on the DEIR and GP Alternatives, (Dec. 2003), pg. 4.1-6, ". . . *the entire impact analysis was based on population figures that the Court concluded were not supported by substantial evidence. This meant that the County had to reconsider its population projections and the amend all of its impact analyses accordingly.*" This would seem to indicate that EIS phase 2 "preferred alternative", the Single Point Diamond Interchange would require further population analysis in the new General Plan before its construction could be justified.

- 1) **Why is the Single Point Diamond Interchange (SPDI) considered the "preferred alternative" in the EIS?**
- 2) **Upon what population growth assumptions was the SPDI alternative based?**
- 3) **Does the SPDI include the Pleasant Valley Connector included in previous environmental documents?**
- 4) **Will there be further analysis if construction of the Pleasant Valley Connector is contemplated?**
- 5) **Why is there no mention of the Pleasant Valley Connector under Ch. 1, Project Objectives/Purpose and Need and Description of the Proposed Project/Action (pg. 1-15), but it is mentioned under the Missouri Flat Area MC&FP land use designations on page 3-10?**

L-1

L-2

L-3

L-4

L-5

L-6

As noted on in Section 3.9, Historic and Archeological Preservation (pg. 3-145), and in Section 5.9, Historic and Archeological Resources (pg. 5-93) of the EIS/EA, the Sacramento Placerville Transportation Corridor (SPTC), has again been completely ignored as a potential cultural resource. The reference study, prepared by the consulting firm Jones and Stokes, developed a project historic property survey report which ignored the SPTC.

The definition of significant cultural resources (for the CEQA portion of the EIR/EA) include "a resource listed or eligible for listing on the California Register of Historical Resources" (Pub. Res. Code Sect. 5024.1). Eligibility for inclusion includes, in part:

- \*association with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
- \*is associated with the lives of persons important in our past;*
- \*embodies the distinctive characteristics of a type, period region or method of construction;*

Regarding the federal link for the EA portion of the EIS/EA, the criteria for cultural resources is found under Section 106 of the National Historic Preservation Act (NRHP). Eligibility for listing determines significance for the NRHP is defined in 36 CFR 60.4, including in part:

*The quality of significance in American history, . . . engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and,*

- a. that are associated with events that have made a significant contribution t the broad patterns of our history; or*
- b. that are associated with the lives of persons significant in our past; or*
- c. that embody the distinctive characteristics of a type, period, or method of construction, . . . or that represent a significant and distinguishable entity whose components may lack individual distinction; . . .*

Significant impacts can occur when historic sites, structures, or objects listed in or eligible for listing in the NRHP are subjected to the following effects:

- \*physical destruction or alteration of all or part of the property;*
- \*neglect of a property resulting in its deterioration or destruction; and*
- \*transfer, lease, or sale of the property.*

**6) Why wasn't the portions of the rail structures found on the SPTC in the Missouri Flat Road area considered relevant for analysis for impacts to cultural resources for CEQA or NEPA analysis?**

On page 3-147, under Context for Placerville, the EA/EIR notes that, "*In 1888, the Central Pacific Railroad was completed to Placerville . . .*" Apparently the arrival of the railroad was considered to be historically significant, but the 1888 structure carrying the train

L-7

L-8

across Weber Creek had so little significance that it wasn't considered to be worth mentioning in the analysis for local historic resources.

**7) How is it possible that the arrival of the railroad to Placerville is considered historically significant, but the 600' long, 100'+ tall bridge carrying the train is not considered significant enough to mention in the survey of cultural resources?**

**8) Why was there no mention of the major terminal and switching station located adjacent to Missouri Flat Road?**

El Dorado County General Plan.

The 1996 General Plan includes policies regarding Rail Service (Obj.3.7.2 + policies) Transportation Alternatives (Obj. 3.9.1 + policies), Trail Development (Obj. 3.11.1 + policies) Trail Network (Obj. 3.11.2 + policies), County Trails (Obj. 9.1.2 + policies), Incorporation of Parks and Trails (Obj. 9.1.3 + policies), and, Protection of Cultural Heritage (Obj. 7.5.1 + policies). Objective 3.7.2 of the General Plan concerns Rail Service. Policy 3.7.2.1 states that: *"The County should continue to provide leadership in conjunction with neighboring jurisdictions and transportation providers in both El Dorado and Sacramento Counties to extend rail service to El Dorado County using existing Southern Pacific Railroad right-of-way where feasible.* Policy 3.7.2.2 states: *"Investigate the possibility of a comprehensive rail financing program for the unincorporated County to secure the necessary right-of-way, capital improvements, maintenance, and operation costs through a public/private partnership."* General Plan Policy 6.7.2.4, states: *"Encourage a local and inter-state rail system."*

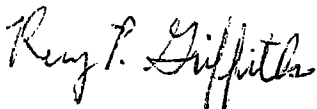
**9) Why were these portions of the 1996 General Plan, under which the Missouri Flat Area MC&FP EIR was certified and adopted, not considered relevant for analysis for the Missouri Flat/Highway 50 interchange environmental documents?**

On page 3-54, the 4-Lane Tight Diamond Interchange proposes including bicycle lanes and continuous sidewalk on both sides of Missouri Flat Road, which we support.

**10) Why wasn't the Southern Pacific Transportation Corridor listed as a potential asset for both future transit and for pedestrian and bike use?**

Thank you for the opportunity to comment on the Draft Environmental Impact Report for U.S. Highway 50/Missouri Flat Road Interchange Project.

Sincerely,



Ray P. Griffiths

L-8  
cont.

L-9

L-10

L-11



# COUNTY OF EL DORADO

## ENVIRONMENTAL MANAGEMENT DEPARTMENT D.O.T.

04 FEB -4 AM 10:49

February 4, 2004

Kris Payne, Supervising Civil Engineer  
El Dorado County Department of Transportation  
2850 Fairlane Court  
Placerville, CA 95667

**SUBJECT: Draft Environmental Assessment/Environmental Impact Report for the U.S. Highway 50/Missouri Flat Road Interchange Project and Supplemental EIR for the Missouri Flat Area Master Circulation and Funding Plan, SCH 1998092077**

Jon A. Morgan  
Director

*Environmental  
Health Division*

*Air Quality  
Management  
District*

*Solid Waste &  
Hazardous  
Materials  
Division*

*Vector Control  
Division*



PLACERVILLE  
OFFICE  
2850 Fairlane Ct.,  
Building 'C'  
Placerville, CA 95667

Ph. 530.621.5300  
Fax 530.642.1531  
Fax 530.626.7130

SOUTH  
LAKE TAHOE  
OFFICE  
3368 Lake Tahoe Blvd.  
Ste. 303  
South Lake Tahoe, CA  
96150

Ph. 530.573.3450  
Fax 530.542.3364

Dear Mr. Payne:

The El Dorado County Air Quality Management District (District) has been requested to express our comments, which identify our concerns regarding the proposed project **"Draft Environmental Assessment/Environmental Impact Report for the U.S. Highway 50/Missouri Flat Road Interchange Project and Supplemental EIR for the Missouri Flat Area Master Circulation and Funding Plan, SCH 1998092077"**. The proposed project is the construction of a replacement interchange at Highway 50 and Missouri Flat Road, Placerville, California.

El Dorado County violates the state and federal ambient air quality standard for the criteria pollutant ozone at the Western Slope area of the county. As of June 1, 1995, El Dorado County's nonattainment area classification status for ozone has been reclassified from a "serious" to a "severe" ozone nonattainment area (40 CFR [Code of Federal Regulations] Part 81 CFR Update Service). Monitoring data from the California Air Resources Board have indicated the town of "Cool" to have the highest ozone concentration in the Sacramento Metro area. The county violates state ambient air quality standard for the criteria pollutant fine particulate matter (PM10) at both the Western Slope and South Lake Tahoe area of El Dorado County. The California Clean Air Act of 1988 requires the state's air pollution control program meet the state's ambient air quality standards. The efforts of the District are focused primarily on attainment of state and federal ambient air quality standards for criteria air pollutants.

The District has reviewed the **"Draft Environmental Assessment/Environmental Impact Report for the U.S. Highway 50/Missouri Flat Road Interchange Project and Supplemental EIR for the Missouri Flat Area Master Circulation and Funding Plan, SCH 1998092077"** document prepared by the Federal Highway Administration and El Dorado County Department of Transportation.

The District concurs with the recommended mitigation measures as described in the **"Draft Environmental Assessment/Environmental Impact Report for the U.S.**

M-1

2-70

Kris Payne  
El Dorado County Department of Transportation  
Missouri Flat Road Interchange, SCH 1998092077  
February 4, 2004  
Page 2

**Highway 50/Missouri Flat Road Interchange Project and Supplemental EIR for the Missouri Flat Area Master Circulation and Funding Plan, SCH 1998092077",** prepared by the Federal Highway Administration and El Dorado County Department of Transportation.

M-1   
cont.

Last but not least, the District would recommend that this project include a pedestrian/bikeway over the Highway 50 Veteran's Bridge that spans Weber Creek east of the Missouri Flat interchange. The District concurs with the third paragraph of the letter (undated) to you from Mr. Robert Smart of the need to assist pedestrians as well as bicyclist a way to access Placerville Drive businesses.

M-2

If you have any questions, please do not hesitate to contact this office at (530) 621-6662.

Respectfully,

  
Marcella McTaggart, Air Pollution Control Officer  
El Dorado County Air Quality Management District

MM:DMO:do

Cc: El Dorado County Air Quality Management District Board of Directors

Enclosure: Letter (undated) from Robert Smart, RE:SCH 1998092077

Robert A. Smart, Jr.  
4520 Lon Court  
Diamond Springs, CA. 95619  
January 27, 2004

Kris Payne, Supervising Civil Engineer  
El Dorado County Department of Transportation  
2850 Fairlane Ct.  
Placerville, CA 95667

RE:SCH 1998092077

Dear Kris:

I have reviewed the Draft Environmental Impact Report/Environmental Assessment for US Highway 50 Missouri Flat Interchange (EIR/EA) and find the document is deficient in describing our community and the impacts this project will have upon it. It is time for leaders in transportation to insist projects are designed for multimodal users; it is time to walk the talk. I request you revise your document to include bike/pedestrian lanes on the bridge across Weber Creek and provide graded separated crossings on Missouri Flat Road.

Your document states **"No defined neighborhoods or communities exist within the project area"**. It also says **"Much of the residential development in this area is rural in nature, especially away from the U.S. 50 corridor where many homes are located on 5-and 10-acre parcels"** (Page 3-20). These statements describe the area in 1977 when I first moved to Diamond Springs and do not resemble the area today. Missouri Flat Road is the "Main Street" of a new community and **El Dorado County recognizes this area as a planned community (Figure 3.1-2)**. Along our "Main Street", within a half mile of Highway 50, you see the major shopping areas at Pioneer Plaza and Walmart, the churches, school, fire station, restaurants, banks, hotel, garages, gas station, medical facilities, senior care centers, numerous other businesses and existing neighborhoods. This is a dynamic community, one of the major retail areas in El Dorado County, and continues to expand with the build out of the El Dorado Villages Shopping Center. Placerville, with its high density population, shares the east boundary of the planned community and project receives almost no mention in the report. I believe the report has failed to accurately describe the community(s) served by the project.

There is virtually no safe route to walk the 4000 feet between Missouri Flat Road and Placerville. The Highway 50 bridge (Viet Nam Veterans Bridge) across Weber Creek is the critical link for a Placerville-Diamond Springs-El Dorado community. It could provide easy access for someone in a motorized wheel chair, bicyclist or pedestrians to navigate between the communities. Green Valley and Forni Roads, which are the only other connecting routes, are very dangerous for pedestrians and bicyclists and both would be very difficult to expand. The undeveloped Sacramento-Placerville Transportation Corridor is too far east to provide direct linkage. The old Lincoln Highway bridge, under the existing Highway 50 bridge, has major grade problems that would severely

RECEIVED

JAN 30 2004

2-72

AQMD

M-3

by disabled persons and persons not in excellent physical condition. Like it or not, we are an aging community and we are not going to easily give up our cars; especially when there are so few non-car options available. Sidewalks on the bridge could provide routes for people to use some sort of motorized cart to continue to participate in the community.

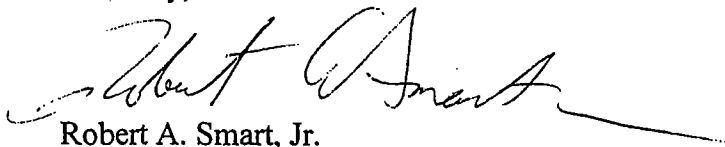
Missouri Flat Road needs to have grade-separated crossings for pedestrians, bike riders, and disabled persons at the on/off ramps for Highway 50. Missouri Flat Road is notorious for red light runners at Forni Road and Motherlode Drive. The current plans require pedestrians to cross the on/off ramps onto Highway 50 with the protection of signals. Would you want to cross these right hand turning intersections trusting a signal light; how about someone in a wheel chair or your child or the children attending Herbert Green School? The planned bike lanes are very dangerous because they force cyclists to cross through right turning vehicle lanes. Have you analyzed the increased risks to pedestrians and bicyclists caused by right turning lanes of traffic?

This project's entire focus is on vehicle traffic and it ignores the people who would choose to walk or ride bikes if given the opportunity. Residents should not be required to drive between their homes and the places they work or do business. **El Dorado County is in a severe non attainment area for air quality.** It is easy to blame Sacramento and San Francisco for our problems, but we have to take some responsibility and take advantage of opportunities to minimize air quality impacts where possible.

The EIS/EA needs to disclose and discuss the issues I and others have raised in our scoping comments and develop alternatives responsive to our concerns. (40 CFR 1500 et seq.). The Federal Highway Administration Federal Transportation Policy to promote the increased use and safety of bicycling and walking as transportation modes and Caltrans DD-64 need to guide your planning effort.

This project is currently not funded and can be modified now to meet both the motorist and the non-motorist needs. Retrofitting the project after construction would be very expensive compared to doing it now. The Missouri Flat Road Project could be a wonderful addition to our community, one that provides opportunities to leave our cars and enjoy many benefits to our environment and our health. This is a project that cries out for progressive multimodal thinking by leaders in transportation. What legacy will we leave?

Sincerely,



Robert A. Smart, Jr.

cc: Supervisors Sweeney, Solaro, Baumann, Dupray, Paine; FHWA, Caltrans, Air Quality

M-3  
cont.



STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit



Arnold Schwarzenegger  
Governor

Jan Boel  
Acting Deputy  
Director

February 6, 2004

01 FEB - 9 PM 12:29  
O.T.

Kris Payne  
El Dorado County Department of Transportation  
2850 Fairlane Court  
Placerville, CA 95667

Subject: U.S. Highway 50/Missouri Flat Road Interchange Project  
SCH#: 1998092077

Dear Kris Payne:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on February 5, 2004, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

N-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts  
Director, State Clearinghouse



**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 1998092077  
**Project Title** U.S. Highway 50/Missouri Flat Road Interchange Project  
**Lead Agency** El Dorado County

---

**Type** EIR Draft EIR  
**Description** The proposed project entails construction of a 4-lane tight diamond interchange, including widening Missouri Flat Road between Prospector's Plaza Drive and Perks Court and widening the U.S. 50/Weber Creek bridges during Phase 1 to replace the existing interchange. Phase 2, construction of a single point diamond interchange, is also analyzed, but would require separate approval.

---

**Lead Agency Contact**

**Name** Kris Payne  
**Agency** El Dorado County Department of Transportation  
**Phone** 530.621.5926 **Fax**  
**email**  
**Address** 2850 Fairlane Court  
**City** Placerville **State** CA **Zip** 95667

---

**Project Location**

**County** El Dorado  
**City**  
**Region**  
**Cross Streets** Formi Road and Placerville Drive  
**Parcel No.** 327-130-18, -19, -20, -25, -21 and possibly 327-13-18  
**Township** **Range** **Section** **Base**

---

**Proximity to:**

**Highways** 49  
**Airports**  
**Railways** El Dorado Trail Railroad  
**Waterways** Weber Creek  
**Schools** Herbert Green Middle School, American River College(Placerville)  
**Land Use** Existing highway interchange

---

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Noise; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Wildlife

---

**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Native American Heritage Commission; State Lands Commission; Air Resources Board, Transportation Projects

---

**Date Received** 12/18/2003 **Start of Review** 12/22/2003 **End of Review** 02/05/2004

---



# COUNTY OF EL DORADO

## Trails Advisory Committee

3000 Fairlane Ct. Ste 1  
Placerville, CA 95667  
(530) 621-5671 FAX (530) 295-2540

El Dorado County Department of Transportation  
Kris Payne, Supervising Civil Engineer  
2850 Fairlane Ct.  
Placerville, CA95667

Dear Kris:

The following comments are in response to your Draft Environmental Assessment/Environmental Impact Report for the U.S. Highway50/Missouri Flat Interchange Project.

The El Dorado Trails Advisory Committee is an appointed committee of El Dorado County. We are very interested in the pedestrian, bicycle, hiker, and equestrian issues throughout the County. The following are our comments on the EA/EIR:

We are extremely disappointed with your document. We have met with you and members from your Department of Transportation and sent you a letter and yet none of our comments is captured in your document (Refer to our September 2002 letter to Matt Boyer). Once again, we reiterate our concerns. Almost no attention is being given to pedestrian/bicycle/equestrian users and your document does not even recognize this project is within one of the most developed areas of El Dorado County. This project, which could help bring our community together, further separates us.

O-1

We see both sides of the Weber Creek Bridge as a "greater Placerville-Diamond Springs-El Dorado" community. The City of Placerville and El Dorado County have split the critical link that connects the City with the County lands to the west of Placerville into two projects. This division was supposedly made to make the environmental analysis simpler, but when you fail to recognize the communities affected by the project you erred. Your project and the Western Placerville Interchanges project focus on issues on Highway 50 and are very interrelated. Your document states on page 3-20 that "No defined neighborhoods or communities exist within the project area". The document does not recognize the existence of Placerville with its high density population areas, the major shopping areas at Pioneer Plaza and Walmart, the churches, school and existing neighborhoods. If it were not for these "non existent" communities, there certainly would be little need for this project. Residents should not be required to drive between their homes and these stores. You have ignored Caltrans DD-64, the guidelines of the Federal Highway Administration, and worse--the future needs of our community.

O-2

O-3

O-4

You have made no effort to provide pedestrian/bicycle/equestrian access along side US50 as it crosses Weber Creek. We want walkways/bicycle/equestrian paths on both sides of the bridge. Your current plans for north-south passage on Missouri Flat Road calls for bicyclists to cross through two lanes of right turning

O-5

O-6

vehicles to stay on the bike lanes. Additionally, we are concerned how children attending Herbert Green School and the general public can safely walk through the interchange. This intersection has major safety problems we want grade separated crossings. Where is your analysis about the increased risks to pedestrians and bicyclists caused by right turning lanes of traffic?

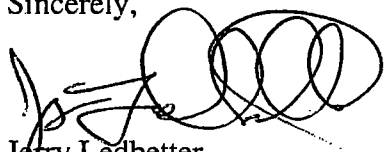
O-6  
cont.

The EIR/EA needs to disclose and discuss the issues we and others have raised in our scoping comments and develop alternatives responsive to our concerns. (40 CFR 1500 et seq.). Your current document does not include our past comments to you.

O-7

The document is completely inadequate in describing our community and the impacts this project will have upon it. We want to work with you to improve our community options for the future; a future designed exclusively for cars will not meet the needs of our citizens.

Sincerely,



Jerry Ledbetter  
Vice Chairman

cc: All 5 Members of the Board of Supervisors

Jody Lonergran, District 3 Director,  
California Department of Transportation  
PO Box 911  
Marysville, CA95901

Jeff Morales

Katherine Mathews, El Dorado County Transportation Commission  
550 Main Street, Suite C  
Placerville, CA95667

Gary Hamby, Division Administrator  
Federal Highway Administration  
980 9th St, Suite 400  
Sacramento 95814-2724

El Dorado County Parks and Recreation Commission