

ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT

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Project Title: U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange

Project Location: El Dorado Hills, El Dorado County (County)

Project Background and Previously Certified EIR: A Draft Environmental Impact Report/Environmental Assessment (EIR/EA) (State Clearinghouse number 98072050) was prepared for this project in November 1999. Since the County planned to use federal funds for construction, the Federal Highway Administration acted as federal lead agency for this project under the National Environmental Policy Act. The Draft EIR/EA was circulated for public review for 45 days from November 15, 1999 to December 30, 1999. El Dorado County certified the EIR on May 23, 2000. A petition for writ of mandate was subsequently filed by the Citizens Against Roadway Encroachment (C.A.R.E.), and the Superior Court issued a writ that required the County Board of Supervisors clarify their action and readopt the project. On July 22, 2003, the Board of Supervisors took action to readopt the project and returned and discharged the writ.

The project was approved for construction in two phases. This addendum addresses changes to Phase 1 of construction.

Project Description: The project was proposed to meet the following objectives:

- increase interchange capacity to accommodate existing vehicular traffic and traffic associated with planned growth in El Dorado County, as identified in the 1996 El Dorado County General Plan and the 1988 El Dorado Hills Specific Plan;
- address existing operational deficiencies and safety problems associated with the interchange;
- achieve the operational goal of level of service D or better during the a.m. and p.m. peak period at all ramps and adjacent roadway intersections in the year 2020;
- meet Caltrans' design requirements; and
- minimize environmental impacts of the proposed improvements to the extent feasible.

Phase 1 was approved to include the following improvements on the north side of the interchange (see Figure 1):

- construction of a new westbound loop off-ramp in the northwest quadrant of the interchange and elimination of the existing westbound diagonal off-ramp,

- replacement of the existing westbound diagonal on-ramp in the northwest quadrant with a new 3-lane (including high occupancy vehicle bypass lane) diagonal on-ramp across from the east leg of Saratoga Way,
- addition of a second left-turn lane for northbound El Dorado Hills Boulevard traffic to the westbound on-ramp, and
- relocation of the west leg of Saratoga Way to align with Park Drive with a tangent alignment that is adjacent to existing residences in the northwest quadrant.

South of the interchange, the following improvements were approved (Figure 1):

- widening of the southbound El Dorado Hills Boulevard to provide dual left-turn lanes to the eastbound on-ramp, and
- widening of the eastbound on-ramp to three lanes and transitioning to two lanes at the ramp entrance.

Changes to the Project

Overview. The County is in the process of constructing Phase 1 of the project. Phase 1 is being constructed in the following three subphases:

- Phase 1.1: construction of the sound barrier approved as part of Mitigation Measure 4.3a along the southern and eastern property lines of residences located in the northwest quadrant of the interchange. Construction of Phase 1.1 is completed.
- Phase 1.2A: realignment of Saratoga Way, as described above under the “Project Description” and the addition of a third lane to southbound El Dorado Hill Boulevard from Park Drive to the westbound on-ramp. The third lane addition was originally approved to occur during Phase 2. Phase 1.2A will be completed in the summer of 2005.

The addition of the third lane was analyzed in the previously certified EIR. Implementing this improvement sooner than planned would not cause significant new impacts to on-the-ground environmental resources or a substantial increase in previously- identified significant impacts to environmental resources.

Construction of the additional lane sooner than planned would also not result in any noise impacts beyond those already identified in the EIR. Sound barriers that have already been constructed will mitigate noise effects, if any, related to the addition of the lane.

Construction-related air emissions would vary slightly from those estimated in the previously-certified EIR due to the timing of this improvement, but the changes in emissions would be negligible and would not affect the EIR’s significance conclusions or recommended mitigation measures. The timing change would also have only minor effects on intersection levels of service and would not change the EIR’s conclusion that the project would not cause significant carbon monoxide impacts.

- Phase 1.2B: This phase will include minor interim improvements to address traffic needs until the ultimate phase of the U.S. 50/El Dorado Hills Boulevard interchange improvement

project is constructed. Ultimate phase improvements include replacement of the westbound diagonal off-ramp with a new loop off-ramp and the replacement of the westbound diagonal on-ramp with a new diagonal on-ramp, as described above. Since some of these minor improvements were not analyzed in the previously certified EIR, this addendum covers these improvements. These changes are described in detail below.

Phase 1.2B Changes. A traffic operations analysis for El Dorado Hills Boulevard was performed by Prism Engineering Consultants (June 26, 2003) that examined current and near-term traffic operations along El Dorado Hills Boulevard, prior to construction of a new westbound loop off-ramp and westbound diagonal on-ramp, and with construction of the Phase 1.2A improvements, as described above (i.e. realignment of Saratoga Way to Park Drive and the addition of a third lane to southbound El Dorado Hills Boulevard from Park Drive to the westbound on-ramp). This report, along with a combined engineering effort of the El Dorado County Department of Transportation and Caltrans, recommended proposed interim Phase 1.2B improvements.

The Phase 1.2B improvements are proposed to meet the following objectives:

- Address existing operational deficiencies on El Dorado Hills Boulevard and Latrobe Road in the area of the U.S. 50 interchange until the ultimate phase improvements are constructed.

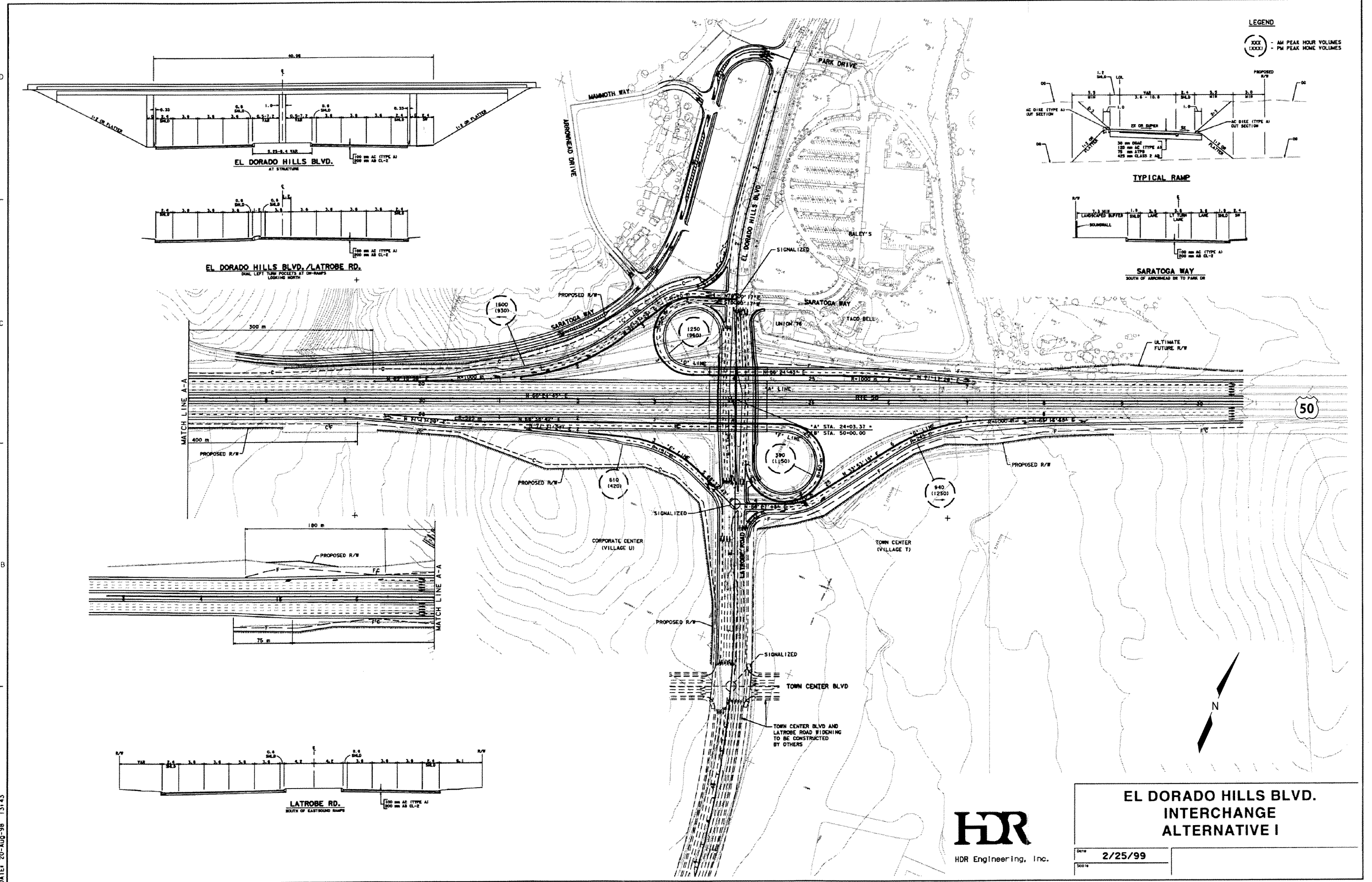
The current peak hour level of service (LOS) in this area during the a.m. and p.m. peak hours is LOS E for average vehicle speeds of through vehicles and LOS F for several specific turning movements entering and exiting the freeway ramp system. El Dorado Hills Boulevard gets backed up during the a.m. peak hour period from the U.S. 50 westbound on-ramp to beyond Park Drive. Latrobe Road /El Dorado Hills Boulevard gets backed up from Saratoga to beyond the U.S. 50 eastbound loop off-ramp. The northbound left-turn pocket to the U.S. 50 westbound on-ramp is experiencing LOS F during the p.m. peak hour period. The U.S. 50 westbound on-ramp has frequent times when no traffic is entering the ramp because traffic can't get to the ramp due to signal timing constraints.

- Accommodate continued growth planned for the project area in the near future until the ultimate phase improvements are constructed.

Additional traffic is expected in the project area in the near future with the construction of approved projects. This increase in traffic will aggravate existing operational deficiencies causing additional delay and congestion.

The new interim Phase 1.2B improvements consist of the following (Figure 2):

- widening of northbound El Dorado Hills Boulevard from the eastbound loop off-ramp to the existing westbound off-ramp to accommodate a dual left-turn lane from northbound El Dorado Hills Boulevard to the existing westbound on-ramp; these improvements would occur within the existing County right-of-way. This improvement was included in the previously certified EIR as part of Phase 1.
- addition of a dedicated northbound lane to El Dorado Hills Boulevard for eastbound loop off-ramp traffic; these improvements would occur within the existing County right-of-way. This improvement was included in the previously certified EIR as part of Phase 2



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Figure 1
 Previously Approved El Dorado Hills Boulevard Interchange Project

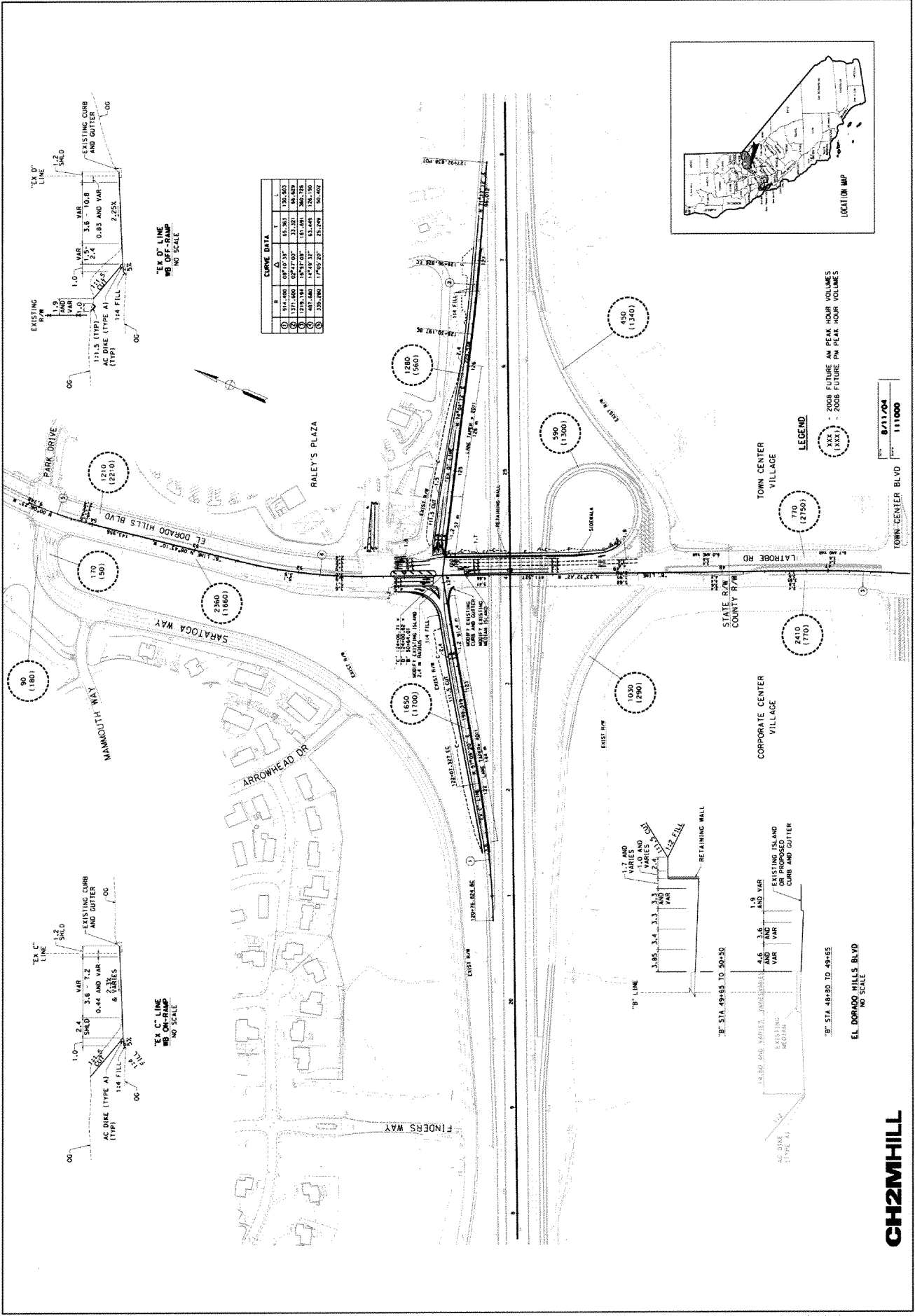


Figure 2
El Dorado Hills Phase 1.2B Geometric Approval Drawing

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- widening of the existing westbound on-ramp to two lanes, merging into one lane that will be extended 500 feet; these improvements would occur within the existing Caltrans right-of-way. This improvement was not included in the previously certified EIR since this ramp was proposed for replacement.
- widening of the existing diagonal westbound off-ramp from two lanes to three lanes at the terminus, a single right, a through/left, and a left turn lane; these improvements would occur within the existing Caltrans right-of-way. This improvement was not included in the previously certified EIR since this ramp was proposed for elimination.
- provision of a right-turn and through/right turn lanes for southbound El Dorado Hills Boulevard traffic accessing the westbound on-ramp; these improvements would occur within the existing County right-of-way. The previously certified EIR included dual right-turn lanes at this location.
- restriping westbound Saratoga Way east of El Dorado Hills Boulevard to add a second left-turn lane, exiting the Raleys Plaza shopping center, for southbound traffic onto El Dorado Hills Boulevard; these improvements would occur within the existing right-of-way. A second left-turn lane was striped on this leg until 1999 when it was removed to address safety concerns related to the eastbound through movement of Saratoga Way into the shopping center. This restriping was not included in the previously certified EIR.

Environmental Analysis: Table 1 contains a comparison of the anticipated level of impact between the proposed Phase 1.2B improvements and the associated previously-adopted Phase 1 improvements. The purpose of this comparison is to determine if significant differences exist in the type and/or magnitude of environmental impacts between the proposed and adopted improvements. Each environmental impact category was evaluated to determine if the proposed Phase 1.2B improvements could result in a new impact or increase the severity of an already-identified impact. Because the changes to the project that would be implemented under Phase 1.2B would occur in areas that were surveyed and analyzed in the previously certified EIR, no new significant impacts are identified in Table 1 for on-the-ground environmental resources. Furthermore, because the proposed changes to the project that would be implemented under Phase 1.2B would be minor, Table 1 shows that impacts to on-the-ground resources are not expected to increase in severity.

The evaluation of noise and air quality impacts in Table 1 is based in part on the traffic analysis by Prism Engineering Consultants. The evaluation of noise and air quality impacts is described in more detail below.

Noise: The following changes to the project are not expected to have any effect on traffic noise received at residences and will not result in any new noise impacts or substantially increase significant noise impacts identified in the previously-certified EIR:

- The widening of the existing westbound on-ramp to two lanes is not expected to have any effect on traffic noise received at residences in the northwest quadrant. The volume and speed of traffic on the ramp, even with the additional lane, is substantially less than the volume and speed of traffic on the mainline freeway. In addition, the area where the ramp will be widened is in a cut section that provides acoustical shielding between traffic on the

Table 1. Impact Comparison Analysis

Impact	Comparison Between Proposed Phase 1.2B Improvements and Associated Improvements Analyzed in the Previously-Certified EIR		
	New Significant Impact	New Significant Impact Unless Mitigated	No New Significant or More Severe Impact
Noise			
Impact 4.1: Exposure of residents to noise from project construction			X
Impact 4.2: Exposure of residents to noise from construction blasting			X
Impact 4.3: Exposure of residences to traffic noise under 2005 conditions			X
Impact 4.4: Exposure of existing and future commercial land uses to traffic noise under 2005 conditions			X
Impact 4.5: Exposure of residents to traffic noise under 2020 conditions			X
Impact 4.6: Exposure of existing and future commercial land uses to increased noise under 2020 conditions			X
Air Quality			
Impact 5.1: Temporary generation of emissions from construction of the project			X
Impact 5.2: Conformity with the state implementation plan			X
Impact 5.3: No exceedance of carbon monoxide standards in 2005			X
Impact 5.4: No exceedance of carbon monoxide standards in 2020			X
Visual Resources			
Impact 6.1: Short-term changes in views of the project site from construction activities			X
Impact 6.2: Changes to views of the project site from U.S. Highway 50 and other public roads			X
Impact 6.3: Changes to views of the project site from residences in the northwest quadrant			X
Impact 6.4: Changes in light and glare			X
Impact 6.5: Consistency with adopted plans and policies related to visual resources			X
Traffic and Circulation			
Impact 7.1: Construction-related safety concerns			X
Impact 7.2: Elimination of park-and-ride activities on Saratoga Way			X
Impact 7.3: Acceptable operations on Saratoga Way under no-project and with project conditions in 2020			X

Impact	Comparison Between Proposed Phase 1.2B Improvements and Associated Improvements Analyzed in the Previously-Certified EIR		
	New Significant Impact	New Significant Impact Unless Mitigated	No New Significant or More Severe Impact
Land Use and Socioeconomics			
Impact 8.1: Consistent with general plan designation or zoning			X
Impact 8.2: Consistent with applicable environmental plans or policies adopted by agencies with jurisdiction over the project			X
Impact 8.3: Potential incompatibility with existing land uses in the vicinity			X
Impact 8.4: Potential effect on agricultural resources or operations			X
Impact 8.5: Alteration or relocation to existing water and/or wastewater utility infrastructure			X
Impact 8.6: Alteration or relocation to existing communication, electricity, and natural gas utility infrastructure			X
Impact 8.7: Increased need for landfill space			X
Impact 8.8: Interference with emergency response activities			X
Impact 8.9: Potential interference on community cohesion			X
Impact 8.10: No disproportionate effect on minority or low-income population			X
Impact 8.11: Temporary business impacts			X
Impact 8.12: Increase in temporary employment generated by the proposed project			X
Earth Resources			
Impact 9.1: Increased short-term erosion rates			X
Impact 9.2: Potential exposure of people to asbestos			X
Hydrology and Water Quality			
Impact 10.1: Degradation of water quality as a result of construction activities			X
Impact 10.2: Degradation of water quality as a result of urban pollutant loadings			X
Biological Resources			
Impact 11.1: Loss of annual and ruderal grassland and disturbance to wildlife habitat			X
Impact 11.2: Loss of perennial drainages and wildlife habitat			X
Cultural Resources			
Impact 12.1: Potential damage to currently unknown cultural resources			X

ramp and receivers. The overall traffic noise level at the residences is governed primarily by traffic on the mainline freeway and not traffic on the ramp.

- Because of the distance between the westbound diagonal off-ramp and residences in the northwest quadrant and the relative low speed and volume of traffic on the ramp compared to the speed and volume of traffic on the mainline freeway, noise from traffic on this ramp will have little if any effect on traffic noise received at the residences.
- Provision of a right-turn lane and through/right lane for southbound El Dorado Hills Boulevard will have no effect on noise generated at the intersection.
- The restriping of westbound Saratoga Way, east of El Dorado Hills Boulevard, to add a second left-turn lane, is not expected to have any effect on the overall traffic noise level received at residences because noise at the residences is governed primarily by traffic on the mainline freeway. In addition, sound barriers that have already been constructed will mitigate noise effects, if any, related to the addition of the lane.

Air Quality

Construction-related Air Quality Impacts. A new construction-related air quality analysis was conducted since the air quality standards for particulate matter have changed since the previous EIR was certified. Also the El Dorado County Air Pollution Control District (District) prepared a new guide to air quality evaluations entitled, "*Guide to Air Quality Assessment, Determining the Significance of Air Quality Impacts Under the California Environmental Quality Act (2002)*).

Existing Air Quality Data. Table 2 summarizes the highest annual concentrations for ozone and PM10 for the years 2001-2004 for monitoring sites located near the project. The monitoring data were collected at the monitoring stations in Folsom, at the Sacramento County Branch Center, and at the District's Placerville gaseous and particulate monitoring station. No monitoring data are available in the project vicinity for the PM10 fraction of diesel exhaust or for asbestos. Carbon monoxide monitoring results are not shown because no violations of the state or national standards were recorded at the Placerville-Gold Nugget Way site, the monitoring station closest to the project site. PM2.5 monitoring data are collected in both Sacramento and El Dorado counties. However, those stations are at Echo Summit, Lake Tahoe, and near downtown Sacramento, all locations that are distant from the project site.

Table 2 shows that the state 1-hour ozone standard was exceeded several times during each of the past four years at both the Folsom and Placerville monitoring stations. The federal 1-hour ozone standard was also exceeded at least once a year in 2001, 2002, and 2003 at the Folsom station but only during 2003 at the Placerville location. The 8-hour federal standard, however, was exceeded several times between 2001 and 2004 at both the Folsom and Placerville stations.

The PM10 monitoring data for the Sacramento County Branch Center show several exceedances of the 24-hour state standard during three of the past four years. PM10 monitoring in Placerville shows violations of the PM10 state standard only during 2001.

Table 2. Air Quality Data Summary (2001-2004) for the Project Area

Pollutant	Monitoring Data by Year ^a			
	2001	2002	2003	2004
<i>Ozone (O₃)</i>				
Folsom - Natomas Street				
Highest 1-hour average, ppm	<u>0.132</u>	<u>0.139</u>	<u>0.140</u>	0.111
Highest 8-hour average, ppm	<u>0.108</u>	<u>0.120</u>	<u>0.118</u>	<u>0.094</u>
Days > State 1-hour standard	27	27	30	14
Days > Federal 1-hour standard	2	3	3	0
Days > Federal 8-hour standard	19	23	26	7
Percent of Year Covered	98	94	98	97
Placerville - Gold Nugget Way				
Highest 1-hour average, ppm	0.123	0.123	<u>0.145</u>	0.106
Highest 8-hour average, ppm	<u>0.100</u>	<u>0.111</u>	<u>0.114</u>	<u>0.095</u>
Days > State 1-hour standard	17	19	21	9
Days > Federal 1-hour standard	0	0	1	0
Days > Federal 8-hour standard	15	20	19	7
Percent of Year Covered	99	99	100	100
<i>Particulate Matter (PM₁₀)</i>				
Sacramento - Branch Center				
Highest 24-hour average, $\mu\text{g}/\text{m}^3$	70.0	82.0	77.0	43.0
Days > State standard ^b	3	8	4	0
Calculated Days > State standard	18	N/A	24.5	N/A
Percent of Year Covered	35	88	98	18
Placerville - Gold Nugget Way				
Highest 24-hour average, $\mu\text{g}/\text{m}^3$	52.0	36.0	50.0	26.0
Days > State standard ^b	1	0	0	0
Calculated Days > State standard	6	0	0	0
Percent of Year Covered	100	95	98	9

Note: Underlined values represent those in excess of applicable National Ambient Air Quality Standards. **Bolded values** represent those in excess of the applicable California Ambient Air Quality Standards.

^a ppm = parts per million; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter.

^b Particulate is usually measured every sixth day (rather than continuously like the other pollutants).

Source: CARB: <http://www.arb.ca.gov/adam>.

Neither the Sacramento County nor Placerville PM10 monitoring stations recorded any violations of the federal PM10 standards during the four-year period shown in Table 2.

Air Quality Standards. Table 3 shows the California and National Ambient Air Quality Standards for inhalable particulate matter that is less than 10 microns in diameter (PM10) and for fine particulate matter that is less than 2.5 microns in diameter (PM2.5). The standards for the other pollutants are shown in Table 5-1 of the previously-certified EIR.

Pollutant	Averaging Time	CAAQS	NAAQS
Suspended Particulate Matter (PM10)	24 hour	50 $\mu\text{g}/\text{m}^3$	150 $\mu\text{g}/\text{m}^3$
	Annual	20 $\mu\text{g}/\text{m}^3$	50 $\mu\text{g}/\text{m}^3$
Suspended Particulate Matter (PM2.5)	24 hour	NA	65 $\mu\text{g}/\text{m}^3$
	Annual	12 $\mu\text{g}/\text{m}^3$	15 $\mu\text{g}/\text{m}^3$

ppm = parts per million by volume;
 $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter.
 NA = not applicable.

On August 27, 1998, the California Air Resources Board (CARB) classified the particulate component of diesel exhaust as a toxic air contaminant (TAC.) TACs are non-criteria air pollutants that can cause short- or long-term health effects, but for which no federal or state ambient air quality standards have been set. The District has established screening levels of diesel fuel use for projects. Those screening levels are evaluated below.

Asbestos is listed as a TAC by the CARB and a hazardous air pollutant by the U.S. Environmental Protection Agency. Asbestos is of special concern in El Dorado County because it occurs naturally in surface deposits of several types of ultramafic minerals.

This analysis evaluates construction-related emissions for four pollutants for which the District has established thresholds in its 2002 guide: construction dust, asbestos, criteria pollutant emissions, and diesel exhaust combustion toxic air contaminant emissions.

Construction-related Dust Emissions. Construction-related emissions are generally short term in duration, but may still cause adverse air quality impacts. PM10 is the pollutant of greatest concern with respect to construction activities. PM10 emissions can result from a variety of construction activities, including excavation, grading, paving, vehicle travel on paved and unpaved surfaces, and vehicle equipment and exhaust.

Because PM2.5 air quality standards are relatively recent, the District's 2002 guide focuses on PM10, rather than PM2.5. According to the guide, mass emissions of fugitive dust PM10 need not be quantified, and may be assumed not to be significant if the project includes the applicable aspects of Rule 403 of the South Coast Air Quality Management District. The requirements of Rule 403 are shown in Tables 4 and 5. The County regularly includes the

Table 4. Best Available Fugitive Dust Control Measures

Fugitive Dust Source Category	Control Actions
Earth moving (except construction cutting and filling areas, and mining operations)	<p>1a. Maintain soil moisture content at a minimum of 12%, as determined by ASTM method D-2216 or other equivalent method approved by the District; two soil moisture evaluations must be conducted during the first 3 hours of active operations during a calendar day, and 2 such evaluations each subsequent 4-hour period of active operations; OR</p> <p>1a-1. For any earth moving that is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.</p>
Earth moving, construction fill areas	<p>1b. Maintain soil moisture content at a minimum of 12%, as determined by ASTM method D-2216 or other equivalent method approved by the District; for areas that have an optimum moisture content for compaction of less than 12%, as determined by ASTM method 1557 or other equivalent method approved by the District, complete the compaction process as expeditiously as possible after achieving at least 70% of the optimum soil moisture content; two soil moisture evaluations must be conducted during the first 3 hours of active operations during a calendar day, and 2 such evaluations during each subsequent 4-hour period of active operations.</p>
Earth-moving, construction cut areas and mining operations	<p>1c. Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining areas, unless the area is inaccessible to watering vehicles because of slope conditions or other safety factors.</p>
Disturbed surface areas (except completed grading areas)	<p>2a/b. Apply dust suppression in a sufficient quantity and frequency to maintain a stabilized surface; any areas that cannot be stabilized, as evidenced by wind driven dust, must have an application of water at least twice per day to at least 80% of the unstabilized area.</p> <p>2c. Apply chemical stabilizers within 5 working days of grading completion; OR</p> <p>2d. take action 3a or 3c specified for inactive disturbed surface areas.</p>
Inactive disturbed surface areas	<p>3a. Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible due to excessive slope or other safety conditions; OR</p> <p>3b. apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR</p> <p>3c. establish a vegetative ground cover within 21 days after active operations have ceased; ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR</p> <p>3d. utilize any combination of control actions 3a, 3b, and 3c such that, in total, they apply to all inactive disturbed surface areas.</p>
Unpaved roads	<p>4a. Water all roads used for any vehicular traffic at least once per every 2 hours of active operations; OR</p> <p>4b. water all roads used for any vehicular traffic once daily and restrict vehicle speed to 15 mph; OR</p> <p>4c. apply chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.</p>
Open storage piles	<p>5a. Apply chemical stabilizers; OR</p> <p>5b. apply water to at least 80 percent of the surface areas of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR</p> <p>5c. install a three-sided enclosure with walls with no more than 50 percent porosity that extend, at a minimum, to the top of the pile.</p>
Track-out control	<p>6a. Pave or apply chemical stabilization at sufficient concentration and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface, and extending for a centerline distance of at least 100 feet and width of at least 20 feet; OR</p> <p>6b. pave from the point of intersection with the public paved road surface, and extending for a centerline distance of at least 25 feet and a width of at least 20 feet, and install a track-out control device immediately adjacent to the paved surface such that exiting vehicles do not travel on any unpaved road surface after passing through the track-out control device.</p>

Source: South Coast AQMD Rule 403, Tables 2 and 3.

Table 5. Best Available Fugitive Dust Control Measures for High Wind Conditions^a

Fugitive Dust Source Category	Control Measures
Earth moving	1A. Cease all active operations, OR 2A. apply water to soil not more than 15 minutes prior to moving such soil.
Disturbed surface areas	0B. On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than 4 consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of 6 months; OR 1B. apply chemical stabilizers prior to a wind event; OR 2B. apply water to all unstabilized disturbed areas 3 times per day; if there is any evidence of wind driven fugitive dust, watering frequency will be increased to a minimum of 4 times per day; OR 3B. establish a vegetative ground cover within 30 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR 4B. utilize any combination of control actions (1B), (2B), and (3B) such that, in total, these actions apply to all disturbed surface areas.
Unpaved roads	1C. Apply chemical stabilizers prior to a wind event; OR 2C. apply water twice per hour during active operation; OR 3C. stop all vehicular traffic.
Open storage piles	1D. Apply water twice per hour; OR 2D. install temporary coverings.
Paved road track-out	1E. Cover all haul vehicles; OR 2E. comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for operation on both public and private roads.
All categories	1F. Use any other control measures approved by the District.

Source: South Coast AQMD Rule 403, Table 1.

^a "High wind conditions" are occurrences of gusts exceeding 25 mph.

contents of Tables 4 and 5 in its standard construction specifications. Therefore, this impact is judged to be less than significant since implementation of these standards will prevent the exposure of sensitive receptors to substantial pollutant concentrations by complying with District requirements.

Asbestos. Several areas of El Dorado County contain ultramafic rocks and faults where serpentine rock and asbestos can occur. Any project that is located in an area that includes ultramafic rock, which often contains naturally occurring asbestos, could potentially release asbestos during construction. When this rock is broken or crushed, asbestos may be released and become airborne, causing a potential health hazard. Consequently, any project located in an area of known ultramafic rock is considered potentially significant with respect to the release of asbestos during construction.

On February 3, 2000, the County enacted the Naturally Occurring Asbestos and Dust Protection Ordinance. This new ordinance is stronger than the interim ordinance adopted by the County in 1998. The new ordinance requires preparation of an “Asbestos Hazard Dust Mitigation Plan” that must be reviewed and approved by the District before ground disturbance or grading activities can begin. These plans must contain specific information not required by the 1998 ordinance, including air monitoring and specific measures to prevent the release of asbestos-laden dust.

Impact 9.2 of the previously-certified EIR analyzes impacts related to the exposure of people to asbestos and recognizes that the County will comply with the County’s asbestos ordinance.

Criteria Pollutant Emissions. The project would generate construction related emissions in four separate phases. The emissions for each of these phases are shown in Table 6.

Table 6. Criteria Pollutant Emissions by Phase		
Project Phases	ROG (lbs/day)	NOx (lbs/day)
Phase 1. Construct 2 Ramp Widening	11	98
Phase 2. Construct Retaining Walls	14	82
Phase 3. Widening El Dorado Hills Blvd.	5	42
Phase 4. Pave Ramps & EDH Blvd. and Stripe	5	37
Maximum (pounds/day)	14	98

The emission estimates shown in Table 6 are based on the Sacramento Metropolitan Air Quality Management District’s Road Construction Model, which is recommended for use by the District. Since the project’s NOx emissions of 98 pounds per day would exceed the 82 pounds per day threshold, the County will need to mitigate this impact by ensuring that fuel use during project construction is below the fuel use screening levels established by the District.

The District has established two screening thresholds for evaluating the significance of construction equipment exhaust emissions. One threshold is based on fuel use, the other on incorporation of mitigation measures into the project design. A project must use less than 337 gallons of diesel fuel per day, assuming all equipment is 1995 model year or earlier, or less than 402 gallons per day, assuming all equipment is 1996 model year or later. If a project meets the fuel use limits, then implementation of additional measures is not required. If a project fails to meet the fuel use screening criteria, then the project must incorporate specific mitigation measures identified in the District's guidance.

Table 7 includes an estimate of diesel fuel assumed for project construction. These estimates of construction equipment fuel use were based on project construction characteristics. First, the numbers and types of construction equipment that would be used were identified. Horsepower and load factors for each type of equipment were also identified. A typical 8-hour construction workday was assumed. The load factor identifies the percentage of total rated horsepower that each equipment type operates. For example, a load factor of 100% assumes that a construction vehicle operates at 100% load for 8 hours per day. The typical load factor is generally lower than 100% because equipment is typically not operated 100% of the time and, when it is operated, it does not always operate at 100% of its rated horsepower.

Based on these assumptions, the project is estimated to increase diesel fuel use by a maximum of 394 gallons per day over the construction period (see Table 7). This increase in diesel fuel use would result in the generation of reactive organic compounds (ROG), nitrogen oxides (NO_x), carbon monoxide (CO), and combustion PM₁₀ emissions that exceed the District's significance thresholds of 337 gallons per day if equipment of model year 1995 or earlier is used. Therefore, as part of the proposed project, the County will require the construction contractor to use equipment of model year 1996 or newer. This impact is judged to be less than significant since the project would not expose sensitive receptors to substantial pollutant concentrations by complying with District requirements.

Diesel Exhaust Combustion Toxic Air Contaminant Emissions. Based on District requirements, over the entire construction phase, project impacts are considered less than significant if diesel fuel consumption is less than 37,000 gallons if toxics best available control technology (T-BACT) is applied, or 3,700 gallons if T-BACT is not applied. T-BACT is defined as the use of 1996 or later model year engines in all diesel construction equipment. The District has determined that keeping construction-related fuel use under the gallons per construction period limits will not result in a significant health risk from diesel particulate matter.

The project is estimated to increase diesel fuel use by a maximum of 24,488 gallons over the construction period (Table 6). This increase in diesel combustion would result in the generation of PM₁₀ emissions that exceed the District's significance thresholds of 3,700 gallons over the construction period if T-BACT is not applied. Therefore, as part of the proposed project, the County will ensure that T-BACT is applied to reduce emissions of toxic air contaminant emissions from off-road diesel equipment used during project construction. T-BACT is defined as the use of 1996 or later model year engines in all diesel equipment. Consequently, the County will ensure that all diesel-powered equipment used on-site during

**Table 7. El Dorado Hills Blvd. Interchange Modifications –
Construction Equipment Diesel Fuel Estimates**

Phase 1 - Construct 2-Ramp Widening

Number	Type	Horsepower	Load Factor	Hours/day	Daily hp-hrs
1	Excavator	138	0.58	8	640
5	10-wheeled haul truck	125	0.60	8	3,000
2	Backhoe	78	0.47	8	580
1	Motor Grader w/Blade	165	0.58	8	759
1	Paver	174	0.59	8	821
1	Air Track	125	0.75	8	750
1	Roller	130	0.43	8	447
1	Water Truck	150	0.60	8	720

Total Daily Hp-hrs 7,718

Total Daily Btus (@7,000 btus/hp-hr) 54,026,840

Phase 1: Total Gallons per Day Diesel Required (@137,000 Btus/gallon) 394

Phase 2 - Construct Retaining Walls

Number	Type	Horsepower	Load Factor	Hours/day	Daily hp-hrs
1	Excavator	138	0.58	8	640
2	10-wheeled haul truck	125	0.60	8	1,200
1	Backhoe	78	0.47	8	290
1	Motor Grader w/Blade	165	0.58	8	759
2	Concrete Delivery Truck	350	0.55	8	3,080
1	Concrete Pump Truck	82	0.55	8	361
2	Generators	50	0.75	8	600
1	Water Truck	150	0.60	8	720

Total Daily Hp-hrs 7,650

Total Daily Btus (@7,000 btus/hp-hr) 53,551,960

Phase 2: Total Gallons per Day Diesel Required (@137,000 Btus/gallon) 391

Phase 3 - El Dorado Hills Blvd. Widening

Number	Type	Horsepower	Load Factor	Hours/day	Daily hp-hrs
1	Motor Grade w/Blade	165	0.58	8	759
1	10-wheeled haul truck	125	0.60	8	600
1	Backhoe	79	0.47	8	294
1	Roller	130	0.43	8	447
1	Paver	174	0.59	8	821
1	Water Truck	150	0.60	8	720

Total Daily Hp-hrs 3,641

Total Daily Btus (@7,000 btus/hp-hr) 25,489,520

Phase 3: Total Gallons per Day Diesel Required (@137,000 Btus/gallon) 186

Table 7 (continued)

Phase 4 - Ramps & EDH Blvd Final AC & Stripe

Number	Type	Horsepower	Load Factor	Hours/day	Daily hp-hrs
1	Bobcat	75	0.50	8	300
1	Backhoe	79	0.47	8	294
1	Paver	174	0.59	8	821
1	Striping Machine	25	0.50	8	100
2	Roller	130	0.43	8	894
1	Water Truck	150	0.60	8	720

Total Daily Hp-hrs 3,130

Total Daily Btus (@7,000 btus/hp-hr) 21,906,920

Phase 4: Total Gallons per Day Diesel Required (@137,000 Btus/gallon) 160

Total Gallons Over Construction Period

Total Gallons	Gallons/day	Days	
Phase 1	394	30	11,831
Phase 2	391	30	11,727
Phase 3	186	5	930
Phase 4	160	15	2,399
		80	24,488

Notes: Btus per gallon based on U.S. EPA's AP-42 emission factors:
<http://www.epa.gov/ttn/chief/ap42/appendix/appa.pdf>.

construction is equipped with engines of 1996 or later model year. This impact is judged to be less than significant since the project would not expose sensitive receptors to substantial pollutant concentrations by complying with District requirements.

Operational air quality impacts. Regarding operational air quality impacts, the above-described changes to the project are not expected to result in any new impacts or substantially increase significant impacts identified in the previously-certified EIR for the following reasons.

- The proposed changes would have negligible changes on operational emissions. The proposed changes to the project would have only minor effects on intersection levels of service and would not change the EIR's conclusion that the project would not cause significant carbon monoxide impacts.
- The previously-certified EIR stated that the project was included in the Sacramento Area Council of Government's (SACOG) 1996 Metropolitan Transportation Plan (MTP), which was also approved by the Federal Highway Administration (FHWA). In 2002, SACOG produced the 2025 MTP (May 15, 2002) and the 2003/05 Metropolitan Transportation Improvement Program (MTIP) (July 18, 2002). The project is included in these most recent versions of SACOG's MTP and the MTIP. Both documents have been approved by the FHWA as meeting federal air quality conformity requirements.

On July 15, 2004, SACOG adopted an "interim" 2005/07 MTIP with an anticipated federal approval action on or before October 4, 2004. In the 2005/07 MTIP, Phase 1.2B is identified as exempt from air quality conformity (identification number ELD 19165) during the anticipated lapse between October 4, 2004 and the expected approval of a new State Implementation Plan for air quality.

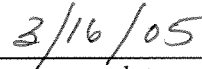
Conclusions: The decision to prepare an addendum is based on the fact that it has been determined that:

- The proposed changes to Phase 1.2B are minor and would not result in new significant impacts, as described above. All changes to the project that would be implemented under Phase 1.2B would occur in areas that were surveyed and analyzed in the previously certified EIR (See also Table 1). Also, no new noise or air quality impacts are expected to occur, as documented above. Therefore, changes to the project would not cause significant new impacts to environmental resources.
- The proposed changes to Phase 1.2B are minor and would not result in an increase in the severity of previously-identified significant impacts, as documented above. All changes to the project that would be implemented under Phase 1.2B are minor and would not cause a substantial increase in previously-identified significant impacts to on-the-ground environmental resources (see Table 1). Also, a substantial increase in noise or air quality impacts identified in the previously-certified EIR is not expected, as documented above.
- No new feasible mitigation measures or alternatives are available to reduce the project's significant effects on the environment.

Therefore, the conditions under which preparation of a subsequent EIR or supplemental EIR would be required have not been triggered pursuant to Sections 15162 and 15163, respectively, of the State CEQA Guidelines.



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date