Western Placerville Interchanges Project

Final Supplemental Environmental Impact Report

State Clearinghouse #2003122137

Prepared for:

City of Placerville
3101 Center Street
Placerville, CA, 95667

Prepared by:

Dokken Engineering
110 Blue Ravine Road
Folsom, CA 95630

June 2014

General Information about This Document

As part of the evaluation of the comments received on the Draft Supplemental EIR (See Chapter 3 and Appendix F), revisions were made to the Draft Supplemental EIR to reflect corrections and additions to the text of that earlier document. In revising that document to produce this Final Supplemental EIR, text to be deleted is shown in strike-out (i.e. ~~strike-out text~~), and text that has been inserted is shown in underline.

What's in this document:

The City of Placerville Development Services Department has prepared this Supplemental Environmental Impact Report, which examines the proposed changes to the Western Placerville Interchanges Project and associated potential environmental impacts caused by these changes. The City of Placerville is the California Environmental Quality Act (CEQA) lead agency. This supplemental environmental analysis ~~builds off of~~revises the original Environmental Impact Report/Environmental Assessment prepared by the City and Caltrans in 2005. The intent is for this Supplemental Environmental Impact Report to be reviewed alongside the original 2005 document. These documents describe why the project is being proposed, how the existing environment could be affected by the project, and the proposed mitigation measures to reduce potential negative impacts.

~~**What you should do**:~~

- ~~Please read the document.~~

- ~~Electronic copies of it, as well as of the technical studies used in preparing it, are available for review and download at the following internet addresses:~~
  - ~~http://www.dokkenengineering.com/wpip.html~~

- ~~Hard copies of both environmental documents are available for review at the following locations:~~

  - ~~City of Placerville Development Services Department, 3101 Center Street, Placerville, CA 95667~~
  - ~~El Dorado County Public Library, 345 Fair Lane, Placerville, CA 95667~~
  - ~~We'd like to hear what you think. If you have any comments regarding the proposed project, please send your written comments to the City of Placerville by the deadline.~~
    - ~~Submit comments via postal mail to:~~
      ~~Attention: Nate Stong, City Engineer~~
      ~~City of Placerville Development Services Department~~
      ~~3101 Center Street, Placerville, CA 95667~~
    - ~~Submit comments via email to: nstong@cityofplacerville.org~~

- ~~Be sure to submit comments by the deadline: 5pm on April 3, 2014.~~

~~**What happens next:**~~
~~After comments are received from the public and reviewing agencies, the City of Placerville may: (1) give environmental approval to the proposed project; (2) perform additional environmental studies; or (3) abandon the project. If the project is given environmental approval and funding is appropriated, the City of Placerville could design and construct all or part of the project.~~

SCH# 2003122137

Western Placerville Interchanges Project
in the City of Placerville and El Dorado County, California

~~Proposed~~ Final Supplemental Environmental Impact Report

City of Placerville

_____ _____

Date of Certification

Placerville City Council Resolution No.
City of Placerville
CEQA Lead Agency

The following persons may be contacted for additional information concerning this document:

Nate Stong, City Engineer, City of Placerville Development Services Department
3101 Center Street, Placerville, CA 95667
nstong@cityofplacerville.org

Tim Chamberlain, Associate Environmental Planner, Dokken Engineering
110 Blue Ravine Road, Folsom, CA 95630
tchamberlain@dokkenengineering.com

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☒ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Applicant Mitigation Agreement:
CEQA allows a project proponent to make revisions to a project, and/or to agree and comply with, mitigation measures that reduce the project impacts such that the project will not have a significant effect on the environment. CEQA Guidelines Section 15064.

As the applicant/representative for this proposed project, I hereby agree to implement the proposed mitigation measures and mitigation monitoring program identified within this document.

Signature of preparer — Date: 6/16/14

Pierre Rivas — Date: 6/17/14

Pierre Rivas
Development Services Director

Table of Contents

List of Figures

List of Tables

CHAPTER 1 - PROPOSED PROJECT

1.1 Introduction

Through the early part of the 2000's, the City of Placerville (City), in coordination with the California Department of Transportation (Caltrans), prepared preliminary engineering and environmental studies for the Western Placerville Interchanges Project (WPIP). This project included improvements at two interchanges associated with U.S. Highway 50 (US 50) at Placerville Drive and Ray Lawyer Drive. In addition to these interchange improvements, several of the surrounding intersections and frontage roads were proposed to be improved to provide an updated contiguous transportation network that would support existing traffic demand and increases caused by expected future growth. The WPIP is located along US 50 and adjacent roadways in the western portion of the City of Placerville, California (see Figure 1.1-1). The environmental study of this project culminated in an Environmental Impact Report (EIR) / Environmental Assessment (EA) which covered both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City is the Lead Agency under CEQA while Caltrans is the Lead Agency under NEPA (acting on behalf of the Federal Highways Administration [FHWA]).

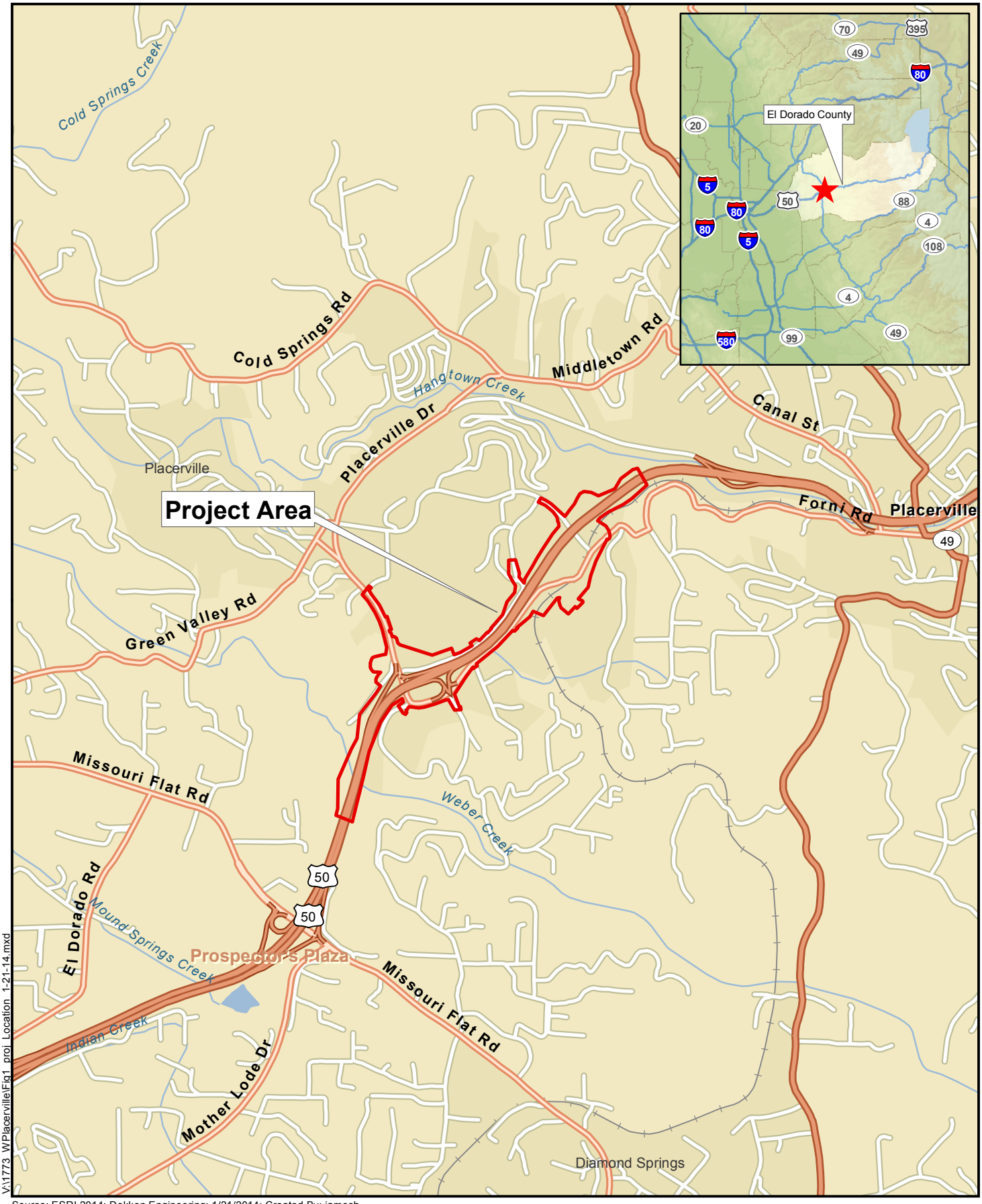
On November 22, 2005, the City of Placerville Council certified a Final EIR, adopted the Mitigation Monitoring Plan, and adopted the CEQA Findings of Fact for the WPIP. In 2006, the project was put on hold due to funding constraints, but was restarted in 2009 when the project was broken out into construction phases to allow portions of the project to be constructed as funding became available. The first identified phase of construction included the following:

- Construction of a new westbound on-ramp from Ray Lawyer Drive onto US 50,
- Construction of a new westbound auxiliary ramp between the new westbound on-ramp and the existing west bound off-ramp at Placerville Drive,
- Realignment of Fair Lane to accommodate the new on-ramp and auxiliary lane,
- Construction of new retaining walls to support the construction and realignment improvements listed above.

Construction of this portion of the project, identified as "Phase 1A" began in November of 2012 and was completed in November of 2013. Figure 1.1-2 shows the proposed project and identifies Phase 1A which has already been constructed.

As the City, Caltrans, and the project development team continued working on the final design of future phases of the WPIP, changes in the project were identified as improvements over what was addressed in the 2005 EIR. As a result, the City has prepared this Supplemental Environmental Impact Report (SEIR) to document these proposed changes to the project, evaluate any changes this modified project would have to environmental resources, and provide an update to mitigation measures proposed which would minimize the project's impact on the environment.

This draft Supplemental Environmental Impact Report (SEIR) has been prepared by the City of Placerville, as the lead agency, pursuant to CEQA (Public Resources Code 21000 et seq.); the State CEQA Guidelines (California Code of Regulations 15000 et seq.), as amended; and the City's environmental thresholds of significance (where applicable). CEQA requires all state and local government agencies to consider the environmental consequences of projects over which



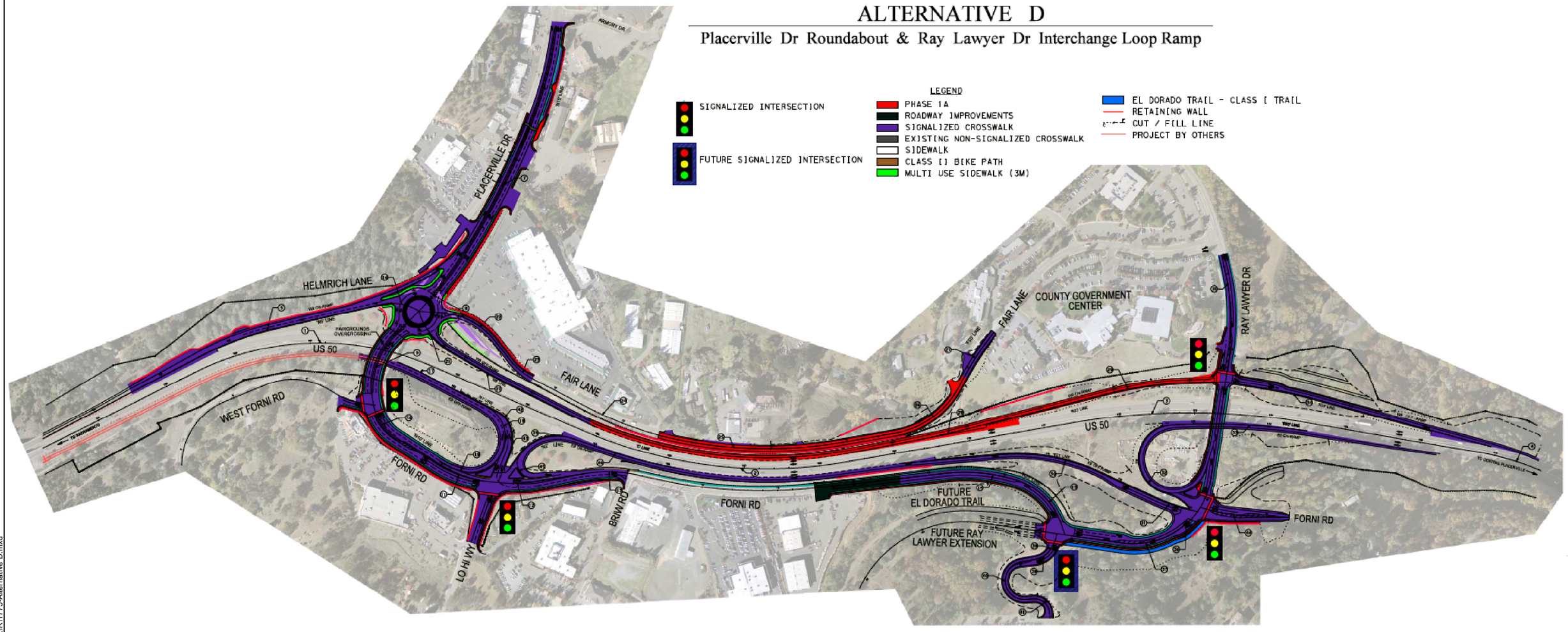
V:\1773 WPlacerville\Fig1 proj Location 1-21-14.mxd

Source: ESRI 2014; Dokken Engineering: 1/21/2014; Created By: jamesh

Figure 1
Project Location
Western Placerville Interchange Project
City of Placerville, El Dorado County, California

ALTERNATIVE D

Placerville Dr Roundabout & Ray Lawyer Dr Interchange Loop Ramp



V:\1773_WPlacervilleSupplemental EIR\1773-Alternative D.mxd

Source: Dokken Engineering 2/12/2014; Created By: timc/

Not to Scale

Figure 1.1-2
Alternative D
Western Placerville Interchanges Project
City of Placerville, El Dorado County, CA

they have discretionary authority. The SEIR analyzes the potential environmental impacts of the WPIP, and more specifically builds upon the Final EIR prepared for the project in November 2005. The SEIR has been prepared to specifically outline proposed changes in the project description, and how those proposed changes could affect environmental impacts and any associated mitigation measures. This SEIR is a tiered~~stand-alone~~ environmental document, and provides updated environmental analysis based on changes in the project design. It~~but~~ will be considered for approval by the Placerville City Council in conjunction with the 2005 Final EIR.

1.2 Purpose of CEQA and the EIR

The basic purposes of CEQA, as identified in Section 15002(a) of the State CEQA Guidelines are to:

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities;
- Identify ways that environmental damage can be avoided or significantly reduced;
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

This SEIR is intended to provide the City, interested public agencies, and the public with information that enables intelligent consideration of the environmental consequences of the proposed project. This SEIR not only identifies potentially significant environmental effects, but also identifies ways in which those impacts can be avoided or substantially reduced, whether through the imposition of mitigation measures or through the implementation of specific changes to the design of the project. In a practical sense, an EIR functions as a technique for fact-finding, allowing the project proponent, concerned citizens, and agency staff an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure.

This document is an SEIR that ~~builds upon~~revises the 2005 Final EIR prepared for the WPIP (State Clearinghouse Number: 2003122137) that was certified by the Placerville City Council on November 22, 2005. As previously noted, to provide a fully integrated report, this SEIR incorporates discussions contained in the 2005 Final EIR.

1.3 Need and Purpose

The purpose of the WPIP is to improve traffic operations and to accommodate projected 20-year increases in traffic volumes at the Forni Road/Placerville Drive/US 50 Interchange and to provide new on- and off-ramps to US 50 at the Ray Lawyer Drive Overcrossing. The proposed project would provide improvements where needed between the Forni Road/Placerville Drive/US 50 Interchange and the Ray Lawyer Drive Overcrossing, to better serve the needs of local and regional traffic including bicycle and pedestrian traffic.

The project is needed to respond to current and projected regional and local traffic demand on the state and local roadway systems at the Forni Road/Placerville Drive/US 50 Interchange. The project area's non-standard roadway geometrics and lack of alternative routes cause congestion and reduce traffic safety for vehicle, bicycle, and pedestrian travel.

1.4 Project Description

The 2005 Draft EIR considered four project build alternatives as well as a "No-Build" alternative. The Placerville City Council selected Build Alternative D as the locally preferred alternative. Since Build Alternative D was previously selected as the locally preferred alternative, further discussion of Build Alternatives A, B, and C are not discussed in this SEIR and can be reviewed in the 2005 Draft EIR. Furthermore, the No-Build Alternative is not considered a reasonable or feasible alternative consistent with the City Council's decision in 2005. This SEIR will instead consider proposed changes to the selected project and the associated potential changes to environmental impacts between the original Build Alternative D and the new proposed modified Alternative D. A description of this build alternative and the currently proposed changes to this alternative are discussed in the sections below.

1.4.1 Build Alternative D

The original Alternative D, as described in the 2005 EIR, proposed to convert the existing Ray Lawyer Drive overcrossing to a full interchange and modify the existing Forni Road/Placerville Drive/US 50 Interchange. Figure 1.1-2 shows Build Alternative D and identifies Phase 1A which has already been constructed. Ray Lawyer Drive and Forni Road would be realigned in anticipation of a future Ray Lawyer Drive Extension. Alternative D made Ray Lawyer Drive the dominant through route. Improvements to Ray Lawyer Drive included widening and extending the road 820 feet south, beyond the existing intersection with Forni Road. Forni Road would be realigned and widened, and would terminate at a signalized intersection with the future proposed Ray Lawyer Drive extension. Forni Road would begin again at a signalized Ray Lawyer Drive eastbound off-ramp intersection, with widening and realignment improvements extending 490 feet to the east. In addition to the realignment of Ray Lawyer Drive, Alternative D would improve the existing overcrossing by converting it to a full interchange. This new interchange would include a new diagonal off-ramp and loop on-ramp for eastbound US 50 and new diagonal off- and on-ramps for westbound US 50.

Alternative D also included improvements at the Forni Road/Placerville Drive/US 50 Interchange including:

- removal and replacement of the existing Placerville Drive Overcrossing structure to meet vertical clearance standards and provide sufficient width if US 50 is widened to six lanes;
- widening and shoulder improvements on the eastbound and westbound ramps at Forni Road/Placerville Drive;
- widening and overlay of portions of Forni Road and Placerville Drive;
- installation of retaining walls along the north side of Fair Lane, west side of Placerville Drive, and the north side of the westbound on-ramp at Placerville Drive to provide slope stabilization for the realigned roadways.

The intersection of Placerville Drive, Fair Lane and the westbound US 50 off- and on-ramps would be replaced with a two-lane roundabout, and a bypass lane from southbound Placerville Drive to the westbound US 50 on-ramp. Auxiliary lanes would be provided along US 50 between the eastbound on-ramp from Forni Road and the eastbound off-ramp to Ray Lawyer Drive and between the westbound on-ramp from Ray Lawyer Drive and the westbound off-ramp to Placerville Drive.

In addition to roadway improvements, the project would also construct portions of the transit and non-motorized related facilities within the project area including a portion of the El Dorado Trail (multiuse trial) connecting its existing termini at Forni Road and Ray Lawyer Drive. The 2005 EIR identified two feasible locations where park-and-ride facilities could be built in the project area: 1) at the Placerville Drive Interchange between the eastbound US 50 off-ramp and Froni Road (approximately 160 potential parking spaces), and 2) at the Ray Lawyer Drive Interchange between the eastbound off-ramp and Ray Lawyer Drive/Forni Road (approximately 170 parking spaces). These locations for potential park-and-ride facilities were included in the 2005 EIR since they were within the environmental study area; however, the Project Report approved by Caltrans in 2008 clarified that design and construction of these facilities would be done under a separate project and the WPIP would only provide rough grading of these areas.

1.4.2 Proposed Changes to Build Alternative D

As this project has progressed from preliminary engineering into a more detailed review of the proposed design, several changes have been identified which would provide further improvements to the overall project and greater transportation network. Furthermore, changes in the physical environment have necessitated a redesign of some of the features originally proposed. The following is a description of these changes and each number is referenced on Figures 1.4-1-3: Modified Alternative D.

1. Roundabout at the Intersection of Forni Road and Lo Hi Way – An updated traffic analysis prepared for this project shows that a roundabout controlled intersection would provide better traffic control due to the reduction in turn conflicts, improved traffic operations, and improved air quality. Part of the identified improvements to operations are because roundabouts function better as a pair and the project already includes a roundabout at the intersection of Placerville Drive, Fair Lane, and the US 50 on- and off-ramps. Roundabouts also incur reduced ongoing maintenance costs compared with signalized intersections. This proposed modification does not require any changes to the environmental study area.

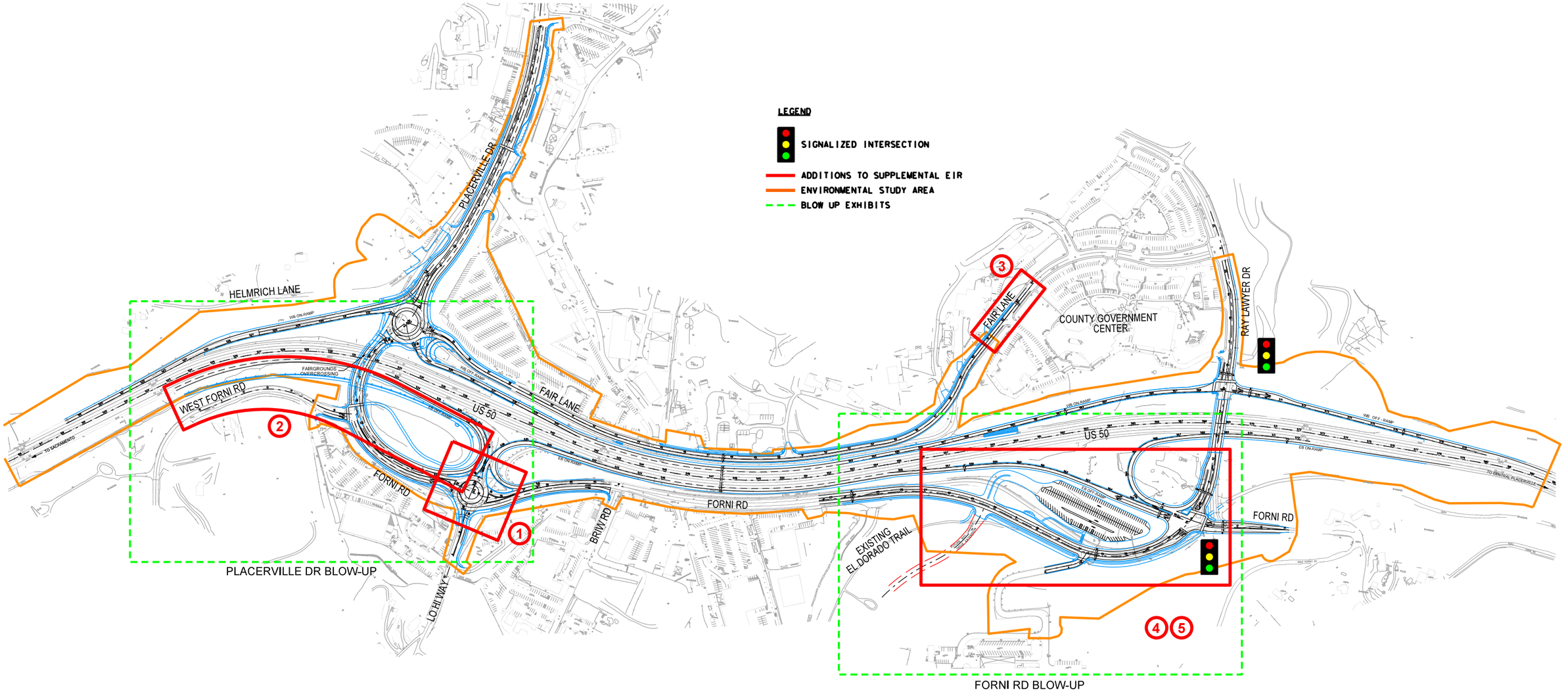
2. Revised Weber Creek Bike Path Alignment – The City and Caltrans have coordinated to realign the bike trail along US 50 constructed as part of the Missouri Flat Road/US 50 Project to correct all nonstandard features from just east of the Weber Creek Bridges to its termini at the intersection of Forni Road, Lo Hi Way, and eastbound US 50 ramps. The updated alignment, which is possible when the Placerville Drive Overcrossing of US 50 is reconstructed as part of the WPIP, will improve sight distance along the curve of US 50 as it travels under the Placerville Drive overcrossing. This modification requires a minor addition to the environmental study area (see Figure 1.4.4 Environmental Study Area page 1).

3. Sidewalk and Class II Bicycle Lanes on Fair Lane – The City proposes to add a sidewalk along the north side of Fair Lane between the existing sidewalk terminus at the County Government Center and the east end of the adjacent commercial center (Fair Grounds Shopping Center). The addition of this sidewalk would connect existing sidewalk segments along Fair Lane and provide a continuous connected pedestrian facility from the county government center to the shops and restaurants west along Fair Lane. Class II bicycle lanes are also proposed to be added to Fair Lane and were not included in the 2005 EIR. Addition of this sidewalk and bicycle lanes requires a minor addition to the environmental study area (see Figure 1.4.4 Environmental Study Area page 2).

MODIFIED ALTERNATIVE D*

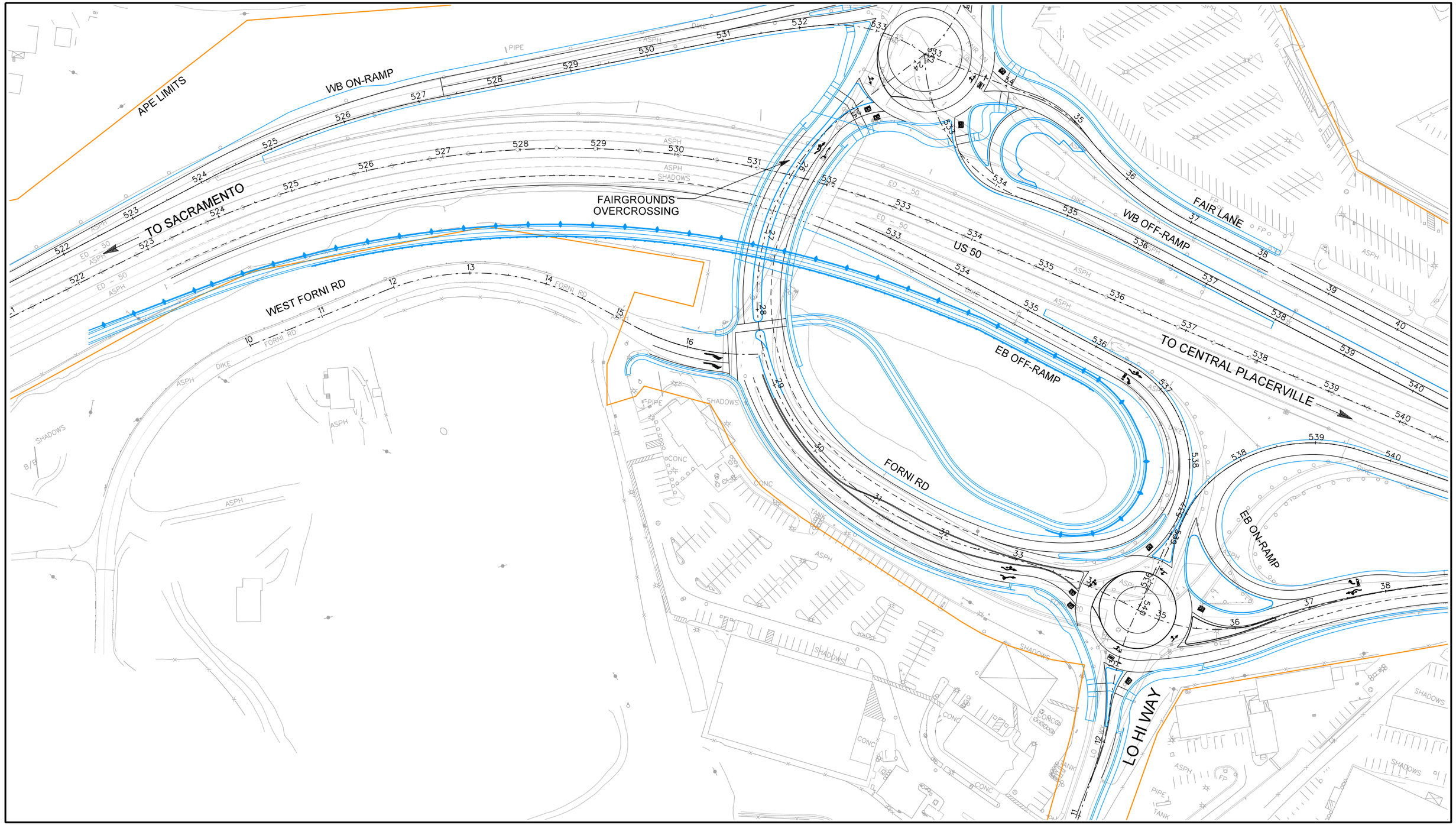
Placerville Dr Roundabout & Ray Lawyer Dr Interchange Loop Ramp

(*REVISED GEOMETRICS INCLUDING ROUNDABOUT ADDED AT LO-HI WAY)



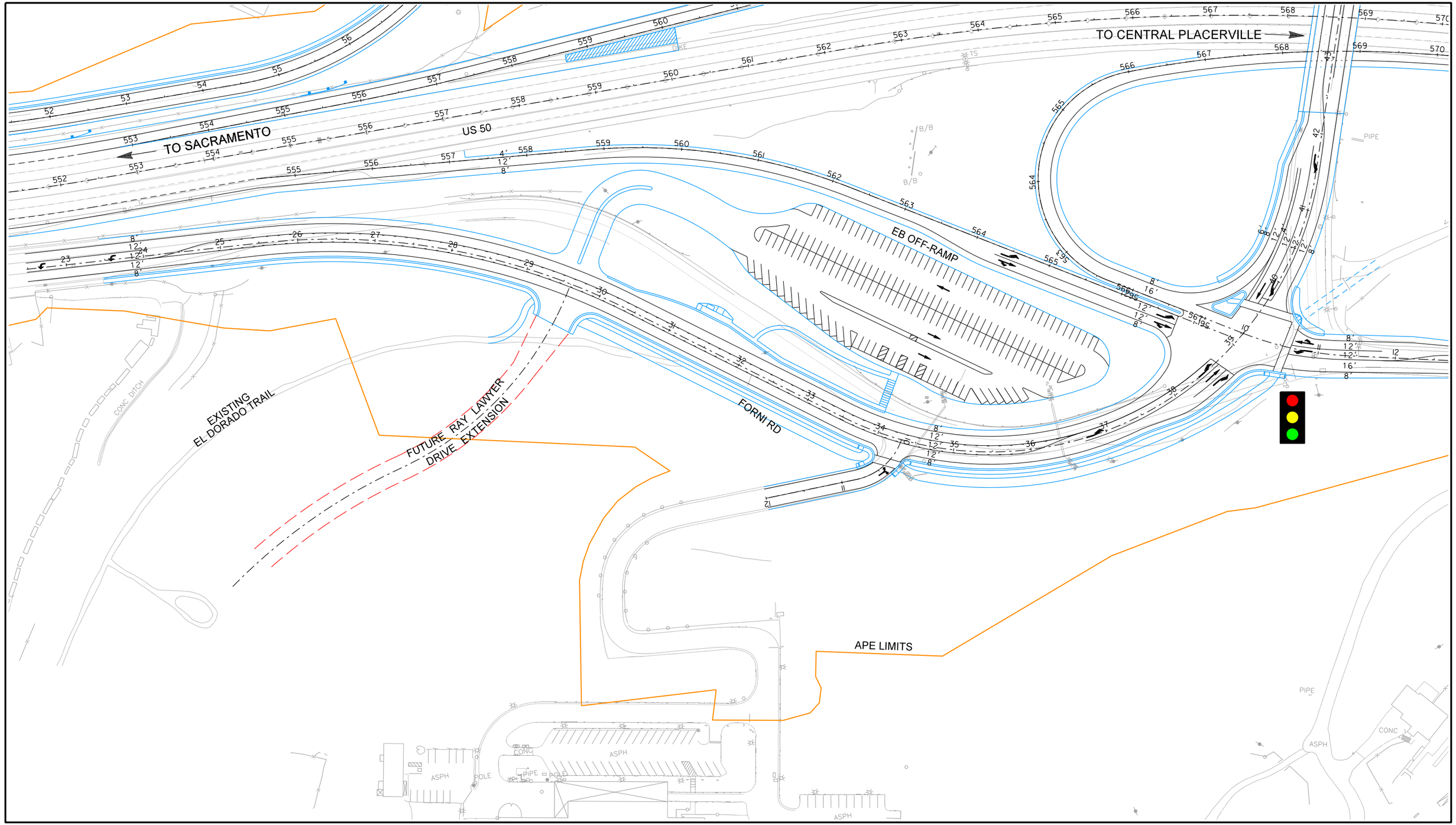
Not to Scale

Figure 1.4-1
Modified Alternative D - Overview
Western Placerville Interchanges Project
City of Placerville, El Dorado County, CA



Not to Scale

Figure 1.4-2
Modified Alternative D - Placerville Dr Blow-up
Western Placerville Interchanges Project
City of Placerville, El Dorado County, CA



Not to Scale

Figure 1.4-3
Modified Alternative D - Forni Rd Blow-up
Western Placerville Interchanges Project
City of Placerville, El Dorado County, CA

2005 Environmental Study Area

Additional Environmental Study Area

Assessors Parcels

Match Line - See Page 2

V:\1773_WPlacerville\Supplemental EIR\Updated_Env_Study_Area_Page1_2-11-14.mxd

Source: Dokken Engineering 2/11/2014; Created By: timc

0 300 600 900 Feet

Figure 1.4-4
Environmental Study Area
Page 1 of 2
Western Placerville Interchanges Project
City of Placerville, El Dorado County, CA

Match Line - See Page 1

2005 Environmental Study Area
Additional Environmental Study Area
Assessors Parcels

V:\1773_WPlacerville\Supplemental EIR\Updated_Env_Study_Area_Page2_2-11-14.mxd

Source: Dokken Engineering 2/11/2014; Created By: timc

0 300 600 900 Feet

Figure 1.4-4
Environmental Study Area
Page 2 of 2
Western Placerville Interchanges Project
City of Placerville, El Dorado County, CA

4. New Park-and-ride Location – The prior environmental document provided two potential locations for a park-and-ride facility. The first was located northwest of the intersection of Forni Road and Lo Hi Way, while the second was located at the intersection of Ray Lawyer Drive and Forni Road, south of US 50. Since approval of the 2005 EIR, the Weber Creek Bike Path has been extended across Weber Creek (to the east of the WPIP) and the bike path's existing and proposed alignment, and associated grading, now occupies a large area where the first park-and-ride is located. The reduced area for a park-and-ride facility would only provide approximately 40 parking spaces. This limitation makes development of the lot at this location in feasible in terms of both cost and operational suitability. As a result, and in coordination with the El Dorado County Transit Authority (EDCTA), development of the park-and-ride facility at this location is no longer included as part of this project. The second park-and-ride facility, located near the Ray Lawyer Drive Interchange, continues to be part of the project.

   El Dorado County Transit Authority (EDCTA) supports the decision to construct the single park-and-ride facility due to site constraints caused by the Weber Creek Bike Path. Working in coordination with the EDCTA, the City of Placerville has refined the preliminary design of the park-and-ride facility which would now support approximately 150 park-and-ride spaces, reduced from the combined 330 potential spaces originally identified in the 2005 EIR.

   In addition to the park-and-ride planning changes caused by changes in the existing environment, the WPIP now proposes to include construction of the park-and-ride at the Ray Lawyer Drive Interchange as part of this project. Construction of this facility would take place entirely within the original environmental study area and may include the following improvements: right-of-way acquisition, site preparation, grading, paving, striping, lighting, and installation of transit amenities (e.g. bus shelters, benches, trash receptacles etc). The park-and-ride lot is expected to be constructed during Phase 2 of the project and EDCTA will partner with the City of Placerville to include park-and-ride construction in a construction contract. The proposed modifications outlined above do not require any changes to the environmental study area.

5. Realign Forni Road and the Forni Road/Ray Lawyer Drive Intersection – The City proposes to widen and realign Forni Road from approximately 1700 feet west of Ray Lawyer Drive to the intersection of Forni Road, Ray Lawyer Drive, and the US 50 ramps. This realignment would accommodate turn pockets at the intersections of the park-and-ride entrance, a potential future El Dorado County courts project entrance, and the County Jail driveway. This realignment would change the main through movement along Forni Road connecting with Ray Lawyer Drive (see Figure 1.4-3). Traffic generated from future development in the vicinity can be accommodated with a "T" intersection at Forni Road. Minor reconfiguration of the intersection to make Ray Lawyer Drive the dominant through movement can be made in the future should a change in future traffic patterns warrant it (such as resulting from a connection to State Route 49) This proposed modification to make Forni Road the through move does not require any changes to the environmental study area.

1.4.3 Project Phasing

Large transportation improvement projects are often broken into phases of construction due to funding constraints which do not allow the entire project to be built at once. Phased construction allows for portions of the project improvements to be constructed, and function as part of the greater transportation network in an interim condition. Since the availability of funding for construction is unpredictable, phased construction plans often change to construct the most beneficial portion of the project based on the available funding. The WPIP changed to a phased construction approach in 2010 and began construction of Phase 1A in 2012 and 2013.

Currently, the next planned phases to be constructed include Phase 1B and Phase 2. Phase 1B would provide roadway improvements along Fair Lane and would construct a new portion of sidewalk connecting continuous pedestrian access between the government center and businesses near Placerville Drive. Phase 1B is currently unfunded. Phase 2 would include construction of a new eastbound US 50 off-ramp at Ray Lawyer Drive and realignment of Ray Lawyer Drive and Forni Road as described in Section 1.4.2(5) above. Phase 2 would also construct the park-and-ride facility. Phase 2 programmed for funding in fiscal year 2016-2017 and is expected to be constructed by 2018; subsequent phases would construct the other portions of the project by 2025.

Table 1.4-1: Project Phasing

Project Phase	Planned Construction
Phase 1A (Construction Completed)	• Construction of a new westbound on-ramp from Ray Lawyer Drive onto US 50, • Construction of a new westbound auxiliary ramp between the new westbound on-ramp and the existing west bound off-ramp at Placerville Drive, • Realignment of Fair Lane to accommodate the new on-ramp and auxiliary lane, • Construction of new retaining walls to support the construction and realignment improvements listed above.
Phase 1B	• Roadway improvements along Fair Lane just north of the terminus of Phase 1A construction • New portion of sidewalk and bicycle lane on Fair Lane connecting the government center and businesses on Fair Lane near Placerville Drive.
Phase 2	• Construction of a new eastbound US 50 off-ramp at Ray Lawyer Drive • Realignment of Ray Lawyer Drive and Forni Road to accommodate the new interchange improvements • Rough grading and construction of the park-and-ride facility at Ray Lawyer Drive and Forni Road
Future Phases	• All other project construction

Most environmental impacts and mitigation are not affected by project phasing. Some minor changes such as the total number of construction days could affect construction noise and air quality; however, with inclusion of appropriate best management practices and mitigation measures, these changes would not result in any new or increased significant impacts. Changing the transportation and circulation network can potentially affect traffic operations long term in an interim condition. Caltrans requires that proposed phased construction must demonstrate that operations in the interim condition are not substantially worse than existing, and each phase of the project demonstrates independent utility and logical termini (essentially each phase of the project must function independently of future phases in the interim condition). Fehr and Peers has prepared additional traffic analysis of the Phase 1 and Phase 2 interim conditions and have demonstrated that, as proposed, each phase would incrementally improve traffic conditions and would function independent of the completion of future phases. Additional discussion is provided in Section 2.1.

1.5 Permits and Approvals Needed

The following permits, reviews, and approvals would be required for project construction:

Table 1.5-1: Permits and Approvals

Agency	Permit/Approval
United States Fish and Wildlife Service (USFWS)	Section 7 Consultation for Threatened and Endangered Species (Valley Elderberry Longhorn Beetle and California Red-Legged Frog)
U.S. Army Corps of Engineers (USACE)	Section 404 Permit (Nationwide 14) for fill into Waters of the U.S.
Central Valley Regional Water Quality Control Board (RWQCB)	Section 401 Water Quality Certification for discharges to a water body
State Water Resources Control Board (SWRCB)	Section 402 National Pollution Discharge Elimination System General Construction Permit will be required
California Department of Fish and Wildlife (CDFW)	Section 1602 Streambed Alteration Agreement for modifications of the bed, bank, or channel of a stream, including impacts to vegetation

CHAPTER 2 - AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES AND MITIGATION MEASURES

This chapter explains the impacts that the proposed project could have on the human, physical, and biological environments in the project area. It describes the existing environment that could be affected by the project, potential impacts from the Modified Alternative D, and proposed mitigation measures to avoid or substantially reduce significant adverse effects of the project.

As a SEIR, this document only discusses sections of the 2005 EIR which have changed due to: changes in the project design, changes in environmental setting, changes in environmental circumstances (new laws or regulations), or changes in the anticipated environmental impacts. Sections of the 2005 EIR which have not changed in any of these areas do not require further discussion in this SEIR. The following sections are discussed in Chapter 2:

2.1 Transportation and Circulation
2.2 Hazardous Materials
2.3 Biological Resources
2.4 Climate Change (new section not addressed in 2005 EIR)

The following environmental sections of the 2005 EIR have not substantially changed and are therefore not readdressed in this SEIR: Land Use, Air Quality, Noise, Stormwater Runoff and Water Quality, Soils, Geology and Seismicity, Utilities, Emergency Services and Public Safety, Cultural and Historic Resources and Visual Resources.

2.1 Transportation and Circulation

Affected Environment

Fehr and Peers prepared the WPIP 2004 Traffic Study which provided traffic analysis of the existing conditions and projected future conditions based on the alternatives analyzed in the 2005 EIR. The 2004 Traffic Study generally concluded that by 2025, many intersections and roadway segments within the project area would function at failing levels of service (LOS), identified as LOS E or F. One of the main purposes of the WPIP is to improve traffic operations in the project area as well as on the surrounding transportation network. A complete summary of the analysis done in the 2004 Traffic Study can be reviewed in the 2005 EIR.

To update the traffic analysis with the proposed Modified Alternative D, Fehr and Peers prepared a 2045 Analysis Supplemental Traffic Memorandum for the WPIP using 2024 as the year the full WPIP would be constructed. This updated analysis was prepared for the following reasons:

- Changes in the project design: the intersection at Forni Road and Lo Hi Way has been changed from a signalized intersection to a roundabout and several other roadway and intersection configurations have incurred minor design changes.
- Changes in the environmental setting: new development has occurred and projected regional development has changed in the surrounding area which affects traffic counts

and traffic forecasts. Furthermore, Phase 1A has been constructed which includes a new westbound US 50 on-ramp from Ray Lawyer Drive.

- Changes to the design year: Due to funding constraints, the WPIP will be built in phases starting with Phase 1A which was completed in late 2013. Future Phases will require an analysis of interim conditions to ensure that an interim phase does not result in worsened levels of service in the vicinity. Phased construction is expected to be completed by 2025; the design year of the new traffic analysis is 20 years hence, or 2045.

Tables 2.1-1 and 2.1-2 provide the thresholds used to assign level of service (LOS) to intersections and freeway segments according to the Highway Capacity Manual (Transportation Research Board, 2011). In particular, unsignalized intersections – including roundabouts – have lower delay thresholds than signalized intersections.

Table 2.1-1: Intersection LOS Thresholds

LOS	Average Delay (sec/veh)		Description
	Stop Control and Roundabout	Signal Control	
A	≤ 10	< 10	Very low delay occurs due to little or no conflicting traffic.
B	> 10 to 15	> 10 to 20	Low delay occurs although conflicting traffic becomes noticeable.
C	> 15 to 25	> 20 to 35	Average delays result from increased conflicting traffic.
D	> 25 to 35	> 35 to 55	Longer delays occur due to a reduction in available gaps. At signals, individual cycle failures are noticeable.
E	> 35 to 50	> 55 to 80	High delays and extensive queues occur. This value indicates volume-to-capacity ratios. This is considered to be the limit of acceptable delay.
F	> 50	> 80	Delays are unacceptable to most drivers due to over-saturation.
Notes: sec/veh = seconds per vehicle			

Source: Highway Capacity Manual, Transportation Research Board, 2011

Table 2.1-2: Freeway LOS Thresholds

LOS	Average Density (vplpm[1])		Description
	Basic	Ramp Junction and Weave	
A	≤ 11	< 10	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver.
B	> 11 to 18	> 10 to 20	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.
C	> 18 to 26	> 20 to 28	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.
D	> 26 to 35	> 28 to 35	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.
E	> 35 to 45	> 35 to 43[2]	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.
F	> 45	> 43[2]	Represents a breakdown of flow.

Notes: 1. Vplpm = vehicles per lane per mile
2. The LOS E/F threshold of 43 vplpm comes from HCM 2000. The HCM 2010 threshold is volume to capacity ratio (v/c) greater than 1. Since capacity is an output and not an input for simulation analysis, v/c cannot be calculated.

Source: Highway Capacity Manual, Transportation Research Board, 2011

Environmental Consequences

The City of Placerville and Fehr and Peers evaluated LOS with and without the project in the 2045 design year. In addition to the evaluation of the new design year, the project development team wanted to evaluate how changes from signalized intersections to roundabout would affect traffic in the design year. The traffic model includes an updated output with existing, new, and future development based on current projections for the region. The two intersections in question are at Placerville Drive, Fair Lane, and the US 50 on- and off-ramps, as well the intersection of Forni Road, Lo Hi Way, and the US 50 off-ramp. Table 2.1-3 lists the AM and PM peak hour study intersection level of service and average delay for the project alternatives under 2045 conditions.

Table 2.1-3: Intersection Operations – 2045 Conditions

	Intersection	No Project			Signalized Intersections			Roundabouts		
		Control	AM	PM	Control	AM	PM	Control	AM	PM
1	Placerville Dr / Fair Ln / US 50 WB Ramp	Signal	**F / 269**	**F / 244**	Signal	C / 28	C / 26	Round-about	A / 8	D / 23
2	Placerville Dr / Forni Rd	Side-street Stop	**F / >180**	**F / >180**	Signal	A / 9	B / 15	Side-street Stop	B / 13	C / 15
3	Forni Rd / Lo Hi Way / US 50 EB Ramp	All-way Stop	**F / 190**	**F / 244**	Signal	B / 16	C / 21	Round-about	A / 3	A / 8
4	Ray Lawyer Dr / Fair Ln	All-way Stop	A / 8	C / 16	Signal	B / 13	C / 21	Signal	B / 13	B / 20
5	Ray Lawyer Dr / US 50 WB Ramp	Does not exist			Signal	A / 8	B / 14	Signal	A / 7	B / 11
6	Ray Lawyer Dr / Forni Rd / US 50 EB Ramp[1]	All-way Stop	C / 20	E / 45	Signal	C / 31	C / 29	Signal	C / 31	C / 30
7	Forni Road / Courts Driveway	Side-street Stop	A / 9	B / 12	Side-street Stop	A / 9	B / 13	Side-street Stop	A / 10	B / 14

Notes: sec/veh = seconds per vehicle
Bold and underline font indicates LOS F conditions.
The overall average delay is used to assign LOS, except for side street stop control which uses the highest movement delay.
1. The Ray Lawyer Dr. / US 50 Ramp Intersection does not exist under a no project condition.

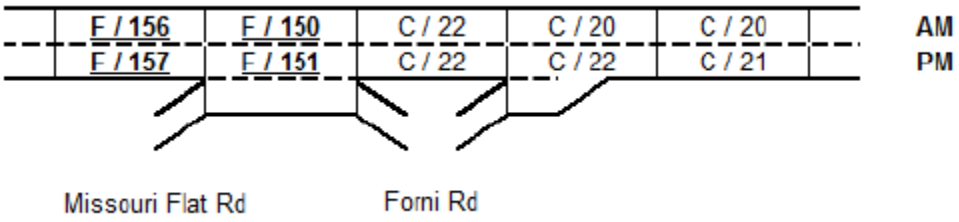
Source: Fehr & Peers, 2045 Analysis Supplemental Traffic Memorandum

Under a no-project condition, three of the study intersections would operate at LOS F during both peak hours. The traffic model also shows that queues at these intersections would spill back into adjacent intersections and onto the freeway mainline. If signals were utilized, all study intersections would operate at LOS C or better during both peak hours. If roundabouts are used at the Placerville Drive interchange instead of signals, these intersections would operate at LOS C or better during both peak hours with one exception. At Placerville Drive / Fair Lane / US 50 Westbound ramps, the five-leg roundabout would have LOS D conditions during the PM peak hour. However, the average intersection delay, 27 seconds per vehicle would be the same as with signalized intersections, the only difference in LOS is due to the different thresholds for roundabout and signalized intersections (see Table 2.1-1).

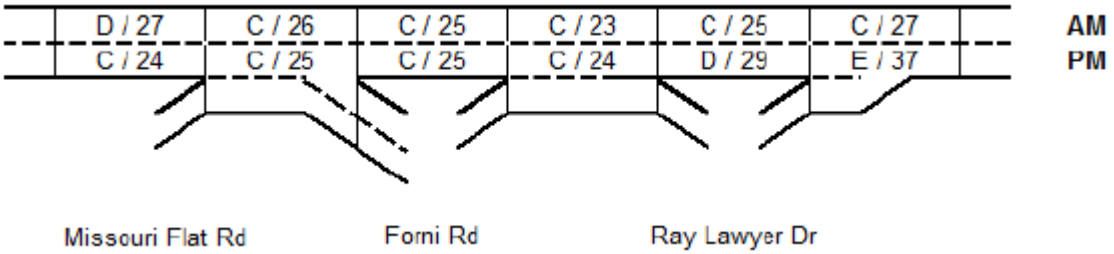
The freeway operations results are shown on a freeway lane configuration schematic diagram (Figures 2.1-1 and 2.1-2). Under a No Project condition, the eastbound weaving section between Missouri Flat Road and Forni Road would operate at LOS F during both peak hours. The congestion would be caused by a queue extending from the northbound approach at the Placerville Drive/Forni Road/US 50 Westbound Ramps intersection, across the freeway overcrossing, and onto the Forni Road off-ramp. Congestion at the westbound US 50 ramp terminal intersection would also cause LOS F conditions in the westbound direction. This congestion would prevent some vehicles from reaching the downstream facilities during the peak hour.

Figure 2.1-1: Eastbound Freeway Operations – 2045 Conditions

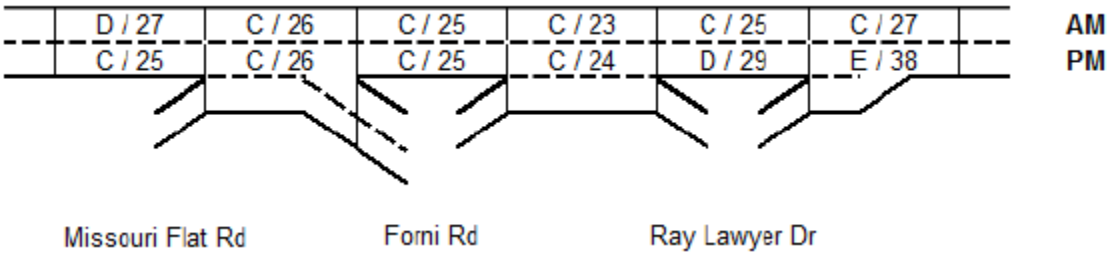
No Project Condition



Signalized Intersections



Roundabouts

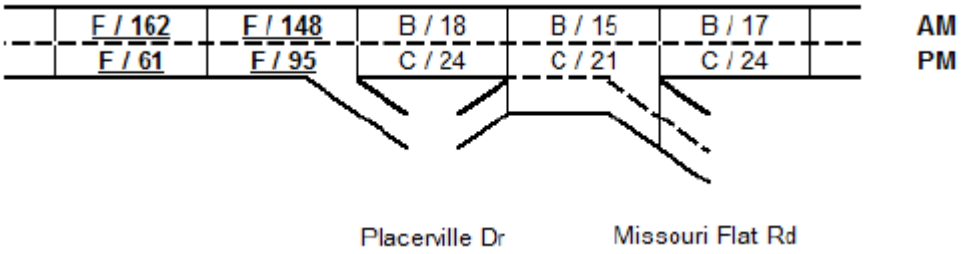


Notes: Bold and underline font indicates LOS F conditions. Average density is reported in vehicles per lane per mile.
Source: Fehr & Peers, 2045 Analysis Supplemental Traffic Memorandum

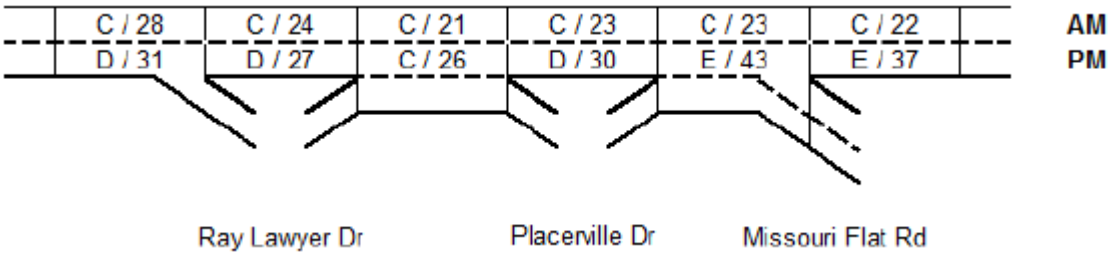
With either signalized intersection or roundabout improvements to the Placerville Drive/Forni Road interchange would eliminate unacceptable congestion under 2045 conditions. All freeways would operate at LOS D or better during the AM peak hour. During the PM peak hour, the worst locations – eastbound at the Ray Lawyer Drive on-ramp and westbound between Placerville Drive and Missouri Flat Road – would operate at an acceptable LOS E.

Figure 2.1-2: Eastbound Freeway Operations – 2045 Conditions

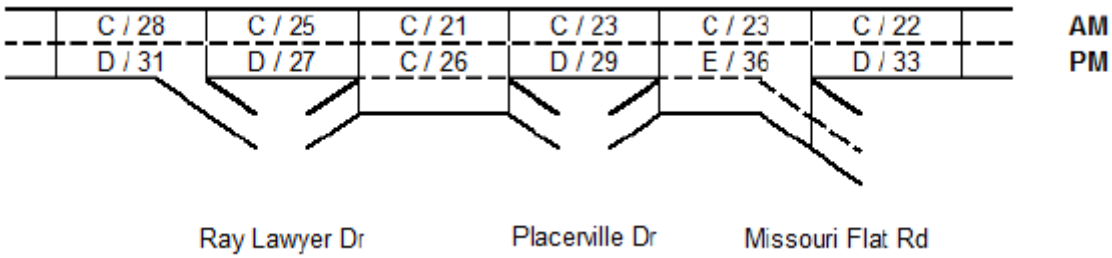
No Project Condition



Signalized Intersections



Roundabouts



Notes: Bold and underline font indicates LOS F conditions. Average density is reported in vehicles per lane per mile.
Source: Fehr & Peers, 2045 Analysis Supplemental Traffic Memorandum

Roundabout vs. Signalized Intersection

As outlined in the traffic analysis above, both signalized and roundabout options would provide operational improvements to the local road system in the project area; however, the roundabout improvements would provide slightly better operational improvements in terms of LOS and seconds of delay per vehicle. Operations would be better with a roundabout at the Forni Road/Lo Hi Way Intersection partly because roundabout intersections operate more efficiently in pairs and the project already includes a roundabout at the Placerville Drive/Fair Lane/US 50 ramps intersection.

In addition to operational improvements, the roundabout configuration provides several other benefits that signalized intersections cannot. Recent FHWA studies show that roundabouts generally improve safety for both pedestrians and vehicles by reducing the number of

intersection conflict points. Roundabouts all but eliminate the more violent t-bone or head-on accidents, and more commonly would result in low speed side swipe type accidents. To date, no fatal accidents have been recorded at a roundabout type intersection in California. Pedestrian safety is also improved due to a reduction in conflict points with vehicles. Pedestrians crossing at a roundabout crosswalk would only need to look for oncoming traffic in one direction before coming to a pedestrian traffic shelter. With a signalized intersection, traffic comes from both directions as well as from cars turning left and right and pedestrians usually need to cross several lanes of traffic at a time.

Roundabout configured intersections result in improved air quality and reduced emissions. Roundabouts generally minimize stopped cars and idling time during normal conditions by allowing free flow in all directions through the intersection (except at peak hours). Lastly, roundabouts are substantially cheaper to maintain compared with signalized intersections, mostly because they do not require traffic signals to direct the flow of traffic.

Project Phasing – Evaluation of Interim Phase 2 Conditions

Phase 1A of the WPIP was built in 2012 and 2013 and included construction of the westbound US 50 on-ramp from Ray Lawyer Drive and the associated auxiliary lane to the Placerville Drive westbound off-ramp. Fair Lane was realigned to accommodate these improvements. Phase 1B would provide further improvements to Fair Lane including a new sidewalk but would not substantially change transportation and circulation in the area.

Phase 2 has three parts: 1) build the eastbound off-ramp to Ray Lawyer Drive along with an auxiliary lane from Placerville Drive, 2) construct a new intersection at Ray Lawyer Drive/Forni Road/US 50 westbound off-ramp, and 3) realign the Forni Road and Ray Lawyer Drive extension. Phase 2 will also include construction of a park-and-ride facility at Ray Lawyer Drive and Forni Road. To analyze the interim traffic conditions after construction of Phase 2 Fehr and Peers prepared the Ray Lawyer Drive Interchange Phasing Analysis Memorandum. This memorandum evaluates traffic conditions between 2018 (completion of Phase 2) and 2025, when the full project is anticipated to be completed.

Generally, construction of Phase 2 would incrementally improve traffic operations in the vicinity. Table 2.1-6 shows the LOS and average seconds of delay per vehicle at seven intersections in the project area.

Table 2.1-6 shows that with no project, there would be significant congestion (LOS F) at the Placerville Drive/Forni Road ramp terminal intersections. The subsequent queues would extend onto the US 50 mainline and cause LOS F conditions during peak hours. Construction of Phase 2 would provide improved operations by diverting traffic volume from the Placerville Drive/Forni Road interchange to the Ray Lawyer Drive interchange. Due to the expected intersection queues, the freeway operations mirror the intersection operations results with the Eastbound Off-ramp in 2018. Construction of Phase 2 would function independently as a part of the improved circulation network with or without future phases of the project. Furthermore, Phase 2 would serve to improve traffic operations at both local roads and intersections as well as on the mainline US 50.

Table 2.1-6: Phase 2 Intersection Operations – 2018 Conditions

Intersection		No Project			Signalized Intersections		
		Control	AM	PM	Control	AM	PM
1	Placerville Dr / Fair Ln / US 50 Ramp	Signal	D / 54	**F / >180**	Signal	C / 26	**F / 144**
2	Placerville Dr / Forni Rd	Side-street Stop	C / 22	**F / >180**	Side-street Stop	C / 16	**F / >180**
3	Forni Rd / Lo Hi Way / US 50 Ramp	All-way Stop	C / 16	**F / 164**	All-way Stop	B / 12	B / 13
4	Ray Lawyer Dr / Forni Rd	All-way Stop	A / 8	A / 9	All-way Stop	A / 8	B / 11
5	Ray Lawyer Dr / US 50 WB Ramp	Uncon-trolled	A / 3	A / 6	Side-street Stop	A / 2	A / 9
6	Ray Lawyer Dr / / Forni Road (US 50 EB)[1]	All-way Stop	A / 2	A / 2	Side-street Stop	B / 13	B / 14
7	Forni Road / Courts Driveway	Side-street Stop	A / 7	A / 10	Side-street Stop	A / 8	A / 4

Notes: Bold and underline font indicates LOS F conditions.
The overall average delay is used to assign LOS, except for side street stop control which uses the highest movement delay.

Source: Fehr & Peers, Ray Lawyer Drive Interchange Phasing Analysis Memorandum

Mitigation Measures

The proposed project changes have been analyzed in the 2045 Analysis Supplemental Traffic Memorandum. Traffic operations were analyzed under 2045 conditions during the AM and PM peak hours. The proposed changes to the project include an update to the traffic model, addition of a roundabout at the intersection of Forni Road and Lo Hi Way, and an updated design year for phasing. The traffic memorandum shows that overall the updated project would result in improved levels of service within the project area and on mainline US 50. The proposed changes would not result in new or increased traffic impacts, nor would they result in failing levels of service during the design year. The project, as designed, still meets the purpose and need and demonstrates independent utility.

No new or increased impacts have been identified and therefore no new mitigation is required. All Transportation and Traffic mitigation measures identified in the 2005 EIR will continue to be part of the proposed project and will be implemented prior to, and during construction.

2.2 Hazardous Waste/Materials

Regulatory Setting

Hazardous materials, including hazardous substances and wastes are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as "Superfund," is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992;
- Clean Water Act;
- Clean Air Act;
- Safe Drinking Water Act;
- Occupational Safety and Health Act (OSHA);
- Atomic Energy Act;
- Toxic Substances Control Act (TSCA); and
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA).

In addition to the acts listed above, Executive Order (EO) 12088, Federal Compliance with Pollution Control Standards, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires clean-up of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is encountered, disturbed during, or generated during project construction.

Affected Environment

The WPIP is located in a predominantly developed area of western Placerville along the US 50 and adjacent roadways. Developments within the project area include residential, commercial/ retail, public use areas (including the El Dorado County Fairgrounds), and public administrative offices. Among the retail and commercial uses are automobile dealers and automobile service

businesses, a gas station, restaurants and a mix of retail businesses. The transport and storage of certain hazardous materials occur within the project area associated with certain businesses and the transport of materials such as petroleum products and other hazardous substances occurs frequently along US 50 through the project area.

Records maintained in public agency files can often reveal historic information of potential environmental concerns related to a property and/or the surrounding area. During the environmental review of this project in support of the 2005 EIR, a hazardous waste records search was performed by Environmental Data Resources, Inc (EDR). This record search identified seven sites which contain small quantity hazardous waste generating sites within a one-mile radius of the project area. A review of this record search showed that the project area did not support any recognized environmental conditions (RECs), historically recognized environmental conditions, or *de minimis* conditions associated with hazardous materials. Four registered underground storage tanks are located within one miles of the project, which is common to some types of businesses such as gas stations. Two of the facilities with underground storage tanks are within 0.5 mile of the project area and appear well maintained, and the leaking underground storage tanks are located 0.38 mile and 0.5 mile from the project area, respectively. Based on this data, no RECs requiring further testing or abatement were identified in the project area.

The presence of naturally occurring asbestos (NOA) has been identified within the western slopes of the foothills in El Dorado County and, in recent years, has become an increased health concern. In El Dorado County, chrysotile is the most common NOA, and actinolite and tremolite are also known to be present. According to a report prepared by the California Department of Conservation, Division of Mines and Geology entitled, “Areas More Likely to Contain Natural Occurrences of Asbestos in Western El Dorado County, California,” the project area is located in a region classified as “Areas That Probably Do Not Contain Asbestos.” These areas generally have little or no serpentinite, ultramafic rocks or related soils. Generally, asbestos rarely occurs in these areas except in or near fault zones (California Department of Conservation, 2000).

As part of this SEIR, Dokken Engineering obtained a new hazardous waste information and records search for the project area on January 21, 2014 from EDR. The records search identified one large quantity hazardous waste generator and five small quantity hazardous waste generators within 0.25 miles of the project area. Also identified were 12 underground storage tanks within 0.5 mile from the project area with the potential to have leaked hydrocarbons into the surrounding soils. In spite of these identifications, no substantial hazardous waste related impacts are expected due to the type of hazards, the location of said sites, and the lack of substantial ground disturbing activities in their immediate proximity. Dokken Engineering also performed a pedestrian survey of the project area in 2013 (multiple surveys dates covering portions of the project area) and found no visual evidence of new hazardous waste or materials (such as oil stains, or other visual evidence).

Environmental Consequences

Build Alternative

Review of the EDR records search did not identify any new site specific RECs within the project area. Obtaining the updated records search also provided compliance with the requirements of Mitigation Measure 3.6-2 from the 2005 EIR which states that “The City shall conduct and updated Environmental Site Assessment, including a hazardous materials occurrence database

search, for the project area within a two year period prior to construction…" However, review of the project site did yield the potential for hazardous materials that were not previously discussed in the 2005 EIR. These RECs are discussed in Table 2.2-1 below.

Table 2.2-1: Recognized Environmental Conditions Evidence

Location	Description of REC Evidence Found	Description of Associated Activity and Use Limitations
US 50/Placerville Drive/Forni Road Interchange Bridge and Ray Lawyer Drive Overcrossing of US 50.	Potential for Asbestos Containing Materials (ACM). New uses of ACM were banned by the EPA in 1989. Revisions to regulations issued by OSHA on June 30, 1995, require that all thermal systems insulation, surfacing materials, and resilient flooring materials installed prior to 1981 be considered Presumed Asbestos Containing Materials and treated accordingly. In order to rebut the designation as Presumed Asbestos Containing Materials, OSHA requires that these materials be surveyed, sampled, and assessed in accordance with 40 CFR 763 (Asbestos Hazard Emergency Response Act). ACM have also been documented in the rail shim sheet packing, bearing pads, support piers, and expansion joint material of bridges.	None
US 50/Placerville Drive/Forni Road Interchange Bridge and Ray Lawyer Drive Overcrossing of US 50 and portions of US 50.	Potential for hazardous chemicals used in treatment of guardrail posts.	None
Existing roadways within project boundaries.	Potential lead and heavy metals associated with pavement striping. Implementation of improvements may require the removal and disposal of yellow traffic stripe and pavement marking materials (paint, thermoplastic, permanent tape, and temporary tape). Yellow paints made prior to 1995 may exceed hazardous waste criteria under Title 22, California Code of Regulations, and require disposal in a Class I disposal site.	None
Various pole- and pad-mounted electrical transformers within or immediately adjacent to the project boundaries.	Potential PCB's in pole- or pad-mounted electrical transformers. As of the date of this ISA, the existence and/or levels of PCB's associated with the pole- or pad-mounted electrical transformers, which may be encountered within the planned construction area, had not been determined.	None

Mitigation Measures

Based on the newly observed conditions, additional mitigation measures are necessary to ensure that no new or increased impacts associated with hazardous waste/materials would occur during construction. In addition to the measures provided below, prior measures from the 2005 EIR will continue to be part of the proposed project and will be implemented prior to, and during construction.

Mitigation Measure 3.6-3: Prior to the start of modification or demolition of either the US 50/Placerville Drive overpass or the US 50/Ray Lawyer Drive overpass, the City or its contractor(s) shall perform an asbestos survey. If asbestos containing materials are found in components of the bridge, they shall be remediated by qualified staff during construction pursuant to a Caltrans approved Asbestos Control Management Plan.

Mitigation Measure 3.6-4: Guardrail posts removed during project demolition will require disposal in landfills that accept treated wood.

Mitigation Measure 3.6-5: Removal of existing pavement striping during construction shall require testing and removal specifications for yellow striping and pavement marking materials in accordance with Caltrans requirements (Standard Special Provision 15-300 REMOVE TRAFFIC STRIPE AND PAVEMENT MARKINGS).

Mitigation Measure 3.6-6: Any leaking transformers observed during the course of the project should be considered a potential polychlorinated biphenyl (PCB) hazard. Should transformers require relocation or should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with the appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with the California Department of Toxic Substances Control regulations.

2.3 Biological Environment

The biological study area (BSA) was established as the area within which permanent and temporary project impacts (e.g. cut slopes, fill areas, temporary access roads, construction staging areas, etc.) could potentially occur. All potential impacts from the proposed build alternative are included in this area. In addition to field work, literature research was reviewed to identify what types of sensitive plant and animal wildlife would be likely to occur within or nearby the project area. This literature research included review of United States Fish and Wildlife Service (USFWS) Species List, California Department of Fish and Wildlife (CDFW) *California Natural Diversity Database* (CNDDB) and the California Native Plant Society (CNPS) *Electronic Inventory of Rare and Endangered Plants.*

Since the 2005 EIR, the biological environmental relating to natural communities, general plant species, and invasive species has not substantially changed. These sections are not discussed individually below and the appropriate mitigation measures identified in the 2005 EIR will continue to be implemented as part of this project. Based on updated surveys of the project area and proposed changes to the project, sections dedicated to wetlands and other waters, animal species, and threatened and endangered species are provided in detail below.

2.3.1 Wetlands and Other Waters

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water

Act (CWA) (33 USC 1344) is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army of Engineers (USACE) with oversight by the United States Environmental Protection Agency (U.S. EPA).

USACE issues two types of 404 permits: Standard and General Permits. There are two types of General permits, Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to authorize a variety of minor project activities with no more than minimal effects.

There are two types of Standard permits: Individual permits and Letters of Permission. Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE's Standard permits. For Standard permits, the USACE decision to approve is based on compliance with Code of Federal Regulations (CFR) Part 230, and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines were developed by the U.S. EPA in conjunction with USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this EO states that a federal agency, such as the FHWA and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the CDFW, the SWRCB and the RWQCB. In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that would substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement would be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications for impacts to wetlands and waters in compliance with Section 401 of the CWA.

Affected Environment

A Preliminary Jurisdictional Delineation of Waters of the U.S. and Wetlands was prepared in 2004 for the project and was summarized in the 2005 EIR. The project area is within the South Fork American River watershed, which encompasses central El Dorado County from the headwaters at the Sierra Crest (elevation 9,900 feet above mean sea level [msl]) to Folsom Lake (elevation 480 feet above msl). The proposed project is within the Hangtown Creek watershed that is a subdrainage of the Weber Creek watershed.

Field surveys were conducted on July 28, August 6, and September 1, 2004, and two channels (tributaries to Hangtown Creek) were identified in the project area as Waters of the US. Channel A is comprised of two segments separated by US 50. The upstream segment of Channel A is a swale and vegetated channel between Forni Road and US 50 (south of the freeway). The downstream segment of Channel A is adjacent to Fair Lane (north of the freeway). Channel B consists of a channel that flows into an underground culvert south of the project site and remains underground through the entire project site. Channels A and B merge north of the project site near the El Dorado County Fairgrounds. Four roadside ditches within the project area were also mapped, two of which support wetland vegetation. Features identified as Waters of the US are shown on Figure 2.3-1. Approximately 0.57 acre of wetlands and 0.1 acre of other Waters of the US were identified in the 2004 surveys (Jurisdictional Delineation, 2004).

In 2012 and 2013, Phase 1A was constructed. These improvements included construction of a new US 50 westbound on-ramp from Ray Lawyer Drive, realignment of Fair Lane, and construction of a detention basin in the southern quadrant of the US 50/Ray Lawyer interchange (between US 50 and Forni Road). These improvements caused impacts to approximately 0.391 acres of Waters of the U.S. under a Section 404 Nationwide Permit 14 issued by USACE on August 25, 2009, and was reverified on August 30, 2012 after the Corps' Nationwide Permit was renewed in March of 2012. A record of these permits is provided in Attachment A.

Dokken Engineering biologists performed several preconstruction surveys for Phase 1A of the WPIP. On February 26, 2013 these biologists surveyed the southwestern quadrant of the Ray Lawyer Drive interchange where the proposed detention based was planned and identified two wetland areas where, presumably, conditions have changed since they were not identified as Waters of the US in the 2004 Jurisdictional Delineation. These additional wetland areas are approximately 0.11 acre in total size and are shown on Figure 2.3-2 Updated Jurisdictional Determination (2013). Environmentally sensitive area (ESA) fencing was set up during construction of Phase 1A to ensure that construction impacts would be avoided; however, future phases of the project are expected to impact these additional features so they have been added to the affected environment in this SEIR.

Environmental Consequences

In addition to the impacts to Waters of the U.S. and wetlands previously discussed in the 2005 EIR, the new 0.11 acre of wetlands identified in 2013 will also be impacted by future phases of the WPIP. The changes in project design include construction of a park-and-ride facility in this

V:\1773_WPlacerville\Supplemental EIR\1773-Jurisdictional_Delineation_2004.mxd

Source: Dokken Engineering 1/21/2014; Created By: timc/

Not to Scale

Figure 2.3-1
Jursidictional Delineation 2004
Western Placerville Interchanges Project
City of Placerville, El Dorado County, CA

V:\1773_WP\Placerville\Supplemental EIR\1773_Updated_JD_2013.mxd

Source: Dokken Engineering 1/17/2014; Created By: T. Chamberlain

0 100 200 300 400 Feet

Figure 2.3-2
Updated Jurisdictional Delineation (2013)
Western Placerville Interchanges Project
City of Placerville, El Dorado County, CA

quadrant of the Ray Lawyer Drive interchange. An additional 0.11 acre of permanent impacts to wetlands are anticipated for the project.

Mitigation Measures

The project will continue to be designed with minimization of impacts to Waters of the U.S. and State, where possible. Measure 3.10-1 of the 2005 EIR, the City of Placerville will obtain a Section 404 Permit from the USACE, prior to construction, and prior to impacting waters of the US. This permit will determine the extent of impacts (for that particular phase of the project), and will adequately assess appropriate compensatory mitigation for said loss of jurisdictional waters. This measure will continue to be implemented and any future phases which would impact jurisdictional waters will require a Section 404 Permit. An additional 0.11 acres of wetlands are expected to be impacted and appropriate mitigation will be determined by USACE during the permitting review process. No additional measures are necessary to ensure impacts to Waters of the U.S. and wetlands are reduced to a less than significant level.

2.3.2 Animal Species

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The USFWS, the National Oceanic and Atmospheric Administration (NOAA) Fisheries and the CDFW are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the California Endangered Species Act (CESA) or Federal Endangered Species Act (FESA). Species listed or proposed for listing as threatened or endangered are discussed in Section 2.3.3 below.

Federal laws and regulations pertaining to wildlife include:

- National Environmental Policy Act;
- Migratory Bird Treaty Act (MBTA); and
- Fish and Wildlife Coordination Act.

State laws and regulations pertaining to wildlife include:

- California Environmental Quality Act;
- Sections 1600 – 1603 of the Fish and Game Code; and
- Section 4150 and 4152 of the Fish and Game Code.

Affected Environment

No substantial changes in the affected environmental have been observed since the 2005 EIR and the writing of this SEIR. The description of habitat types and animal species in the project study area remain the same.

Environmental Consequences

Migratory Birds

Native birds are protected under the Migratory Bird Treaty Act (MBTA) and similar provisions under California Department of Fish and Game Code. During prior biological surveys, habitat within the project area was determined to be favorable to canopy nesting birds. Evidence of prior bird nesting in oak woodland and other woodland habitats was observed during the preconstruction tree surveys performed for the Phase 1A project. It remains a critical goal of this project to continue to protect nesting birds in the project area during the nesting season (February 15 – August 31). In compliance with the MBTA, if active nests are found during the nesting season, they will not be disturbed or impacted until a qualified biologist has determined that all newborn birds have fledged and the nest is no longer actively being used.

However, in addition to this requirement, the 2005 EIR imposed the following measure to further reduce impacts to non-special status bird species:

"Mitigation Measure 3.10-6: The City shall avoid construction activities in the vicinity of potential avian habitat where feasible and shall replace trees and shrubs which provide habitat to nesting bird species at a 3:1 replacement to loss ratio."

This measure was implemented during Phase 1A which resulted in the removal of approximately 233 trees, six inches diameter or greater, measured at breast height. In order to accommodate replanting of 699 trees to implement this mitigation measure, the City purchased oak woodland mitigation from the Westervelt Mitigation Bank which is a USFWS, CDFW, and USACE-approved mitigation bank, because there physically was not enough room on site to plant the number of trees required.

The City of Placerville has determined that, although habitat restoration through on-site and off-site mitigation is a critical component for this project's continuing minimization of environmental impacts, the measure provided above is excessive when compared with the habitat needs of non-special status bird species that frequent the project area. Impacts to nesting birds and to this project's compliance with the MBTA are less than significant with or without inclusion of Mitigation Measure 3.10-6. Removal of this measure 3.10-6 will not change the significance determination with regards to animal species for four reasons:

1) Removal of woodland habitat in the project area, regardless of mitigation, does not constitute a significant impact to nesting bird species due to the broad availability of nesting habitat in the northern California foothills region,
2) The City will continue to mitigate for impacts to oak woodland habitat at a 3:1 ratio (pursuant to 2005 EIR Measure 3.10-2), and
3) Implementation of full tree mitigation during Phase 1A will serve as additional compensatory mitigation for loss of nesting bird habitat for all habitat loss in future phases of the project
4) The City has established an oak tree mitigation requirement for private development within the City limits and the mitigation established in 3.10.2 meets or exceeds these requirements.

Mitigation Measures

Migratory Bird Species

The City of Placerville proposes to delete Mitigation Measure 3.10-6 as written in the 2005 EIR and replace it with the following measure to ensure that the WPIP remains in full compliance with the MBTA and the California Department of Fish and Game Code.

Revised Mitigation Measure 3.10-6: To ensure compliance with the Migratory Bird Treaty Act and California Department of Fish and Game Code, vegetation removal and initiation of construction activities should not occur during the nesting season (defined as February 15 – August 31). If this is not possible and vegetation removal or initiation of work is to occur during the nesting season, a pre-construction survey will be required. The pre-construction survey shall be performed by a qualified biologist, to determine the presence of nesting birds and ensure active nests are not directly or indirectly impacted during construction. The pre-construction survey area will include the limits of the project impact area plus a 500-foot buffer. If work is planned to begin during the nesting season (February 15 – August 31), all vegetation removal shall be completed within two weeks of the nesting survey where the survey determines no active nests are present. If the nest of a protected bird is found, the perimeter shall be flagged and a qualified biologist will coordinate with USFWS and CDFW to determine an appropriate buffer distance from construction to ensure protection of the nest. The contractor shall stop work in the nesting area and is prohibited from conducting work that could disturb the nesting birds until the buffer is established (as determined by the project biologist in coordination with resource agencies). The buffer shall remain in the protected area until the biologist has determined that nesting activities are complete.

2.3.3 Threatened and Endangered Species

Regulatory Setting

The primary federal law protecting threatened and endangered species is the FESA: 16 USC Section 1531, et seq. See also 50 CFR Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies are required to consult with the USFWS and the NOAA Fisheries Service to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement, a Letter of Concurrence and/or documentation of a no effect finding. Section 3 of FESA defines take as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct.”

California has enacted a similar law at the state level, CESA, California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project caused losses of listed species populations and their essential habitats. The CDFW is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise

lawful development projects; for these actions an incidental take permit is issued by CDFW. For species listed under both FESA and CESA requiring a Biological Opinion under Section 7 of the FESA, CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

Affected Environment

The following listed (threatened or endangered) species have the potential to exist within the project area, or suitable habitat has been identified within the BSA.

California Red-Legged Frog

In July of 2005, Caltrans initiated informal Section 7 Consultation with the USFWS for the WPIP's potential to impact the federally listed California red-legged frog (CRLF) (*Rana aurora draytonii*). This consultation resulted in a concurrence letter dated November 16, 2005 from USFWS agreeing with Caltrans determination that the project is not likely to adversely affect the CRLF because: 1) existing and historic land uses in and around the project area have left available aquatic and upland habitats highly fragmented and degraded; 2) although in 1957 CRLF were found just over one mile from the project in Weber Creek, no dispersal corridors link the project area and the creek; 3) recent protocol-level surveys found no CRLF in Weber Creek near the project area; and 4) currently the nearest known CRLF population is approximately ten miles to the east at Spivey Pond and no continuous upland or aquatic corridors exist between that population and the project area. This letter is included with this SEIR under Appendix B.

The 2005 EIR included further measures to minimize the potential for take of CRLF during project construction. The changes in the project do not change these conditions and with continuing implementation of the 2005 EIR measures, no changes to CRLF or to the project's expected impacts would occur.

Valley Elderberry Longhorn Beetle

Valley Elderberry Longhorn Beetle (VELB) is federally listed as a threatened species. Critical habitat was designated by the USFWS on August 8, 1980 (45 Federal Register [FR] 52803). In 2006 discussions regarding the potential delisting of VELB occurred and in 2012 the USFWS released a proposed rule, 12-month petition finding, to de-list VELB (77 FR 60238); however, to date no final determination has been made.

Elderberry shrubs are obligate hosts for VELB larvae. Elderberry shrubs are often associated with cottonwood, willow, ash, oak and walnut – species common to the riparian forests and adjacent uplands in the Central Valley and foothills the elderberry inhabits (Barr 1991). The VELB's range has been reduced and greatly fragmented due to a loss of elderberry inhabited communities, most especially riparian habitat loss. Habitat loss is derived from agricultural

development, urbanization, levee maintenance and pesticide drift where aerial application or fogging of crops occurs near riparian habitats (USFWS 1999 and Barr 1991).

Adult VELB feed on elderberry foliage and are present from March through early June. During this time, the adults mate within the canopy and females lay their eggs, either singularly or in small clusters, in living elderberry bark crevices or at the junction of stem/trunk or leaf petiole/stem (Barr 1991). After eggs hatch, the first instar larvae burrow into the host elderberry stems to feed on pith for one to two years. As the larvae becomes ready to pupate, it chews outward from the center of the stem through the bark. After the larvae plugs the newly constructed emergent hole with shavings, it returns to the pupal chamber to metamorphose, and will emerge in mid-March through June as adults (USFWS 2006). Elderberry stems with emergence holes indicates current and/or previous VELB presence. VELB utilize stems greater than 1 inch diameter and produce circular to oval emergent holes 7 to 10 millimeters in diameter with the majority occurring 4 feet or less above the ground (Barr 1991).

The preconstruction biological surveys for Phase 1A conducted on June 22, 2012 shrubs identified 12 elderberry bushes with stems greater than one inch, the minimum size for the federally threatened VELB to utilize elderberry as its host species, are within the project limits. Shrubs were measured for number of stems greater than 1 inch and measured at ground level; Table 2.3-1 lists the measurement data recorded from the field. When the elderberry shrubs were searched for presence of VELB, three shrubs were observed having potential emergence holes (see Table 2.3-1 shrub ID # 1, 2 & 6).

Table 2.3-1: Elderberry Shrubs identified on June 22, 2012 within the BSA

Shrub ID #	Stem diam. *1"-3"	Stem diam. *3"- 5"	Stem diam. *> 5"	Condition	Potential Exit Holes	Habitat: Riparian (R)/ Non-Riparian (N-R)
1	2	1	1	Good	Yes	N-R
2	2	--	--	Good	Yes	N-R
3	1	--	--	Good	No	N-R
4	1	--	--	Good	No	N-R
5	1	--	--	Good	No	N-R
6	1	--	--	Good	Yes	N-R
7	2	--	--	Good	No	N-R
8	1	--	--	Good	No	N-R
9	1	--	--	Good	No	N-R
10	2	--	--	Good	No	N-R
11	1	--	--	Good	No	N-R
12	2	--	--	Good	No	N-R

*Diameter measured at ground level

The June 22, 2012 elderberry shrubs were observed growing on a hillside just north of US 50. Oaks, pines, and ceanothus thickets were found in proximity to the elderberry shrubs. Within the

Phase 1A project area, elderberry shrubs were only observed in this location. Figure 2.3-3 shows the locations the elderberry shrubs identified within the BSA on June 22, 2012.

As a result of the June 22, 2012 observances, Caltrans, acting as the Federal Agency for the WPIP, initiated formal Section 7 Consultation with USFWS in July 2012, resulting in a "not likely to jeopardize" determination for VELB (Appendix B). On February 1, 2013, all 12 elderberry shrubs identified in the June 22, 2012 surveys were successfully transplanted to the River Ranch Conservation Bank consistent with the USFWS 1999 guidelines and the January 2013 USFWS Biological Opinion (File No. 08ESMF00-2012-F-0576-1). In addition, a total of 8 VELB credits were purchased at the River Ranch Conservation Bank to mitigate the 12 elderberry shrubs removed during Phase 1 A.

Preconstruction surveys conducted on February 26, 2013 observed an additional 10 elderberry shrubs containing one or more stems one inch or greater within project limits. These shrubs were not affected by Phase 1A considering project activities occurred at a distance greater than 100 feet from all 10 shrubs and the shrubs were provided high visibility ESA fencing. Table 2.3-2 lists the measurement data recorded from the field. When the elderberry shrubs were searched for presence of VELB, two shrubs were observed having potential emergence holes (see Table 2.3-2 shrub ID # 6 & 9).

The 10 shrubs identified on February 26, 2013 are located within the Phase 2 project area just south of US 50 and in proximity to oaks and pines. Figure 2.3-3 shows the locations the elderberry shrubs identified within the BSA on both June 22, 2012 and February 26, 2013.

Table 2.3-2: Elderberry Shrubs identified on February 26, 2013 within the BSA

Shrub ID #	Stem diam. *1"-3"	Stem diam. *3"- 5"	Stem diam. *> 5"	Condition	Potential Exit Holes	Habitat: Riparian (R)/ Non-Riparian (N-R)
1	--	1	--	Poor	No	N-R
2	--	1	--	Fair	No	N-R
3	1	--	--	Good	No	N-R
4	1	--	--	Good	No	N-R
5	1	--	--	Good	No	N-R
6	1	--	--	Good	Yes	N-R
7	1	--	--	Good	No	N-R
8	1	--	--	Good	No	N-R
9	--	--	1	Good	Yes	N-R
10	1	--	--	Good	No	N-R

*Diameter measured at ground level

Figure 2.3-3
Elderberry Shrub Locations
Western Placerville Interchanges Project
City of Placerville, El Dorado County, CA

Environmental Consequences

Valley Elderberry Longhorn Beetle

Following the approval of the January 2013 USFWS Biological Opinion, an appended Biological Assessment was prepared in January 2014 to document the previous coordination efforts with USFWS and the additional anticipated impacts to VELB habitat, as well as the avoidance, minimization, and mitigation measures proposed to offset potential direct and indirect impacts to VELB and its habitat. The January 2014 document also made the determination that the proposed project may adversely affect, but is not likely to jeopardize VELB.

The project would require removal of 10 elderberry shrubs greater than or equal to 1 inch currently growing within the Phase 2 construction limits (see Table 2.3-2 above).

Two of the 10 shrubs requiring removal, shrubs 6 & 9, were observed to have potential VELB exit holes. In compliance with USFWS 1999 guidelines, the elderberry shrubs observed on February 1, 2013 will be transplanted. Should a shrub be unlikely to survive transplantation because of poor condition or location, or be extremely difficult to move because of access problems, mitigation ratios for the given shrub shall be increased by a ratio of 2:1 to offset the additional habitat loss.

Since possible emergence holes were identified, there is a potential for the project to directly affect VELB. However, the project is outside of VELB designated Critical Habitat and the 10 elderberry shrubs requiring removal will be transplanted between November and the second week of February. This is the shrub's dormant season and the timing ensures the shrubs are not being transplanted during the VELB's breeding, burrowing, or emergence seasons. Considering Phase 2 will require the removal of all 10 shrubs, there will be no indirect effects to VELB.

Mitigation Measures

Valley Elderberry Longhorn Beetle

Consistent with the requirements of Section 7 of the Endangered Species Act, Caltrans reinitiated Section 7 Consultation with the USFWS in January of 2014 for changes in environmental conditions which may potentially affect VELB. An updated Biological Assessment was prepared in January 2014 documenting the anticipated impacts to VELB, and VELB elderberry shrub habitat, as well as the avoidance, minimization, and mitigation measures proposed to protect the species during construction. These measures are consistent with those provided to USFWS for the January 2013 USFWS Biological Opinion and therefore are anticipated to receive USFWS approval. Any additional recommendations that may result from Caltrans' re-initiation of Section 7 Consultation with USFWS will be incorporated into the project design.

Mitigation Measure 3.10-4: The following measures shall be implemented to ensure impacts to VELB are not significant:

- Monitor - A qualified biologist (monitor) shall be on-site for the duration of the transplanting of the elderberry plants to insure that no unauthorized take of the VELB occurs. If unauthorized take occurs, the monitor must have the authority to stop work until corrective measures have been completed. The monitor shall immediately report any unauthorized take of the beetle or its habitat to the USFWS.

- Timing - Elderberry plants shall be transplanted when the plants are dormant, approximately November through the first two weeks in February, after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the plant and increase transplantation success.
- Elderberry shrubs requiring removal shall be transplanted to the River Ranch Conservation Bank, French Camp Conservation Bank, or at another USFWS-approved VELB mitigation bank.
- All elderberry shrubs eligible for removal shall be relocated/transplanted following the USFWS 1999 guidelines.
- Four VELB mitigation credits shall be purchased at the River Ranch Conservation Bank, French Camp Conservation Bank, or at another USFWS-approved VELB mitigation bank. These mitigation credits will cover plantings of 20 elderberry cuttings/seedlings and 20 associated riparian species.

2.4 Climate Change (CEQA)

For the purposes of this section, the City of Placerville has chosen to adopt the Caltrans standards for assessing impacts to climate change under CEQA since this project occurs within and adjacent to US 50, a Caltrans owned and operated facility.

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change by the United Nations and World Meteorological Organization in 1988, has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light duty trucks, other trucks, buses, and motorcycles make up the largest source [second to electricity generation]) of GHG emitting sources. The dominant GHG emitted is CO_2, mostly from fossil fuel combustion.

There are typically two terms used when discussing the impacts of climate change. "Greenhouse Gas Mitigation" is a term for reducing GHG emissions in order to reduce or "mitigate" the impacts of climate change. “Adaptation," refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)[1].

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing growth of vehicle

[1] http://climatechange.transportation.org/ghg_mitigation/

miles traveled (VMT), 3) transitioning to lower GHG emitting fuels, and 4) improving vehicle technologies. To be most effective all four strategies should be pursued collectively. The following Regulatory Setting section outlines state and federal efforts to comprehensively reduce GHG emissions from transportation sources.

Regulatory Setting

State

With the passage of several pieces of legislation including State Senate and Assembly bills and EOs, California launched an innovative and pro-active approach to dealing with GHG emissions and climate change.

Assembly Bill 1493 (AB 1493), Pavley. Vehicular Emissions: Greenhouse Gases, 2002: requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year. In June 2009, the U.S. EPA Administrator granted a Clean Air Act waiver of preemption to California. This waiver allowed California to implement its own GHG emission standards for motor vehicles beginning with model year 2009. California agencies will be working with federal agencies to conduct joint rulemaking to reduce GHG emissions for passenger cars model years 2017-2025.

EO S-3-05: (signed on June 1, 2005, by former Governor Arnold Schwarzenegger) the goal of this EO is to reduce California's GHG emissions to: 1) year 2000 levels by 2010, 2) year 1990 levels by the 2020, and 3) 80 percent below the year 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

AB 32, the Global Warming Solutions Act of 2006, Núñez and Pavley: AB 32 sets the same overall GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan, (which includes market mechanisms) and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

EO S-20-06: (signed on October 18, 2006 by former Governor Arnold Schwarzenegger) further directs state agencies to begin implementing AB 32, including the recommendations made by the California's Climate Action Team.

EO S-01-07: (signed on January 18, 2007 by former Governor Arnold Schwarzenegger) set forth the low carbon fuel standard for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least ten percent by the year 2020.

Senate Bill 97 (SB 97) Chapter 185, 2007: required the Governor's Office of Planning and Research to develop recommended amendments to CEQA Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

Caltrans Director's Policy 30 (DP-30) Climate Change (approved June 22, 2012): is intended to establish a Caltrans policy that will ensure coordinated efforts to incorporate climate change into Caltrans decisions and activities. This policy contributes to the Caltrans' stewardship goal to preserve and enhance California's resources and assets.

Federal

Although climate change and GHG reduction is a concern at the federal level; currently there are no regulations or legislation that have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the U.S. EPA nor the FHWA has promulgated explicit guidance or methodology to conduct project-level GHG analysis. As stated on FHWA's climate change website (http://www.fhwa.dot.gov/hep/climate/index.htm), climate change considerations should be integrated throughout the transportation decision-making process–from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will facilitate decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

The four strategies set forth by FHWA to lessen climate change impacts do correlate with efforts that the state has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and a reduction in the growth of vehicle hours travelled.

Climate change and its associated effects are also being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the "National Clean Car Program" and EO 13514 - Federal Leadership in Environmental, Energy and Economic Performance.

EO 13514 is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also direct federal agencies to participate in the Interagency Climate Change Adaptation Task Force, which is engaged in developing a national strategy for adaptation to climate change.

On April 2, 2007, in Massachusetts v. EPA, 549 U.S. 497 (2007), the Supreme Court found that greenhouse gases are air pollutants covered by the Clean Air Act and that the U.S. EPA has the authority to regulate GHG. The Court held that the U.S. EPA Administrator must determine whether or not emissions of greenhouse gases from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision.

On December 7, 2009, the U.S. EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- **Endangerment Finding**: The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases--CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6--in the atmosphere threaten the public health and welfare of current and future generations.

- **Cause or Contribute Finding**: The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industry or other entities, this action was a prerequisite to finalizing the U.S. EPA's Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles, which was published on September 15, 2009[2]. On May 7, 2010 the final *Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards* was published in the Federal Register.

U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations. These steps were outlined by President Obama in a Presidential Memorandum on May 21, 2010.[3]

The final combined U.S. EPA and NHTSA standards that make up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards require these vehicles to meet an estimated combined average emissions level of 250 grams of CO_2 per mile, (the equivalent to 35.5 miles per gallon [MPG] if the automobile industry were to meet this CO_2 level solely through fuel economy improvements. Together, these standards will cut GHG emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

On November 16, 2011, U.S. EPA and NHTSA issued their joint proposal to extend this national program of coordinated greenhouse gas and fuel economy standards to model years 2017 through 2025 passenger vehicles.

Project Analysis

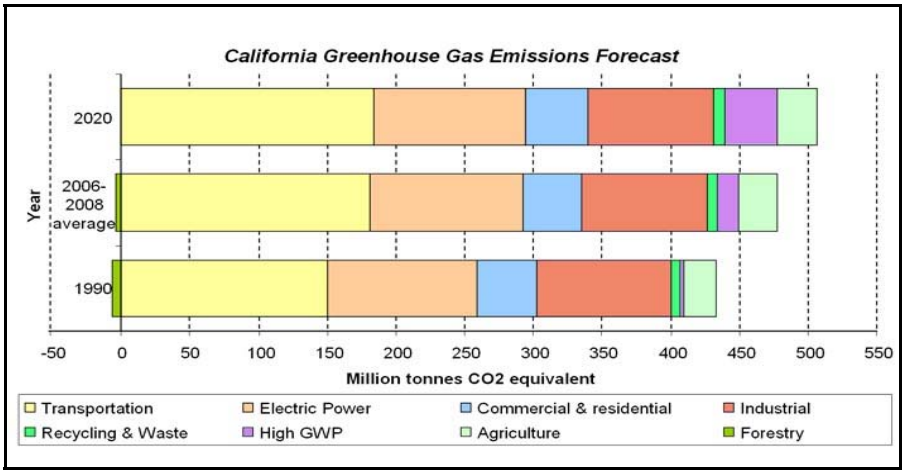
An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.[4] In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines sections 15064(h)(1) and 15130). To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult, if not impossible, task.

The AB 32 Scoping Plan mandated by AB 32 contains the main strategies California would use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, ARB released the GHG inventory for California (forecast last updated: October 28, 2010). The forecast is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

[2] http://www.epa.gov/oms/climate/regulations.htm#1-1
[3] http://epa.gov/otaq/climate/regulations.htm
[4] This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.[5]

Figure 2.4-1: California Greenhouse Gas Forecast



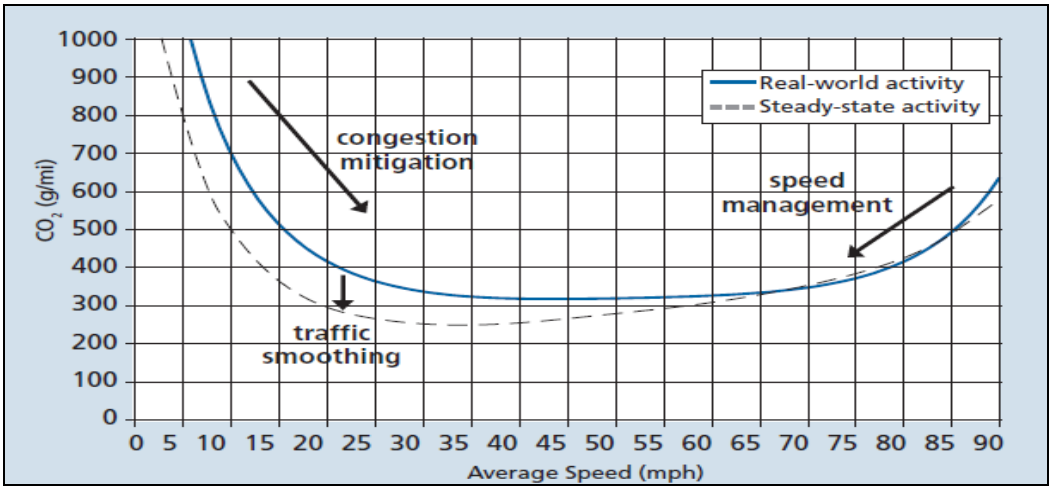
Source: http://www.arb.ca.gov/cc/inventory/data/forecast.htm

One of the main strategies in Caltrans' Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of CO_2 from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 mph) and speeds over 55 mph; the most severe emissions occur from 0-25 mph (see Figure 2.4-2). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors GHG emissions, particularly CO_2, may be reduced.

The WPIP has been designed, in part, to reduce congestion and vehicle time delays in the larger transportation network in both the City of Placerville and El Dorado County. The 2004 Traffic Study prepared for the project by Fehr and Peers identifies that the proposed project is expected to reduce VMT by one percent by adding a more direct route for travelers accessing US 50 via the new Ray Lawyer Drive interchange, and notes that a smaller percentage of this VMT occurs at speeds of less than 15 mph. This is important because lower travel speeds are known to generate higher levels of GHG per mile driven. Furthermore, construction of a park-and-ride lot and expansion of non-vehicular modes of transportation throughout the project area are expected to reduce future vehicle trips by providing alternative transportation options. As a result, a qualitative analysis of the project yields improvements to GHG emissions when compared with the no-project future condition.

[5] Caltrans Climate Action Program is located at the following web address: http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

Figure 2.4-2: Traffic Operation Strategies in Reducing On-Road CO_2 Emissions[6]



Quantitative Analysis

While LOS would become worse without the project, the projected traffic volumes are not expected to substantially change with or without the proposed project. The proposed project would not generate new trip sources or destinations but would only increase capacity and transportation efficiency on the US 50 mainline, Placerville Drive, Ray Lawyer Drive, Forni Road, and the other interchange and frontage roadway network.

Using the Emission Factors (EMFAC) model, CO_2 emissions were estimated comparing the existing condition and future conditions (note that the model only allows for a 2035 design year so for this investigation, all model outputs for 2035 are expected to be similar to the 2045 outputs). Table 2.4-1 shows the average daily traffic levels for traffic handled by the local roads and the interchanges that span US 50. The existing average daily traffic for at the Placerville Drive overcrossing is approximately 13,400 and in the design year it is anticipated to be 24,700 due to growth in the area. Similarly, the existing average daily traffic for at the Forni Road overcrossing is approximately 2,100 and in the design year it is anticipated to increase up to 6,600. Since the project would divert traffic some of the traffic volume from the Placerville Interchange to the Ray Lawyer Drive Interchange, CO_2 emissions are anticipated to be similar with or without the project at approximately 6.8 tons/day in 2045.

[6] **Traffic Congestion and Greenhouse Gases:** Matthew Barth and Kanok Boriboonsomsin(TR News 268 May-June 2010)<http://onlinepubs.trb.org/onlinepubs/trnews/trnews268.pdf>

Table 2.4-1: Quantitative CO_2 Emissions

Study Segment	Year 2015		Year 2045	
	Modified Alternative D	No Project	Modified Alternative D	No Project
Placerville Drive	2.4 tons/day	3 tons/day	4.4 tons/day	5.4 tons/day
Ray Lawyer Drive	1.1 tons/day	0.5 tons/day	2.4 tons/day	1.4 tons/day

Note: Modeled using CT EMFAC, 5.0, 2013

These CO_2 emissions numbers are only useful for a comparison between alternatives. The numbers are not necessarily an accurate reflection of what the true CO_2 emissions would be because CO_2 emissions are dependent on other factors that are not part of the model such as the fuel mix (EMFAC model emission rates are only for direct engine-out CO_2 emissions not full fuel cycle; fuel cycle emission rates can vary dramatically depending on the amount of additives like ethanol and the source of the fuel components), rate of acceleration, and the aerodynamics and efficiency of the vehicles.

Construction Emissions

GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events. To reduce construction emissions, the proposed project would incorporate the Air Quality measures and best management practices along with Measure 3.14-1.

CEQA Conclusion

While construction would result in a slight increase in GHG emissions, it is anticipated that any increase in GHG emissions due to construction would be offset by no additional increases in local GHG emissions and improvement in regional operational GHG emissions. While it is the City of Placerville's determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale of climate change, the City is firmly committed to implementing measures to help reduce GHG emissions.

Greenhouse Gas Reduction Strategies

AB 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as ARB works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Former Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a $222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including $100.7 billion in transportation funding during the next decade. The Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions.

Mobility Pyramid

The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together are expected to reduce congestion. The Strategic Growth Plan relies on a complete systems approach to attain CO_2 reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements as depicted in The Mobility Pyramid.

Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Caltrans works closely with local jurisdictions on planning activities but does not have local land use planning authority. Caltrans assists efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by U.S. EPA and ARB.

Table 2.4-2 summarizes Caltrans and statewide efforts that Caltrans is implementing in order to reduce GHG emissions. More detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

To the extent that it is applicable or feasible for the proposed project and through coordination with the project development team, the following measure would also be included in the proposed project to reduce the GHG emissions and potential climate change impacts from projects. In addition to the following measure, the proposed project shall comply with 2005 EIR Mitigation Measures 3.10-2 and 3.12-2 which concern revegetation and landscaping. These measures would help reduce surface warming and, through photosynthesis, decrease CO_2.

Measure 3.14-1: Energy efficient lighting, such as LED traffic signals and street lights, will be used when possible.

Table 2.4-2: Climate Change/CO_2 Reduction Strategies

Strategy	Program	Partnership		Method/Process	Estimated CO_2 Savings (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Inter-governmental Review (IGR)	Caltrans	Local Govern-ments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stake-holders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements and Intelligent Trans. System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	0.07	2.17
Mainstream Energy and GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational and Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, CARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening and Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	0.0045	0.0065 0.45 .0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	0.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5 % limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 0.36	4.2 3.6
Goods Movement	Office of Goods Movement	CalEPA, CARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					**2.72**	**18.18**

Source: Department of Transportation Standard Environmental Reference, 2012

Adaptation Strategies

"Adaptation strategies" refer to how Caltrans and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects would vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the White House CEQ, the Office of Science and Technology Policy, and the NOAA, released its interagency report on October 14, 2010 outlining recommendations to President Obama for how Federal Agency policies and programs can better prepare the U.S. to respond to the impacts of climate change. The Progress Report of the Interagency Climate Change Adaptation Task Force recommends that the federal government implement actions to expand and strengthen the nation's capacity to better understand, prepare for, and respond to climate change.

Climate change adaption must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts would help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, former Governor Arnold Schwarzenegger signed EO S-13-08 which directed a number of state agencies to address California's vulnerability to sea level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea level rise.

The California Natural Resources Agency (Resources Agency) was directed to coordinate with local, regional, state and federal public and private entities to develop. The California Climate Adaptation Strategy (Dec 2009)[7], which summarizes the best known science on climate change impacts to California, assesses California's vulnerability to the identified impacts, and then outlines solutions that can be implemented within and across state agencies to promote resiliency.

The strategy outline is in direct response to EO S-13-08 that specifically asked the Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. Numerous other state agencies were involved in the creation of the Adaptation Strategy document, including the California Environmental Protection Agency; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The document is broken down into strategies for different sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. As data continues to be developed and collected, the state's adaptation strategy would be updated to reflect current findings.

[7] http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF

The Resources Agency was also directed to request the National Academy of Science to prepare a Sea Level Rise Assessment Report by December 2010[8] to advise how California should plan for future sea level rise. The report is to include:

- Relative sea level rise projections for California, Oregon and Washington taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates.
- The range of uncertainty in selected sea level rise projections.
- A synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems.
- A discussion of future research needs regarding sea level rise.

Prior to the release of the final Sea Level Rise Assessment Report, all state agencies that are planning to construct projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. Sea level rise estimates should also be used in conjunction with information regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data

Interim guidance has been released by The Coastal Ocean Climate Action Team as well as Caltrans as a method to initiate action and discussion of potential risks to the states infrastructure due to projected sea level rise.

All projects that have filed a Notice of Preparation as of the date of EO S-13-08, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects may, but are not required to, consider these planning guidelines. The proposed project is outside the coastal zone and direct impacts to transportation facilities due to projected sea level rise are not expected.

EO S-13-08 also directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system, and economy of the state. Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change effects, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, Caltrans would be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

[8] Pre-publication copies of the report, *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future*, were made available from the National Academies Press on June 22, 2012. For more information, please see http://www.nap.edu/catalog.php?record_id=13389.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is an active participant in the efforts being conducted in response to EO S-13-08 and is mobilizing to be able to respond to the National Academy of Science Sea Level Rise Assessment Report.

CHAPTER 3 - COMMENTS AND COORDINATION

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and to identify potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team (PDT) meetings, interagency coordination meetings, and public outreach meetings. This chapter summarizes the results of the City of Placerville's efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

3.1 Scoping Process

Changes in the project design were discussed and selected by the PDT. Though the proposed changes, including a new roundabout at Forni Road and Lo Hi Way, did not result in any new or increased environmental impacts which could not be mitigated to a less than significant level, the PDT determined that preparing this SEIR and disclosing the changes in the project to the public and other stakeholders would be critical to maintaining the ongoing public outreach process.

3.2 Public Participation

Staff presented the proposed modifications to Alternative D to the Placerville City Council on September 10, 2013. This presentation included a general project overview and project update for the City Council and attending members of the public, progress to date (Phase 1A), and a discussion of the additional work necessary to incorporate the proposed changes into the project design. This meeting and presentation provided an opportunity for comment from the public prior to the City pursuing further work on the proposed project changes. No controversy was received at this meeting and the City authorized staff to prepare this SEIR and evaluate how these design changes would affect other portions of the project.

Pursuant to NEPA and CEQA requirements, this proposed SEIR will be circulated for 45 days and will solicit public review and comment. Circulation of this document will include public notices posted at the County offices and local public library as well as a public notice in the local newspaper. All property owners within a 500 foot radius from the project area will also be mailed a public notice during the 45 day review period. Currently no public meeting is scheduled beyond a public hearing of the Placerville City Council to adopt this SEIR. However, if public comments are received on this SEIR which warrant further public outreach, the City of Placerville may choose to hold another public information meeting to answer questions regarding the project and the contents of this environmental document.

CHAPTER 4 - LIST OF PREPARERS

City of Placerville

Nate Stong	City Engineer

Dokken Engineering

Liz Diamond	Project Manager
Juann Ramos	Project Engineer
Tim Chamberlain	Environmental Coordinator Supplemental EIR (Primary Author)
Namat Hosseinion	Environmental Manager
Angela Scudiere	Biological Resources/Biological Assessment

Fehr and Peers

Dave Stanek	2045 Analysis Supplemental Traffic Memorandum Ray Lawyer Drive Interchange Phasing Analysis Memorandum

CHAPTER 5 - DISTRIBUTION LIST

State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812

City of Placerville
Engineering Division, Attn: Nate Stong
3101 Center Street
Placerville, CA 95667

Main Library in Placerville
345 Fair Lane
Placerville, CA 95667

California Department of Transportation
District 3
Attention: Jess Avila
703 B Street
Marysville, CA 95901

U.S. Environmental Protection Agency
Region 9 Main Office
Communities and Ecosystem Division
75 Hawthorne Street
San Francisco, CA 94105

U.S. Fish and Wildlife Service
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, CA 95825

U.S. Army Corps of Engineers
Regulatory Branch
1325 J Street
Sacramento, CA 95814

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816

California Department of Fish and Wildlife Region 2
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670

Office of Emergency Services
3650 Schriever Avenue
Rancho Cordova, CA 95655

California Highway Patrol
Office of Special Projects
2555 1st Avenue
Sacramento, CA 94295

Department of Toxic Substances Control
CTC – CEQA Tracking Center
P.O. Box 3044
Sacramento, CA 95812

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

County of El Dorado
Trails Advisory Committee
3000 Fairlane Court, Suite 1
Placerville, CA 95667

Department of California Highway Patrol
3031 Lo Hi Way
Placerville, CA 95667

El Dorado County Transportation Commission
2828 Easy Street, Suite 1
Placerville, CA 95667

CHAPTER 6 - REFERENCES

Biological Assessment for Valley Elderberry Longhorn Beetle

2012 Biological Assessment for Valley Elderberry Longhorn Beetle for the Western Placerville Interchanges Project, City of Placerville, California. Prepared by Dokken Engineering. July 2012, Updated January, 2014

Caltrans Standard Environmental Reference

2013 Caltrans Standard Environmental Reference, Annotated EIR/EA Outline. August 2013.

City of Placerville General Plan

1989 City of Placerville General Plan, January 1989

EDR Hazardous Waste Records Search

2014 Environmental Data Resources, Inc. January, 2014

Environmental Impact Report, Western Placerville Interchanges Project

2005 Environmental Impact Report for the Western Placerville Interchanges Project, City of Placerville, California. Prepared by ESP. November 2005

Project Phasing Traffic Memorandum

2014 Ray Lawyer Drive Interchange Phasing Analysis Memorandum for the Western Placerville Interchanges Project, City of Placerville, California. Prepared by Fehr and Peers. January 2014.

Supplemental Traffic Memorandum

2014 2045 Analysis Supplemental Traffic Memorandum for the Western Placerville Interchanges Project, City of Placerville, California. Prepared by Fehr and Peers. January 2014.

Appendix A **WPIP Section 404 Permit**

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

August 30, 2012

Regulatory Division (SPK-2004-00958)

Mr. Nathan Stong
City of Placerville
487 Main Street
Placerville, California 95667

Dear Mr. Stong:

We are responding to your April 13, 2012, request for a re-verification of the Department of the Army permit for the Western Placerville Interchanges Project. This approximately 40-acre project involves activities, including discharges of dredged or fill material, in waters of the United States to construct a new eastbound off-ramp from U.S. Highway 50 onto Ray Lawyer Drive, construct a new detention basin, and realign Fair Lane to accommodate the new on ramp and auxiliary lane improvement. The project is located near Weber Creek, in Section 12, Township 10 North, Range 10 East, Mount Diablo Meridian, Latitude 38.7244970658366°, Longitude -120.828292768007°, Town of Placerville, El Dorado County, California.

Based on the information you provided, the proposed activity, resulting in the permanent loss of approximately 0.391 acre of waters of the U.S. is authorized by Nationwide Permit Number 14 (NWP). However, until Section 401 Water Quality Certification for the activity has been issued or waived, our authorization is denied without prejudice. Once you have provided us evidence of water quality certification, the activity is authorized and the work may proceed subject to the conditions of certification and the NWP. Your work must comply with the general terms and conditions listed on the enclosed NWP information sheets and regional conditions, and the following special conditions (enclosure 1):

Special Conditions

1. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you shall immediately notify the Corps of what you have found. The Corps will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

2. To insure your project complies with the Federal Endangered Species Act, you must implement all of the mitigating measures identified in the enclosed Fish and Wildlife Service letter of concurrence (Number 1-1-05-I-1536, dated November 16, 2005), including those ascribed to the Corps therein (enclosure 1). If you are unable to implement any of these measures, you must immediately notify this office and the Fish and Wildlife Office so we may

consult as appropriate, prior to initiating the work, in accordance with Federal law.

3. Within 15 days prior to initiation of construction activities within waters of the U.S., you shall submit to the Corps pre-construction site photographs of the project site, which have been taken no more than 30 days prior to initiation of construction activities. Within 30 days following construction activities, you shall submit post-construction site and aerial photographs of the project site, showing the work conducted, to the Corps. The camera positions and view angles of post-construction photographs shall be identified on a map, aerial photo, or project drawing. Construction locations shall include all major project features and waters of the U.S., including mitigation areas.

4. To ensure permit compliance, the enclosed Figure 3, Western Placerville Interchanges Project Phase 1A, dated August 2012, and Alternative D with Phase 1A, is incorporated as a condition of this authorization (enclosure 3 & 4).

5. You are responsible for all work authorized herein and ensuring that all contractors and workers are made aware and adhere to the terms and conditions of this permit authorization. You shall ensure that a copy of the permit authorization and associated drawings are available for quick reference at the project site until all construction activities are completed.

6. To mitigate for the loss of 0.391 acres of waters of the U.S., you shall submit a check to the Corps in the amount of $87,975.00 ($150,000.00 per acre x 0.391acre X 1.5 ratio) payable to the National Fish and Wildlife Foundation (NFWF). Prior to initiation of any construction activities within waters of the U.S., you must receive written notification from the Corps that the check has been deposited in NFWF's Sacramento District Wetlands Conservation Fund.

7. You shall clearly identify the limits of disturbance in the field with highly visible markers (e.g. construction fencing, flagging, silt barriers, etc.) prior to commencement of construction activities within waters of the U.S. You shall maintain such identification properly until construction is completed and the soils have been stabilized. You are prohibited from any activity (e.g. equipment usage or materials storage) that impacts waters of the U.S. outside of the permit limits as shown on Figure 3 in the above Special Conditions #4.

8. Prior to initiation any construction activities within waters of the U.S., you shall employ construction best management practices (BMPs) onsite to prevent degradation to on-site and off-site waters of the U.S. Methods shall include the use of appropriate measures to intercept and capture sediment prior to entering waters of the U.S., as well as erosion control measures along the perimeter of all work areas to prevent the displacement of fill material. All BMPs shall be in place prior to initiation of any construction activities and shall remain until construction activities are completed. You shall maintain erosion control methods until all on-site soils are stabilized. You shall submit a description of and photo-documentation of your BMPs to our office within 30 days of commencement of construction.

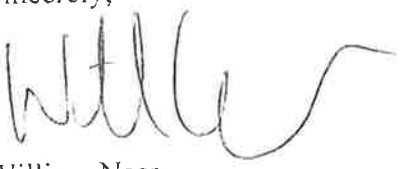
You must sign the enclosed Compliance Certification and return it to this office within 30 days after completion of the authorized work.

This verification is valid for two (2) years from the date of this letter or until the NWP is modified, reissued, or revoked, whichever comes first. Failure to comply with the General and Regional Conditions of this NWP, or the project-specific Special Conditions of this authorization, may result in the suspension or revocation of your authorization.

We would appreciate your feedback. At your earliest convenience, please tell us how we are doing by completing the customer survey on our website under *Customer Service Survey.*

Please refer to identification number SPK-2004-00958 in any correspondence concerning this project. If you have any questions, please contact Mr. Peck Ha at out California North Branch Office, Regulatory Division, Sacramento District, U.S. Army Corps of Engineers, 1325 J Street, Room 1350, Sacramento, California 95814-2922, email *Peck.Ha@usace.army.mil*, or telephone 916-557-6617. For more information regarding our program, please visit our website at *www.spk.usace.army.mil/Missions/Regulatory.aspx.*

Sincerely,



William Ness
Senior Project Manager,
California North Branch

Enclosures

Copies Furnished without enclosures:

Mr. Tim Chamberlain, Dokken Engineering, 2365 Iron Point Drive #200, Folsom, CA 95691
Mr. Dan Radulescu, Storm Water and Water Quality Certification Unit, California Regional Water Quality Control Board, Central Valley Region, 11020 Sun Center Drive #200, Rancho Cordova, California 95670-6114

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

August 25, 2009

Regulatory Division (SPK-2004-00958)

Mr. Phil Boydstun
City of Placerville
3101 Center Street
Placerville, California 95667

Dear Mr. Boydstun:

We are responding to your request for a Department of the Army permit for the WESTERN PLACERVILLE INTERCHANGES PROJECT. This approximately 40-acre project involves activities, including discharges of dredged or fill material, in waters of the United States to construct an additional interchange features between Ray Lawyer Drive and Placerville Drive along U.S. Highway 50. The project is located on or near Unnamed Tributary, Section 12, Township 10 North, Range 10 East, MDB&M Survey, Latitude 38.7244970658366°, Longitude -120.828292768007°, Placerville, El Dorado County, California.

Based on the information you provided, the proposed activity in approximately 0.061-acres of waters of the United States, including wetlands is authorized by Nationwide Permit Number (NWP) 14 Linear Transportation Projects. Your work must comply with the general terms and conditions listed on the enclosed Nationwide Permit information sheets and the following special conditions:

Special Conditions

1. To insure project compliance, the document entitled Request for Authorization under Section 404 Nationwide permit 14 for Phase 1A of the Western Placerville Interchange Project, City of Placerville, California, date received Jun 10, 2009, is incorporated by reference as a condition of this authorization except as modified by the following special conditions:

2. To insure your project complies with the Federal Endangered Species Act, you must implement all of the mitigating measures identified in the enclosed Fish and Wildlife Service letter of concurrence (Number 1-1-05-I-1536, dated November 16, 2005), including those ascribed to the Corps therein. If you are unable to implement any of these measures, you must immediately notify this office and the Fish and Wildlife Office so we may consult as appropriate, prior to initiating the work, in accordance with Federal law.

3. You must allow representatives from the Corps of Engineers to inspect the authorized activity and any mitigation, preservation, or avoidance areas at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

4. To document pre- and post-project construction conditions, you shall submit pre-construction photos of the project site prior to project implementation and post-construction photos of the project site within 30 days after project completion.

5. You shall plant and maintain regionally appropriate native riparian trees at a 1:1 replacement ratio along the affected reach of Unnamed tributary, to mitigate project impacts to the aquatic resource and associated habitat. Willows, oaks, alders, cottonwoods, and/or sycamores shall be planted to shade the entire stream reach. Rip-rapped areas must also be planted with native trees, using vegetated rip-rap techniques, or other appropriate methods, to ensure long-term survival of these trees.

6. To mitigate for the loss of 0.061-acres, you shall submit a check to this office in the amount of $3,625.00 payable to the National Fish and Wildlife Foundation (NFWF). Prior to proceeding with any activity otherwise authorized by this permit, you must receive written notification from the Corps that the check has been deposited in NFWF's Sacramento District Wetlands Conservation Fund.

7. All terms and conditions of the August 5, 2009 Section 401 Water Quality Certification are expressly incorporated as conditions of this permit.

You must sign the enclosed Compliance Certification and return it to this office within 30 days after completion of the authorized work.

This verification is valid for two years from the date of this letter or until the Nationwide Permit is modified, reissued, or revoked, whichever comes first. Failure to comply with the General Conditions of this Nationwide Permit, or the project-specific Special Conditions of this authorization, may result in the suspension or revocation of your authorization.

We appreciate your feedback. At your earliest convenience, please tell us how we are doing by completing the customer survey on our website under *Customer Service Survey*.

Please refer to identification number SPK-2004-00958 in any correspondence concerning this project. If you have any questions, please contact Mr. Brian Vierria at our California North Branch Office, 1325 J Street, Room 1480, Sacramento, California 95814, email *Brian.E.Vierria@usace.army.mil*, or telephone 916-557-7728. For more information regarding our program, please visit our website at *www.spk.usace.army.mil/regulatory.html*.

Sincerely,

Nancy A. Haley
Chief, California North Branch

Enclosures

Copy Furnished without enclosures:

Ms. Jana Alfonso, USFWS, 2800 Cottage Way, Room 1480, Sacramento, California 95825
Mr. Bob Solecki, RWQCB, 1200 Sun Center Drive #200, Rancho Cordova, California 95670
Mr. Namat Hosseinion, Dokken Engineering, 2365 Iron Point Road, Suite 200, Folsom, California 95630

COMPLIANCE CERTIFICATION

Permit File Number: SPK-2004-00958

Nationwide Permit Number: NWP 14 Linear Transportation Projects.

Permittee: Phil Boydstun
City of Placerville
3101 Center Street
Placerville, California 95667

County: El Dorado

Date of Verification: August 25, 2009

Within 30 days after completion of the activity authorized by this permit, sign this certification and return it to the following address:

U.S. Army Corps of Engineers
Sacramento District
Regulatory Division
1325 J Street, Room 1480
Sacramento, California 95814
FAX: 916-557-6877

Please note that your permitted activity is subject to a compliance inspection by a U.S. Army Corps of Engineers representative. If you fail to comply with the terms and conditions of the permit your authorization may be suspended, modified, or revoked. If you have any questions about this certification, please contact the Corps of Engineers.

* * * * * * * * *

I hereby certify that the work authorized by the above-referenced permit, including all the required mitigation, was completed in accordance with the terms and conditions of the permit verification.

_____ _____
Signature of Permittee Date

Appendix B **Section 7 Consultation with USFWS**

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846

In reply refer to:
08ESMF00-2012-F-0576-1

January 5, 2013

Ms. Sandra Rosas
Branch Chief
Office of Environmental Management
California Department of Transportation
703 B Street
Marysville, California 95901

Subject: Formal Consultation on the Western Placerville Interchange Improvement Project for Inclusion with the Valley Elderberry Longhorn Beetle Formal Programmatic Consultation (Service File Number 1-1-96-F-0156)

Dear Ms. Rosas:

This is in response to your July 9, 2012, request for formal consultation with the U.S. Fish and Wildlife Service (Service) on the proposed Western Placerville Interchange Improvement Project (Project). The Service has determined that the Project can be appended to the March 11, 1997, *Formal Programmatic Consultation Permitting Projects with Relatively Small Effects on the Valley Elderberry Longhorn Beetle Within the Jurisdiction of the Sacramento Field Office, California* (Programmatic Consultation). Your request was received by our office on July 20, 2012. This letter represents the Service's biological opinion on the effects of the Project to the threatened valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*). This biological opinion is issued under the authority of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) (Act).

The following sources of information were used to develop this biological opinion: (1) the July 9, 2012, letter to initiate formal consultation from the California Department of Transportation (Caltrans); (2) the July 2012 *Western Placerville Interchanges Biological Assessment* (Biological Assessment); and (3) other information available to the Service. A complete administrative record of this consultation is on file at the Service's Sacramento Office.

Consultation History

July 20, 2012 The Service received the initiation letter and Biological Assessment for the Project from Caltrans.

Description of the Proposed Action

Caltrans and the City of Placerville are proposing the Project to improve US Highway 50 (US 50) and multiple interchanges in the City of Placerville, El Dorado County, California. The Project is located at the Forni Road/Placerville Drive/US 50 interchange and the Ray Lawler Drive Overcrossing at US 50. The Project will widen and improve segments of Forni Road, Fair Lane, Placerville Drive, and Ray Lawler Drive. Project construction will include a new westbound on-ramp from Ray Lawler Drive onto US 50; a new westbound auxiliary lane between the new westbound on-ramp and the existing westbound off-ramp at Placerville Drive; realignment of Fair Lane; and the construction of new retaining walls to support these construction and realignment improvements.

The Project site has 12 elderberry shrubs (*Sambucus* sp.), the sole host plant for the valley elderberry longhorn beetle. None of the shrubs are located within riparian habitat, and 3 of the 12 shrubs show potential evidence of occupancy by the valley elderberry longhorn beetle. The elderberry shrubs are located in an isolated segment of land surrounded by a major highway, roads, and developed areas. Therefore, although the elderberry shrubs show potential evidence of occupancy by the valley elderberry longhorn beetle, this habitat is of low quality and isolated from other habitat.

In accordance with the Programmatic Consultation, projects that are appended to that biological opinion will be compensated according to the Service's *July 9, 1999 Conservation Guidelines for the Valley Elderberry Longhorn Beetle* (Guidelines).

Table 1: Proposed compensation ratios for the valley elderberry longhorn beetle for the Western Placerville Interchange Improvement Project

Location	Stems (diameter at ground level)	Exit Holes	# of Stems	Elderberry Seedling Ratio	# Elderberry Seedings Required	Associated Native Ratio	# Associated Native Required
Non-riparian	≥ 1 " and ≤ 3"	No	15	1:1	15	1:1	15
		Yes	2	2:1	4	2:1	8
Non-riparian	> 3" and < 5"	No	1	2:1	2	1:1	2
		Yes	0	4:1	0	2:1	0
Non-Riparian	> 5"	No	0	3:1	0	1:1	0
		Yes	1	6:1	6	2:1	12
Total			**19**		**27**		**37**

Additionally, in order to reduce the effects of the Project on the valley elderberry longhorn beetle, Caltrans proposes to implement the following conservation measures:

1. The transplanting of the 12 elderberry shrubs to a service-approved conservation bank will occur during the dormant season.

3. Eight valley elderberry longhorn beetle credits will be purchased at a Service-approved conservation bank, and a receipt verifying purchase will be provided to the Service prior to the removal of any elderberry shrubs from the Project site.

4. At the Service's discretion, a plant that is unlikely to survive transplantation because of poor condition or location, or a plant that would be extremely difficult to move because of access problems, may be exempted from transplantation. In this case for this particular project the total required compensation for the shrub would be increased by a multiple of two, and this process would require review and approval by the Service.

Action Area

The action area is defined in 50 Code of Federal Regulations (CFR) § 402.02, as "all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action." For the proposed action, the Service considers the action area to be the footprint of the proposed project. This includes the area required for the Western Placerville Interchange Project as detailed in the Biological Assessment.

Evaluation under Programmatic Consultation

This letter is an agreement by the Service to append the Project to the Programmatic Consultation and represents the Service's biological opinion on the effects of the proposed action. Compensation for projects appended to the Programmatic Consultation involves adhering to the Service's Guidelines, except as approved by the Service. Compensation implemented through the Guidelines should lead to the development of protected habitat areas distributed across the landscape.

Effects of the Proposed Project

Construction activities will directly affect all 12 of the elderberry shrubs, with a total of 19 stems greater than 1 inch in diameter at ground level, due to the transplantation of the shrubs. Caltrans has proposed compensation for all 12 of the directly affected elderberry shrubs at a Service-approved conservation bank, which totals 8 valley elderberry longhorn beetle conservation credits equivalent to 27 elderberry shrub seedlings and 37 associated natives (see Table 1). These conservation banks protect and manage habitat for the valley elderberry longhorn beetle in perpetuity, which benefits the beetle by maintaining the overall distribution and potentially increasing populations throughout its range.

Cumulative Effects

Cumulative effects are those impacts of future State, Tribal, county, local agency, and private actions that are reasonably certain to occur within the action area. Future Federal actions that are unrelated to the proposed action are not considered in this section because they require separate consultation pursuant to section 7 of the Act. There are no significant or reasonably cumulative effects to occur within the action area.

Conclusion

After reviewing the current status of the valley elderberry longhorn beetle, the environmental baseline for the action area, the effects of the proposed action and the cumulative effects, it is the Service's biological opinion that the Western Placerville Interchange Improvement Project, as proposed, is not likely to jeopardize the continued existence of the beetle.

The Project, as described, fits within the parameters of the level of take anticipated in the Programmatic Consultation and is not likely to cause an appreciable reduction in the likelihood of both the survival and recovery of the valley elderberry longhorn beetle in the wild.

INCIDENTAL TAKE STATEMENT

Section 9 of the Act and Federal regulation pursuant to section 4(d) of the Act prohibit the take of endangered and threatened species, respectively, without special exemption. Take is defined as harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct. Harass is defined by the Service as an intentional or negligent act or omission which creates the likelihood of injury to a listed species by annoying it to such an extent as to significantly disrupt normal behavioral patterns, which include, but are not limited to, breeding, feeding or sheltering. Harm is further defined by the Service to include significant habitat modification or degradation that results in death or injury to listed species by impairing behavioral patterns, including breeding, feeding, or sheltering. Incidental take is defined as take that is incidental to, and not the purpose of the carrying out of an otherwise lawful activity. Under the terms of section 7(b)(4) and section 7(o)(2), taking that is incidental to and not intended as part of the agency action is not considered to be prohibited taking under the Act provided that such taking is in compliance with the terms and conditions of this Incidental Take Statement.

The measures described below are non-discretionary, and must be undertaken by Caltrans so that they become binding conditions of any grant or permit issued to an applicant, as appropriate, for the exemption in section 7(o)(2) to apply. Caltrans has a continuing duty to regulate the activity covered by this Incidental Take Statement. If Caltrans: (1) fails to assume and implement the terms and conditions; or (2) fails to require the applicant to adhere to the terms and conditions of the Incidental Take Statement through enforceable terms that are added to the permit or grant document, the protective coverage of section 7(o)(2) may lapse. In order to monitor the impact of incidental take, Caltrans must report the progress of the action and its impact on the species to the Service as specified in the Incidental Take Statement [50 CFR §402.14(i)(3)].

Amount or Extent of Take

The Service cannot quantify the total number of individuals that will be taken as a result of the proposed action because it is impossible to know how many valley elderberry longhorn beetles may inhabit the stems. The life cycle of the valley elderberry longhorn beetle takes one or two years to complete. This species spends most of its life in the larval stage, living within the stems

of an elderberry plant. So in instances in which the number of individuals that may be taken cannot be determined, the Service quantifies take in the number of stems greater than 1 inch in diameter at ground level. Since take is expected to result from these impacts to the valley elderberry longhorn beetles' habitat, the quantification of stems becomes a direct surrogate for the species that will be taken. Therefore, the Service anticipates the Project may incidentally take all valley elderberry longhorn beetles inhabiting 12 elderberry shrubs, consisting of a total of 19 stems greater than or equal to 1 inch in diameter at ground level. Upon implementation of the *Reasonable and Prudent Measures* and the *Terms and Conditions* considered in the Programmatic Consultation, incidental take as a result of the Project will become exempt from the prohibitions described under section 9 of the Act.

Effect of the Take

The Service has determined that this level of anticipated take is not likely to result in jeopardy to the beetle.

REINITIATION—CLOSING STATEMENT

This concludes the Service's review of the proposed Placerville Interchange Improvement Project. As provided in 50 CFR 402.16, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been maintained (or is authorized by law) and if: (1) the amount or extent of incidental take is exceeded; (2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in this opinion; (3) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this opinion; or (4) a new species is listed or critical habitat designated that may be affected by the action. In instances where the amount or extent of incidental take is exceeded, any operations causing such take must cease pending reinitiation.

If you have any questions regarding this biological opinion on the proposed Placerville Interchange Improvement Project, please contact Casey Collins, Endangered Species Biologist or Ryan Olah, Coast Bay/Forest Foothills Division Chief, at (916) 414-6600, or via email at Casey_Collins@fws.gov or Ryan_Olah@fws.gov.

Sincerely,

E. Tattersall

For Susan K. Moore
Field Supervisor

LITERATURE CITED

U.S. Fish and Wildlife Service. 1999. Conservation Guidelines for the Valley Elderberry Longhorn Beetle.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846

In Reply Refer To:
1-1-05-I-1536

NOV 16 2005

Ms. Jody Brown, Chief
Office of Environmental Management S-3
Department of Transportation
District 3
Post Office Box 911
Marysville, California 95901

Subject: Informal Endangered Species Consultation on the Western Placerville Interchanges Project, El Dorado County, California

Dear Ms. Brown:

This is in response to your letter dated July 14, 2005, requesting informal consultation with the U.S. Fish and Wildlife Service (Service) on the Western Placerville Interchanges Project. This response is pursuant to the Endangered Species Act of 1973, as amended (Act). The Department of Transportation has proposed changes to U.S. Route 50 in Placerville, El Dorado County, including the construction of a new interchange, lane additions and widening of existing on- and off-ramps and changes to adjacent roads. At issue are potential effects to the threatened California red-legged frog (*Rana aurora draytonii*).

This response is based upon information in the *Western Placerville Interchanges Project Biological Assessment* dated July 2005, a tour of the project area attended by Pete Trenham of the Service, Jason Meigs of the Department of Transportation, and the project applicant's consultants on October 4, 2005, and other information available to the Service.

The Western Placerville Interchanges Project is located in western Placerville, California. The project would involve: changes to Forni Road, Placerville Drive, Fair Lane and Ray Lawyer Drive in the vicinity of U.S. Route 50; widening and lane additions to the west- and east-bound U.S. Route 50 on- and off-ramps at Forni Road; widening and seismic retrofitting of the Fairgrounds Overcrossing; and construction of a new full interchange at Ray Lawyer Drive. The project area contains a combination of roadways, commercial and residential development, and interspersed areas of undeveloped land.

We concur that the Western Placerville Interchanges Project is not likely to adversely affect the California red-legged frog because: 1) existing and historic land uses in and around the project area have left available aquatic and upland habitats highly fragmented and degraded; 2) although

in 1957 California red-legged frogs were found just over one mile from the project in Weber Creek, no dispersal corridors link the project area and the creek; 3) recent protocol-level surveys found no California red-legged frogs in Weber Creek near the project area; and 4) currently the nearest known California red-legged frog population is approximately ten miles away at Spivey Pond and no continuous upland or aquatic corridor exists between that population and the project area.

This concludes the Service's review of actions outlined in the July 14, 2005, request, and no further coordination with the Service under the Act is necessary at this time. However, if project work descriptions change or were not evaluated, it is our recommendation that the changes be submitted for our review. Please note that this letter does not authorize the take of the California red-legged frog or other listed species. As provided in 50 CFR § 402.14, initiation of consultation is required where there is discretionary Federal agency involvement or control over the action (or is authorized by law) and if: (1) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in this review; (2) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this opinion; or (3) a new species is listed or critical habitat designated that may be affected by the action.

Please contact Pete Trenham or Roberta Gerson of my staff at (916) 414-6600 if you have questions regarding this letter.

Sincerely,

Chris Nagano
Deputy Assistant Field Supervisor

Appendix C **Updated USFWS Species List (January 2014)**

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825

January 20, 2014

Document Number: 140120024236

Angela Scudiere
Dokken Engineering
110 Blue Ravine Road Suite 200
Folsom, CA 95630

Subject: Species List for Western Placerville Interchanges Project

Dear: Ms. Scudiere

We are sending this official species list in response to your January 20, 2014 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area and also ones that may be affected by projects in the area. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be April 20, 2014.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found here.

Endangered Species Division

U.S. Fish & Wildlife Service
Sacramento Fish & Wildlife Office

Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in the Counties and/or U.S.G.S. 7 1/2 Minute Quads you requested

Document Number: 140120024236

Database Last Updated: September 18, 2011

Quad Lists

Listed Species

Invertebrates

Desmocerus californicus dimorphus
- valley elderberry longhorn beetle (T)

Fish

Hypomesus transpacificus
- delta smelt (T)

Oncorhynchus mykiss
- Central Valley steelhead (T) (NMFS)

Oncorhynchus tshawytscha
- Central Valley spring-run chinook salmon (T) (NMFS)
- winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Rana draytonii
- California red-legged frog (T)

Plants

Senecio layneae
- Layne's butterweed (=ragwort) (T)

Quads Containing Listed, Proposed or Candidate Species:

PLACERVILLE (510A)

County Lists

El Dorado County

Listed Species

Invertebrates

Branchinecta conservatio
- Conservancy fairy shrimp (E)

Branchinecta lynchi
- vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus
- valley elderberry longhorn beetle (T)

Lepidurus packardi
- vernal pool tadpole shrimp (E)

Fish

Hypomesus transpacificus
delta smelt (T)

Oncorhynchus (=Salmo) clarki henshawi
Lahontan cutthroat trout (T)

Oncorhynchus mykiss
Central Valley steelhead (T) (NMFS)
Critical habitat, Central Valley steelhead (X) (NMFS)

Oncorhynchus tshawytscha
Central Valley spring-run chinook salmon (T) (NMFS)
winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Ambystoma californiense
California tiger salamander, central population (T)

Rana draytonii
California red-legged frog (T)
Critical habitat, California red-legged frog (X)

Rana sierrae
Mountain yellow legged frog (PX)

Reptiles

Thamnophis gigas
giant garter snake (T)

Plants

Calystegia stebbinsii
Stebbins's morning-glory (E)

Ceanothus roderickii
Pine Hill ceanothus (E)

Fremontodendron californicum ssp. decumbens
Pine Hill flannelbush (E)

Galium californicum ssp. sierrae
El Dorado bedstraw (E)

Orcuttia viscida
Critical habitat, Sacramento Orcutt grass (X)
Sacramento Orcutt grass (E)

Senecio layneae
Layne's butterweed (=ragwort) (T)

Candidate Species

Amphibians

Bufo canorus
Yosemite toad (C)

Rana muscosa
mountain yellow-legged frog (C)

Mammals

Martes pennanti
fisher (C)

Plants

Rorippa subumbellata
Tahoe yellow-cress (C)

Key:

(E) Endangered - Listed as being in danger of extinction.
(T) Threatened - Listed as likely to become endangered within the foreseeable future.
(P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
(NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration Fisheries Service. Consult with them directly about these species.
Critical Habitat - Area essential to the conservation of a species.
(PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
(C) Candidate - Candidate to become a proposed species.
(V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
(X) Critical Habitat designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, or may be affected by projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the surrounding quads through the California Native Plant Society's online Inventory of Rare and Endangered Plants.

Surveying

Some of the species on your list may not be affected by your project. A trained biologist and/or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list. See our Protocol and Recovery Permits pages.

For plant surveys, we recommend using the Guidelines for Conducting and Reporting Botanical Inventories. The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

> Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal consultation with the Service.

  During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.
- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

  Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our Map Room page.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Species of Concern

The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. More info

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6520.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be April 20, 2014.

Appendix D **Mitigation Monitoring Plan** ~~**Environmental Commitment Record**~~

The City of Placerville, as the lead agency under the California Environmental Quality Act (CEQA), has prepared an updated Mitigation Monitoring Plan~~developed an Environmental Commitment Record~~ for the Western Placerville Interchanges Project. The revised plan is based on the original Mitigation Monitoring Plan approved by the Placerville City Council on November 22, 2005 and includes changes proposed as part of this Supplemental EIR. The Mitigation Monitoring Plan has been adapted into a working checklist which will be reviewed and implemented by the City and their consultants prior to, during, and after construction. This list is designed to ensure that the mitigation measures identified in the project's 2005 Environmental Impact Report/Environmental Assessment and 2014 Supplemental EIR are implemented consistently as part of the proposed project~~prior to, during, and after completion of construction~~.

The following table contains a list of the avoidance, minimization, and/or mitigation measures. For each measure, the table identifies timing of implementation, party responsible for implementation, completion check box, and space for initials.

The City of Placerville is responsible for ensuring the implementation of all measures in this Mitigation Monitoring Plan~~Environmental Commitment Record~~. Note that section numbers relate to sections of the 2005 Environmental Impact Report/Environmental Assessment and strikethrough and underline is provided to show which measures have been removed and which have been added.

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
3.3 Transportation and Circulation					
Mitigation Measure 3.3-1: A project traffic management plan shall be developed and implemented which includes measures to minimize disruptions to vehicles, transit and bicycle and pedestrian activities during the duration of constuction. The City or contractors shall develop a construction-period traffic management plan to identify specific procedures for managing vehicle traffic and ensuring minimization of effects on transit operations as well as bicycle and pedestrian movement. The traffic management plan shall identify: • A public coordination and notification process that effectively solicits input and feedback from residents and businesses that may be affected during construction. • Detour routing and signage for all vehicle detours and lane shifts. • Temporary roadway barrier, striping and signage protocols. • Transit system coordination and the development of temporary transit system passenger pick-up/drop-off location. Accomodations for disabled persons at temporary transit stops shall also be addressed. • Temporary pedestrian and bicycle routing shall be identified and clearly signed. • Temporary pedestrian routes shall be developed in consideration of minimizing increased walking distances and accommodations for disabled persons shall also be addressed. • Temporary bicycle routing shall include considerations regarding bicycle operation safety and avoidance of both vehicle traffic and construction activities and hazards.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
3.4 Air Quality					
Mitigation Measure 3.4-1: The City's contractors will implement dust control measures and construction vehicle emission reduction strategies during construction. Fugitive dust control measures shall be implemented by the City's construction contractors which achieve the requirements of El Dorado Air Quality Management District Rule 223-1, Fugitive Dust – Construction, Bulk Material Handling, Blasting, Other Earthmoving Activities and Carryout and Trackout Prevention (EDAQMD, 2005) and the City's construction contractors shall implement dust control best management practices (BMPs) during all construction phases, which may include the following and shall be effective at achieving the requirements of Rule 223-1:	During construction	Resident Engineer	☐	_____	
• During clearing, grading, earth-moving, and excavation operations, fugitive dust emissions shall be controlled by regular watering, paving of construction roads, or other dust-preventive measures.	During construction	Resident Engineer	☐	_____	
• All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day.	During construction	Resident Engineer	☐	_____	
• When sustained wind speeds result in visible dust emissions in excess of the criteria specified at EDCAQMD Rule 223-1.4(A), despite the application of dust control measures, grading and use of water trucks shall be suspended.	During construction	Resident Engineer	☐	_____	
• All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least 2 feet of freeboard (i.e., the minimum vertical distance between top of the load and the trailer in accordance with the requirements of California Vehicle Code Section 23114).	During construction	Resident Engineer	☐	_____	
• The area disturbed by demolition, clearing, grading, earth-moving, and excavation operations shall be minimized at all times.	During construction	Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
• Nontoxic soil stabilizers shall be applied according to manufacturer's specifications to all inactive construction areas (if previously graded areas inactive for 10 days or more).	During construction	Resident Engineer	☐	_____	
• All operators shall limit the speed of construction vehicles as necessary to prevent visible dust emissions in excess of the criteria specified at EDCAQMD Rule 223-1.4(A).	During construction	Resident Engineer	☐	_____	
• Paved streets adjacent to construction areas shall be swept or washed at least once a day to remove accumulated dust.	During construction	Resident Engineer	☐	_____	
• Heavy-duty earth-moving, stationary, and mobile equipment shall be maintained in optimum running conditions, which can result in 5 percent fewer emissions.	During construction	Resident Engineer	☐	_____	
• The prime contractor shall provide a plan for approval by EDCAQMD, demonstrating that heavy-duty (i.e., greater than 50 horsepower) vehicles to be used on the project site and operated by either the prime contractor or any subcontractor achieve, at a minimum, a fleet-averaged 20 percent nitrogen oxide (NOx) reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction.	During construction	Resident Engineer	☐	_____	
• The prime contractor shall ensure that emissions from all diesel-powered equipment used on the project site do not exceed 40 percent opacity for more than 3 minutes in any 1-hour period. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and EDCAQMD shall be notified within 48 hours of identification of non-compliant equipment. As an enforcement component of the measure, the prime contractor shall agree to periodic visual inspections of all in-operation equipment by the City or its agents.	During construction	Resident Engineer	☐	_____	
• At least 48 hours prior to the use of subject heavy-duty off-road equipment, the City shall provide EDCAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.	During construction	Resident Engineer	☐	_____	
• The prime contractor shall use aqueous emulsified fuel, which the CARB has verified to have the greatest NOx and PM10 reduction benefit available.	During construction	Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
3.5 Noise					
Mitigation Measure 3.5-1: Construction noise levels shall comply with applicable local, state and federal regulations and all equipment shall be fitted with adequate mufflers according to the manufacturer's specifications.	During construction	Resident Engineer	☐	_____	
3.6 Hazardous Waste/Materials					
Mitigation Measure 3.6-1: The City shall ensure that only qualified construction contractors are employed by the project, and shall require contractors to make all reasonable efforts to reduce their use of hazardous materials and generation of hazardous wastes. The City shall ensure that all construction contractors possess appropriate licenses or other documentation of their qualifications to transport, store, manage, dispose or otherwise use hazardous materials. In addition, the City shall require that all construction contractors make efforts to reduce the proejction of hazardous wastes during construction, such as using non-hazardous substances when available, minimizing the amount of hazardous materials used for the project, and recycling and filtering hazardous materials.	Prior to construction	Placerville	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Mitigation Measure 3.6-2: The City shall conduct an updated Environmental Site Assessment, including a hazardous materials occurrence database search, for the project area within a two year period prior to construction. The City shall also implement a limited soil sampling program for soils to be disturbed during project construction. The City shall retain a qualified California Registered Geologist or California Registered Professional Engineer to conduct a Phase 1 Environmental Site Assessment (Phase 1 ESA) of the project area to develop information concerning the potential presence of hazardous materials within the project area and to determine the need for specific avoidance or treatment measures associated with such materials. The City will also conduct a limited sampling program for any soils that would be removed or otherwise disposed, specifically to identify the presence of any contamination associated with existing environmental conditions from past chemical releases and to identify the potential presence of NOA or asbestos which may be contained within existing structures within the project area that would be demolished or modified. The identification of any soils to be disturbed or disposed that contain hazardous materials, including NOA, shall result in immediate cessation of disturbance or transport of such soils, and the City shall work with appropriate regulatory agency to determine appropriate remediation. In the event that asbestos is determined to be present within existing structures to be demolished during project construction, as such activities shall comply with the asbestos NESHAP which specifies work practices to be followed during demolitions and renovations of all structures, installations, and buildings. For all on-site structures scheduled for renovation or demolition, the Phase 1 ESA preparer shall conduct sampling and laboratory analyses on suspect materials to determine the presence of asbestos containing materials. If asbestos containing materials are identified, means for their proper removal and disposal shall be identified and implemented.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Mitigation Measure 3.6-2 (cont.): The City shall also require that construction contractors comply with all applicable public and worker safety laws and regulations including those pertaining to ADL, in the event that ADL is determined to be present in concentrations that would potentially subject activities to CCR, Title 8, Division 1, Chapter 4, Subchapter 4, Section 1532.1, Lead or other applicable requirements. In the event that NOA is found to be present, the City's contractors shall be required to comply with El Dorado County's Naturally Occurring Asbestos & Dust Protection Ordinance and associated control measures enforced in El Dorado County at the time the project undergoes construction. The City shall prepare an Asbestos Hazard Dust Mitigation Plan (HDMP) to protect the public's health by minimizing the potential for release of asbestos dust emissions during and after construction activities. Although the specific measures of an HDMP would be determined at such time as NOA may be identified, it is anticipated that the HDMP would include Best Management Practices for management of asbestiform material including: • Watering/maintaining wet surfaces at all dimes during potentail disturbance periods; • Conducting air quality monitoring pursuant to guidelines set forth in the ordinance; • Avoiding serpentine materials to the extent feasible and covering disturbed serpentine areas; and • Limiting the speeds of construction vehicles and equipment as necessary to prevent the generation of dust that is visible crossing the project boundaries.					
Mitigation Measure 3.6-3: Prior to the start of modification or demolition of either the US 50/Placerville Drive overpass or the US 50/Ray Lawyer Drive overpass, the City or its contractor(s) shall perform an asbestos survey. If asbestos containing materials are found in components of the bridge, they shall be remediated by qualified staff during construction pursuant to a Caltrans approved Asbestos Control Management Plan.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Mitigation Measure 3.6-4: Guardrail posts that exceed the regulatory limits will require disposal in landfills that accept treated wood.	During construction	Resident Engineer	☐	_____	
Mitigation Measure 3.6-5: To avoid impacts from pavement striping during construction the City shall provide testing and removal requirements for yellow striping and pavement marking materials in accordance with Caltrans Standard Special Provision 15-300 REMOVE TRAFFIC STRIPE AND PAVEMENT MARKINGS.	During construction	Resident Engineer	☐	_____	
Mitigation Measure 3.6-6: Any leaking transformers observed during the course of the project should be considered a potential polychlorinated biphenyl (PCB) hazard. Should transformers require relocation or should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with the appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with the appropriate regulatory agency.	During construction	Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
3.7 Stormwater Runoff and Water Quality					
Mitigation Measure 3.7-1: The City shall develop and implement a stormwater pollution prevention plan (SWPPP) for the project that identifies specific Best Management Practices for controlling stormwater runoff to be implemented during construction. Pursuant to the requirements associated with the NPDES Construction Site General Permit, discussed in Section 3.7.1.2, the City shall submit a Notice of Intent to prepare a SWPPP and prepare the SWPPP prior to the initiation of construction activities. The SWPPP will identify Best Management Practices (BMPs) for controlling stormwater runoff that would be implemented during construction of the project. BMPs shall include, but shall not be limited to the following: • Grading and excavation activities shall be limited to the immediate area required for construction. • Stockpiled topsoil shall be placed in disturbed areas outside of natural drainage ways. Stockpile areas shall be designated on project grading plans. • No construction equipment or vehicles shall disturb natural drainageways without temporary or permanent culverts in place. Construction equipment and vehicle staging areas shall be placed on disturbed areas and shall be identified on project grading plans. • If construction activities are conducted during the winter or spring months, storm runoff shall be regulated by temporary on-site detention basins. • Temporary erosion control measures (such as silt fences, staked straw bales, and temporary revegetation) shall be employed for disturbed slopes until permanent revegetation is established. • No disturbed surfaces shall be left without erosion control measures during the winter and spring months, including topsoil stockpiles. • Sediment shall be retained on-site by a system of sediment basins, traps, or other appropriate measures.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Mitigation Measure 3.7-1 (cont.): • Energy dissipaters shall be employed where drainage outlets discharge into areas of erodible soils or natural drainage ways. Temporary dissipaters shall be used for temporary storm runoff outlets during the construction phase. • A spill prevention and countermeasure plan shall be developed identifying proper storage, collection, and disposal measures for pollutants used on-site. No-fueling zones shall be indicated on grading plans and shall be situated at least 30.5 meters (100 ft) from natural drainage ways.					
Mitigation Measure 3.7-2. The City shall develop and implement a Stormwater Data Report which identifies permanent stormwater runoff treatment BMPs to be implemented for the project. The City shall develop and implement a Stormwater Data Report which identifies permanent stormwater runoff treatment BMPs to minimize the effects of increased impermeable surfaces, reduce stormwater runoff and increase infiltration. Permanent stormwater runoff BMPs shall include erosion control and sediment/contaminant removal controls including biofiltration swales and strips, infiltration basins and detention basins as well as revegetation and/or non-erodible landscaping of temporarily disturbed areas.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
3.9 Utilities, Emergency Services, and Public Safety					
Mitigation Measure 3.9-2: The City or its contractors will coordinate with the Placerville Police Department, the El Dorado County Fire District and the California Highway Patrol through the Construction Zone Enhanced Enforcement Program (COZEEP) to ensure lane closures and construction activities will not hinder emergency response.	Prior to construction	Placerville	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Biological Environment					
Mitigation Measure 3.10-1: The City will obtain required permits, and purchase wetland credits from an approved wetland mitigation bank, as necessary. Wetland impacts would be mitigated through the City's application for and receipt of an Individual Section 404 Discharge Permit from the Army Corps of Engineers (ACOE) and the purchase of credits at an approved mitigation bank, subject to review and approval by the ACOE, the U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Game (CDFG,) and the Central Valley Regional Water Quality Control Board (RWQCB) during project permit application review and approval. Based on a projected combined loss of approximately 0.3-ha (0.7-ac) of waters and wetlands and an assumed replacement-to-loss compensation ratio of 3:1, the City shall acquire 0.9-ha (2.1 acres) of mitigation credits. At this time the City has not identified a specific wetlands mitigation bank from which it would obtain the necessary credits; however, prior to project construction, the City shall purchase wetlands mitigation credits at an approved mitigation bank. Implementation of this mitigation measure would reduce project impacts to a less-than-significant level under CEQA.	Prior to construction	Placerville	☐	_____	
Mitigation Measure 3.10-2: The City shall avoid construction activities in the vicinity of interior live oak habitat, where feasible; however, where infeasible, the City shall replace oak trees at a 3:1 replacement-to-loss ratio. To minimize impacts to native oak trees as a result of project construction, the following measures will be implemented by the City and its contractors:	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
• Prior to the initiation of land disturbing activities, all areas within the construction zone and staging areas shall be surveyed for the presence of oak trees. All practicable means of avoiding oak tree disturbance shall be considered and any oak trees within the construction zone and staging areas that can be practicably avoided during construction shall be identified and fenced.	Prior to construction	Placerville	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
• All native oak trees to remain in place and located within 25 ft of ground disturbances shall be temporarily fenced with orange plastic construction (exclusion) fencing throughout all grading and construction activities. The exclusion fencing shall be installed 6 ft outside the dripline of each specimen tree, and shall be staked a minimum of every 6 ft. The fencing is intended to prevent equipment operations in the proximity of protected trees that may compact soil, crush roots, or collide with the tree trunk and/or overhanging branches.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
• Trees to be impacted shall be limited to only those necessary for (i.e., that can not be avoided by) the roadway improvement. Trees that are not within the direct alignment of project facilities or for which removal is not necessary due to safety issues shall be avoided.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
• To the extent feasible, topsoil containing native seed stock shall be stockpiled separately from subsoils. The soils shall be used during revegetation upon completion of construction activities.	During construction	Resident Engineer	☐	_____	
• No construction equipment shall be parked, stored or operated within 6 ft of any specimen tree dripline.	During construction	Resident Engineer	☐	_____	
• Protected trees that are removed and/or damaged (more than 25 percent of root zone disturbed) shall be replaced at a replacement-to-loss ratio of 3:1 for each specimen measuring greater than 6 inches in diameter at breast height (approximately 4.5 ft above ground surface). Implementation of this mitigation measure will require the planting of acorns (three per planting hole) or installation of one-gallon container stock.	During construction	Resident Engineer	☐	_____	
• Seeds (acorns) and/or container-grown plants shall be obtained from within the BSA when feasible or alternatively from contract-growers using locally occurring native plants. Advance notice shall be given to the suppliers or growers to ensure that the required species are ready at the proposed planting time. To enhance survival rates, tree plantings should be from liners or cuttings. Plant material in containers larger than one-gallon cans should be avoided, if possible.	During construction	Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
• A Revegetation Plan shall be prepared for the project by the City and/or its contractors (see Compensatory Mitigation discussion below), and planting techniques will be consistent with those described in the Revegetation Plan.	During construction	Resident Engineer	☐	_____	
Mitigation Measure 3.10-2 (cont.): A monitoring program, as described in the Revegetation Plan, will be implemented. There vegetation areas will be monitored weekly for the first two weeks; followed by monthly monitoring for three months; and then quarterly monitoring for the next 12 months unless success criteria are met earlier. After the first year, tree and shrub species will be monitored on an annual basis for a period of five years. Monitoring will continue until performance standards are met. In addition to the mitigation measures described above, prior to project construction, the City shall conduct a survey of all trees within the construction area. Native oak trees that must be removed to facilitate project construction or temporarily affected by construction activities shall be tallied, measured, and health and vigor evaluated. In accordance with City of Placerville policy and practices and consistent with the California State Senate Concurrence Resolution 17, each oak tree removed shall be replaced in kind at a replacement-to-loss ratio of 3:1 for each specimen measuring greater than 15.2 cm (6 inches) in diameter at breast height (approximately 1.4 m [4.5 ft] above ground surface). Implementation of this mitigation measure will require the planting of acorns (three per planting hole) or installation of one-gallon container stock. Because on-site mitigation may be precluded along the proposed alignment due to restricted rights-of-way and other factors, some of the mitigation may be conducted off-site at one or more City-owned parks or other public property.					

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Mitigation Measure 3.10-2 (cont.): In addition to tree plantings, the City shall develop a site restoration and revegetation plan designed to minimize soil loss immediately after construction and to revegetate disturbed areas with plants. The revegetation/habitat restoration plan shall be implemented immediately following the completion of facilities construction in any one area of the project and shall include compensation for the loss and/or disturbance of vegetation on the project site and areas cleared for access and construction staging areas. The restoration plan elements will be graphically depicted on final construction plans, including the location and extent of the dripline for all trees, type and location of any fencing, and equipment storage and staging areas outside of dripline areas. Plants selected for revegetation will be appropriate for the BSA and will not include any noxious or invasive weeds.					

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Mitigation Measure 3.10-4: The following measures shall be implemented to ensure impacts to VELB are not significant: • Monitor - A qualified biologist (monitor) shall be on-site for the duration of the transplanting of the elderberry plants to insure that no unauthorized take of the VELB occurs. If unauthorized take occurs, the monitor must have the authority to stop work until corrective measures have been completed. The monitor shall immediately report any unauthorized take of the beetle or its habitat to the USFWS. • Timing - Elderberry plants shall be transplanted when the plants are dormant, approximately November through the first two weeks in February, after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the plant and increase transplantation success. • Elderberry shrubs requiring removal shall be transplanted to the River Ranch Conservation Bank, French Camp Conservation Bank, or at another USFWS-approved VELB mitigation bank. • All elderberry shrubs eligible for removal shall be relocated/transplanted following the USFWS 1999 guidelines. • Four VELB mitigation credits shall be purchased at the River Ranch Conservation Bank, French Camp Conservation Bank, or at another USFWS-approved VELB mitigation bank. These mitigation credits will cover plantings of 20 elderberry cuttings/seedlings and 20 associated riparian species, which overcompensates for the number of owed elderberry bushes, but is slightly less than the owed number of associated riparian species.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Mitigation Measure 3.10-5: The City shall implement the following CRLF and FYLF impact avoidance and minimization measures:	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
• Wetted channel segments, areas of riparian scrub, and other Environmentally Sensitive Areas within the BSA, but outside the construction impact area, shall be staked and flagged to avoid encroachment by equipment and construction crews. Environmentally Sensitive Areas within the construction impact area that can be avoided by equipment and crews shall also be staked and flagged to minimize effects of construction.	During construction	Resident Engineer	☐	_____	
• A California reg-legged frog (CRLF) / foothill yellow-legged frog (FYLF) survey of the project site 48 hours before the onset of work activities shall be conducted. If any life stage of the CRLF/FYLF is found, and these individuals are likely to be killed or injured by work activities, the approved biologist will be allowed sufficient time to move them from the site before work activities begin. The biologist shall relocate the CRLF/FYLFs the shortest distance possible to a location that contains suitable habitat and will not be affected by activities associated with the project.	Prior to construction	Placerville	☐	_____	
• During project activities, all trash that may attract predators shall be properly contained, removed from the work site, and disposed of regularly.	During construction	Resident Engineer	☐	_____	
• All refueling, maintenance, and staging of equipment and vehicles shall occur at least 60 feet from riparian habitat or water bodies and not in a location from where a spill would drain directly toward aquatic habitat. The monitor shall ensure contamination of habitat does not occur during such operations. Prior to the onset of work, the City will ensure that a plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.	During construction	Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
• Project sites that are temporarily impacted shall be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials shall be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable. This measure will be implemented in all areas disturbed by activities associated with the project, unless the City determines that it is not feasible or practical.	During construction	Resident Engineer	☐	_____	
• The number of access routes, size of staging areas, and the total area of the activity will be limited to the minimum necessary to achieve the project goal. Environmentally Sensitive Areas shall be established to confine access routes and construction areas to the minimum area necessary to complete construction, and minimize the impact to CRLF/FYLF habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.	During construction	Resident Engineer	☐	_____	
• The City shall, to the extent practicable, schedule work activities for times of the year when impacts to the CRLF/FYLF would be minimal. To control sedimentation during and after project implementation, the City and its contractors shall implement Best Management Practices outlined in any authorizations or permits, issued under the authorities of the Clean Water Act that it receives for the specific project. If Best Management Practices are ineffective, the City shall identify means to remedy the situation immediately, in consultation with the USFWS.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
• If a work site is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 0.2-in to prevent FYLFs from entering the pump system. Water shall be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. The methods and materials used in any dewatering shall be determined by the City in consultation with the USFWS on site-specific basis. Upon completion of construction activities, any diversions or barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed shall be minimized to the maximum extent possible; any imported material shall be removed from the streambed upon completion of the project.	During construction	Resident Engineer	☐	_____	
• The monitoring biologist shall permanently remove any individuals of exotic species, such as bullfrogs, crayfish, and centrarchid fishes from the project area, to the maximum extent possible. The biologist shall be responsible for ensuring his or her activities are in compliance with the California Fish and Game Code.	During construction	Resident Engineer	☐	_____	
• To ensure that diseases are not conveyed between work sites by the biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force shall be followed at all times.	During construction	Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Mitigation Measure 3.10-6: ~~The City shall avoid construction activities in the vicinity of potential avian habitat where feasible and shall replace tree and shrubs which provide habitat to protected bird species at a 3:1 replacement-to-loss ratio.~~ ~~In areas where disturbance can not be avoided and project construction will result in the temporary loss of vegetation that provides potential breeding and foraging habitat for a number of protected bird species, the following measures shall be implemented by the City or its construction contractors to reduce project impacts on bird species:~~ • ~~Minimize removal of native vegetation by locating staging areas and access routes in previously disturbed agricultural areas;~~ • ~~Removal of vegetation shall be conducted in the fall and winter (between September 15 and March 1) after fledging and before the initiation of breeding activities;~~ • ~~Install swallow exclusion netting prior to February 15th to prevent nest occupation;~~ • ~~Pre-construction bird surveys shall be performed in spring to determine the location of nest sites within the BSA. A 92 m (300 ft) buffer zone shall be established between active passerine nests and the BSA, and a 150 m (500 ft) buffer zone between active raptor nests and the BSA, unless CDFG permits a reduced buffer zone based on nesting phenology and recommendation(s) of a biological monitor.~~ • ~~Construction activities shall be confined within the BSA and shall not occur within areas of the BSA demarcated for avoidance to minimize the effects on wildlife occurring within the BSA. Construction equipment shall have functional mufflers, be tuned to manufacturers' specifications and maintained in a manner to reduce noise levels.~~	Prior to construction	Placerville	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Mitigation Measure 3.10-6 (cont.): ~~In addition to the above avoidance and minimization measures, a revegetation/habitat restoration plan shall be implemented to compensate for vegetation losses. Herbaceous species will recover within one growing season, while shrub and tree species will require several years to mature. Consequently, a replacement ratio of 3:1 for shrubs and trees, as detailed in Mitigation Measure 3.10-2 above, is recommended to address short-term disturbance and long-term losses.~~ To ensure compliance with the Migratory Bird Treaty Act and California Department of Fish and Game Code, vegetation removal and initiation of construction activities should not occur during the nesting season (defined as February 15 – August 31). If this is not possible and vegetation removal or initiation of work is to occur during the nesting season, a pre-construction survey will be required. The pre-construction survey shall be performed by a qualified biologist, to determine the presence of nesting birds and ensure active nests are not directly or indirectly impacted during construction. The pre-construction survey area will include the limits of the project impact area plus a 500-foot buffer. If work is planned to begin during the nesting season (February 15 – August 31), all vegetation removal shall be completed within two weeks of the nesting survey where the survey determines no active nests are present. If the nest of a protected bird is found, the perimeter shall be flagged and a qualified biologist will coordinate with USFWS and CDFW to determine an appropriate buffer distance from construction to ensure protection of the nest. The contractor shall stop work in the nesting area and is prohibited from conducting work that could disturb the nesting birds until the buffer is established (as determined by the project biologist in coordination with resource agencies). The buffer shall remain in the protected area until the biologist has determined that nesting activities are complete.					

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Mitigation Measure 3.10-7: The City and its contractors whall avoid introduction of invasive species into the project area through implementation of specific invasive species control measures. The City and its contractors shall avoid introduction of invasive species into the project area through implementation of the following measures : • Educate construction supervisors on weed identification and the importance of controlling and preventing the spread of invasive species; • Locally collected plant materials and certified weed-free native seed mixes will be used to the extent practicable; • Invasive, exotic plants will be controlled to the maximum extent practicable; • Plants selected for revegetation shall be appropriate for the BSA and will not include any noxious or invasive weeds; and • Regular inspection and cleaning of construction equipment. • Conduct a follow-up survey of the construction area to verify that construction activities have not resulted in the introduction of new invasive species.	During construction	Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
3.11 Cultural and Historical Resources					
Mitigation Measure 3.11-1: Any and all potential archaeological resources discovered during construction shall be examined by a qualified archaeologist, who shall examine the findings, assess their significance, and offer recommendations for appropriate handling procedures. In the event that unanticipated cultural or paleontological resources (including structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains) are encountered during construction, all earthmoving activity shall cease until the City retains the services of a qualified archaeologist. The archaeologist or paleontologist shall examine the findings, assess their significance, and offer recommendations for procedures deemed appropriate to either further investigate or mitigate adverse impacts to those cultural or paleontological archaeological resources that have been encountered (e.g., excavate the significant resource). If human bone, or bones of unknown origin, is found during project construction, all work shall stop in the vicinity of the find and the El Dorado County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person it believes to be the most likely descendant. The most likely descendant shall work with the City to develop a program for reinterment of the human remains and any associated artifacts. No additional work shall take place within the immediate vicinity of the find until the identified appropriate actions have been completed.	During construction	Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
3.12 Visual Resources					
Mitigation Measure 3.12-1: The City shall require construction contractors to utilize and maintain designated staging areas at all times during project construction. Project landscaping and revegetation shall commence immediately upon the completion of facilities construction. To minimize construction-related adverse visual impacts the City shall require that the construction contractor maintain and utilize designated staging areas for all materials and equipment storage when not in use. Project construction personnel shall be required to park in designated areas. All construction debris shall be collected on a daily basis and stored in an appropriate and less visible area within each staging area or other designated area. Project landscaping shall be installed immediately upon completion of facilities installation. For areas in which ultimate project landscaping would require a period of greater than three years to mature and provide adequate coverage of disturbed areas, an interim landscaping plan shall be developed and implemented which, at a minimum, establishes low-lying vegetative coverage of all disturbed areas.	During construction	Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Mitigation Measure 3.12-2: The City shall, with public input, prepare and implement a project landscape plan which specifies design for plantings, retaining walls, signage and other project features to ensure consistency with the region and project area visual attributes and quality. To ensure that the project minimizes the potential for adverse effects on the visual quality of the project area, the City shall develop a landscape plan for the selected alternative which specifies design for plantings, retaining walls, signage and other project features. A draft version of the landscape plan shall be provided for public review and input, and the City shall prepare a final landscape plan that seeks to promote the collective preferences of the community. The development of the landscape plan shall consider design and landscaping elements of the adjacent U.S. 50 improvement projects including the Missouri Flat Interchange Improvement Project and the U.S. Highway 50 Operational Improvements Project to ensure that the projects' visual design elements are in harmony with one another. Native and drought tolerant plant species shall serve as the primary guidance the landscaping plan plantings list. To minimize the degree of change and reduce visual impacts, mitigation techniques such as contour grading, slope rounding, revegetation and screen planting should be implemented when feasible. Specific measures that will be considered during final project landscaping design include the following:	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
• Cut and fill slopes should be contour graded and rounded so as to reflect the contours of adjacent, undisturbed topography to the extent feasible. Grading operations should not result in angular landforms.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
• Retaining walls should be stepped or terraced to minimize contrast to adjacent areas and slopes. When stepped retaining wall design is not feasible, retaining walls should be designed with features that blend with the natural features of adjacent areas (soils and/or vegetation), such as recreating natural looking rock formation or using splitfaced masonry blocks colored in earthen brown hues.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
• During clearing and grading, surface soils and vegetative materials should be stockpiled as a standard excavation procedure. All new cut/fill slopes should be resurfaced with stockpiled material to enhance revegetation.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
• Wood debris and green vegetative material generated from clearing the construction site shall be chipped into a mulch material and stockpiled for later use. This mulch material shall be spread over the disturbed slope areas (approximately two inches in depth) to aid in erosion control and revegetation.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
• All exposed ground surfaces should be seeded with appropriate species for erosion control purposes. The seed mix should include native grass and shrub seed collected from the project area.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
• Abatement of invasive nonnative species in all areas disturbed by the project should be implemented as part of a landscaping maintenance program. This procedure should include a long-term monitoring element.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
• Oak trees that must be removed for construction of the project will be replaced within the project area when feasible or outside the project area in a manner to be identified by the City. Oak tree replaced and ratio determinations will be determined through biological resources assessment and review that is being conducted for the project.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
• Native plant species should be used to reestablish disturbed areas.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
• Efforts should be made during culvert and utility relocations to minimize disturbance of vegetative root zones and networks.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
• Indigenous rock should be given first consideration for erosion control or rock slope protection. In instances when non-indigenous rip rap or similar rock is used, glare reduction should be considered including staining or other coloring to minimize glare.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
• Following construction, all disturbed areas including those used for staging, access, soils borrow or fill, or other construction activities should be contour graded in such a way as to visually integrate them into the surrounding topography.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
Mitigation Measure 3.12-3: A lighting plan shall be developed for the project that requires all project lighting to be appropriately shielded and that project lighting design is consistent with all City lighting guidelines and standards. Lighting design shall incorporate context sensitive design and shall be reviewed and approved by the City Council during the project design phase. Prior to construction of the project, the City shall develop a lighting plan for all lighting to be installed in association with the project. Street lighting and safety requirements shall be given highest priority in the determination of appropriate lighting design; however, the lighting plan shall include consideration of sensitive areas and shall identify means to reduce potential light spill to these areas. The lighting plan shall also specify that all project lighting be shielded to minimize spill and glare on unintended areas.	Prior to construction	Placerville	☐	_____	
3.13 Human Environmental					
Mitigation Measure 3.13-2: The City shall coordinate construction timing, parking space closures, and adjacent business parking space sharing as practicable. To ensure that impacts to commercial property parking capacity during construction is minimized, the City would coordinate construction timing, parking space closures, and adjacent business parking space sharing as practicable. Impacts to permanent parking stall capacity under Alternatives C and D at 47 Fair Lane would be minimized by developing a restriping for compact vehicles.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	
Mitigation Measure 3.13-4: The City shall coordinate with the El Dorado Unified School District prior to and during construction to facilitate bus rerouting and the identification of alternative stop locations.	Prior to construction (prepare) / During construction (implement)	Placerville / Resident Engineer	☐	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
3.14 Climate Change					
Mitigation Measure 3.14-1: Energy efficient lighting, such as LED traffic signals and street lights, will be used when possible.	Prior to construction	Placerville	☐	_____	

Appendix E **List of Acronyms**

ARB	California Air Resources Board
BMPs	Best Management Practices
BSA	Biological Study Area
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERFA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CH_4	methane
CFR	Code of Federal Regulations
City	City of Placerville
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO_2	carbon dioxide
CWA	Clean Water Act
EIR	Environmental Impact Report
EMFAC	Emission Factors
EO	Executive Order
ESA	Environmentally Sensitive Areas
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
GHG	Greenhouse Gas
LEDPA	Least Environmentally Damaging Practicable Alternative
LOS	level of service
mph	Miles Per Hour
N_2O	nitrous oxide
NEPA	National Environmental Policy Act
NHTSA	National Highway Traffic Safety Administration
NOA	Naturally Occurring Asbestos
NOAA	National Oceanic and Atmospheric Administration
OSHA	Occupational Safety and Health Act
PDT	project development team
RCRA	Resource Conservation and Recovery Act
RECs	Recognized Environmental Conditions
RWQCB	Regional Water Quality Control Board
SEIR	Supplemental Environmental Impact Report
SF_6	sulfur hexaflouride
SWRCB	State Water Resources Control Board
TSCA	Toxic Substances Control Act
U.S. EPA	United States Environmental Protection Agency
US 50	U.S. Highway 50
USC	United States Code
USACE	United States Army Corps of Engineers

USFWS	United State Fish and Wildlife Service
VELB	Valley Elderberry Longhorn Beetle
VMT	Vehicle Miles Traveled
WPIP	Western Placerville Interchanges Project

Appendix F **Public Comments and Responses**

Comment 1.

Diana and Fred Adams (received via email, 02/20/14)

We appreciate being informed, but we DO NOT NEED ROUNDABOUTS IN PLACERVILLE! They are confusing and dangerous. We've driven them in Mexico and other parts of the U.S., and they are traffic hazards!

Roundabouts will deter potential visitors and customers - just as the three signals that back up traffic on Hwy. 50 through Placerville.

Instead, we should look seriously into an elevated freeway above the existing signals in town, allowing through traffic to flow freely and make it easier for tourists to enjoy our historic sites.

Diana Adams
Placerville

A

Please – **no roundabouts** in Placerville!

They are confusing and dangerous.

Thank you,

Fred Adams
Placerville, CA

Response 1.

Response A: The type of circular intersection proposed is a "Modern Roundabout", which has been in use for approximately 20 years in the United States of America. Roundabouts help to maximize safety for drivers, pedestrians, cyclists, and reduce the use of traffic signals while improving mobility.

In comparison to roundabouts, signalized intersection accidents have higher rates of vehicle damage, injuries and fatalities. The Federal Highway Administration (FHWA) compiled the following nationwide non-roundabout intersection statistics for the year 2004:

- 2.7 million intersection-related collisions
- 900,000 intersection-related injury collisions
- 9,117 intersection-related fatalities
- $96 billion nationally in financial losses from intersection-related collisions

The Insurance Institute of Highway Safety (IIHS), in partnership with the FHWA has shown that roundabouts typically achieve the following improved safety benefits as compared to signalized or side-street stop intersections. The roundabout benefits include:

- 37 percent reduction in overall collisions
- 75 percent reduction in injury collisions
- 40 percent reduction in pedestrian collisions
- 75 percent fewer "conflict points" than a traditional intersection
- 90 percent reduction in overall fatalities

Design features of roundabouts limit the diameter of the circular roadway, which decreases vehicle speed, and reduces the risk of collisions as compared to signalized or side-street stop intersections. Roundabout design features are more effective at guiding vehicles safely through intersections than reliance on driver obedience to traffic control devices such as signals and side-street stop signs. Single-lane roundabouts are particularly effective at improving safety.

Multi-lane roundabouts have many of the same safety performance characteristics as their simpler single-lane counterparts. However, due to the presence of additional entry lanes and the accompanying need to provide wider circulatory and exit roadways, multi-lane roundabouts introduce additional conflicts not present in single-lane roundabouts. Overall, there is an observed reduction of 35percent for single-lane and 76 percent for multi-lane in total and injury crashes, respectively, following conversion to a single or multi-lane roundabout.

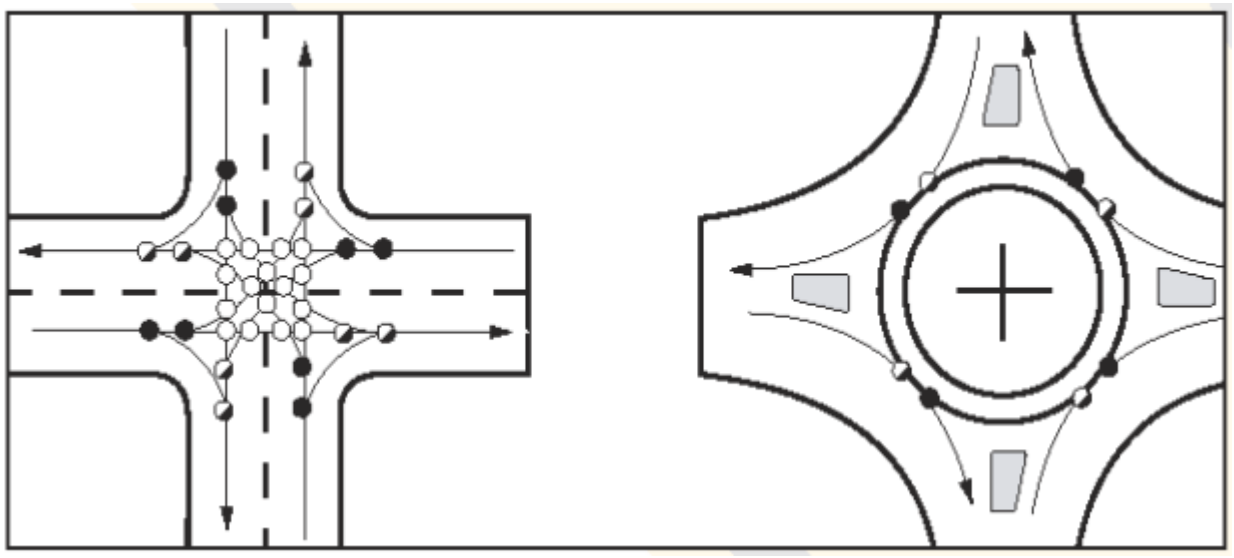


Figure 2: Conflict Points (Source: FHWA, Roundabout Informational Brochure & Guide)

Roundabouts have only 8 conflict points versus a traditional intersection, which has 32 conflict points. In roundabout intersections, none of these conflict points are at right angles, thus decreasing human and property damage when accidents do occur.

For additional information see the California State Highway System Roundabouts Inventory at http://www.dot.ca.gov/hq/tpp/offices/oasp/rtb_inventory.html.

A report was published by the National Cooperative Highway Research Program (NCHRP), Report 572, which studied existing roundabout intersections around the United States. The study concluded that roundabouts have improved both overall crash rates and, particularly, injury crash rates in a wide range of settings (urban, suburban, and rural) when compared to previous forms of traffic control (two-way stop and signal). When comparing the numbers, there was a 60% decrease in severe injuries, when signalized urban intersections were converted roundabouts. Similarly, there were an 87% reduction in severe injuries and a 72% reduction in total crashes when two-way stop controlled urban intersections were converted to roundabouts.

In addition, the study did not find any substantial safety problems for non-motorists (pedestrians and bicyclists) at roundabouts. The overwhelming majority of the roundabouts observed in the observational study showed very few problems for crossing pedestrians and traversing bicyclists. Out of 769 pedestrian crossing events and 690 bicyclist events observed, there were no crashes and only eight conflicts (0.5%).

Motor vehicle/pedestrian collision reports show that pedestrians are more likely to be struck at traffic signal controlled intersections, specifically by turning motor vehicles. When a right-turn motor vehicle gets a green light the pedestrian on the vehicle's right-front fender gets a WALK signal. If the pedestrian does not look over their left shoulder, or the motorist is inattentive, the pedestrian may be struck by the right-turn motor vehicle. Pedestrians are also often struck by permitted left-turn motor vehicles. A motor vehicle observes oncoming traffic waiting to make a permitted left-turn. When a gap in the oncoming traffic presents itself, the driver typically does not make a last moment check to see if there is a pedestrian in the crosswalk he is about to traverse.

In contrast, all pedestrian crosswalks at a roundabout are perpendicular to the motor vehicle traffic and motorists and pedestrians have a clear view of each other. One advantage of the crosswalks at a roundabout is that pedestrians only need to cross one direction of vehicle traffic at a time. Gaps in entering and exiting traffic, therefore, do not need to be simultaneous. For the crossing on the exit leg, natural gaps occur in roundabout traffic each time entering traffic yields to circulating traffic. Any dominant through movement is interrupted by left-turn traffic, creating gaps for down-stream motor vehicles and pedestrians. Motor vehicle yield rate to pedestrians on roundabout entry is typically very good as the geometry of a well-designed roundabout is slowing them. In addition, traffic comes to a halt whenever a motor vehicle yields to enter the circular roadway, creating a pause in entering traffic that allows time for the pedestrians to cross between entering vehicles. The traffic patterns at this roundabout will ensure pedestrian traffic will negotiate the crosswalks safely and in a timely manner.

Speeds in modern roundabouts are often much slower than in intersections, any potential roundabout crashes are usually at lower speeds, and at less-dangerous angles (such as sideswipe). This translates into less severe injuries and property damage, if any. The slower speeds in roundabouts also make directional choices (exiting a roundabout) easier for motorists as all turning movements are to the right.

Landscaping the central island, splitter islands, and along the approaches of a roundabout benefits both public safety and community enhancement; the central island also allows the City the opportunity for entry way features. Landscaping is one of the distinguishing features that gives roundabouts an aesthetic advantage over traditional intersections. In contrast, these landscaping features invite the public to visit local businesses rather than deterring them.

Traffic congestion on US-50 through downtown Placerville is certainly a concern that is important to the City and its residents; however, the scope of this project is limited to improvements at the Placerville Drive interchange, Ray Lawyer Drive Overpass, and the associated freeway ramps and City Roads. A separate project would be needed to address any transportation deficiencies elsewhere in the City.

Comment 2.
Central Valley Regional Water Quality Control Board (received via mail, 03/11/14)

Water Boards

Central Valley Regional Water Quality Control Board

6 March 2014

Nate Stong
City of Placerville
3101 Center Street
Placerville, CA 95667

CERTIFIED MAIL
7013 1710 0002 3644 1103

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, WESTERN PLACERVILLE INTERCHANGES PROJECT, EL DORADO COUNTY

Pursuant to the State Clearinghouse's 18 February 2014 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Supplemental Environmental Impact Report* for the Western Placerville Interchanges Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit
Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.

Trevor Cleak

Trevor Cleak
Environmental Scientist

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

Response 2.

Thank you for your comments; they have been included in the final environmental document.

Current planning for this project will include compliance with Section 404 and 401 of the Clean Water Act, as well as preparing a Storm Water Pollution Prevention Plan and General Construction Permit prior to the start of construction. The City of Placerville will coordinate with the Army Corps of Engineers and Regional Water Quality Control Board to ensure all water quality regulatory obligations are met during construction.

Comment 3.
Robert Smart (received via email, 03/14/14)

Nate et al, So far I am thinking there needs to be enhanced pedestrian crossing on Forni and Lo Hi road associated with a round about, and at the crossing where the trail hits Forni/Placerville Drive. There is also a need for an enhanced crossing of Placerville Drive that would be serve folks parking in the Raley's/Shell area and crossing to Placerville Brewery et al. (May be a self preservation need for me, but the round about will not give us the break in traffic we experience now with lights. Hopefullly the crossing at the Fairgrounds and Placerville Drive are already being addressed. Bob

A,B

Response 3.

Thank you for your comments; they have been included in the final environmental document.

Response A: Traffic signals stop the flow of through vehicle traffic, but some turning movements are still permitted, which can create unanticipated conflicts between motor vehicles and pedestrians. However, traffic signals do not provide protected movements for all pedestrians.

Motor vehicle/pedestrian collision reports show that pedestrians are rarely struck at traffic signal controlled intersections by through traffic, but rather by turning motor vehicles. When a right-turn motor vehicle gets a green light the pedestrian on the vehicle's right-front fender gets a WALK signal. If the pedestrian does not look over their left shoulder, or the motorist is inattentive, the pedestrian may be struck by the right-turn motor vehicle. Pedestrians are also often struck by permitted left-turn motor vehicles. A motor vehicle observes oncoming traffic waiting to make a permitted left-turn. When a gap in the oncoming traffic presents itself, the driver typically does not make a last moment check to see if there is a pedestrian in the crosswalk he is about to traverse.

In contrast, all pedestrian crosswalks at a roundabout are perpendicular to the motor vehicle traffic and motorists and pedestrians have a clear view of each other. One advantage of the crosswalks at a roundabout is that pedestrians only need to cross one direction of vehicle traffic at a time. Gaps in entering and exiting traffic, therefore, do not need to be simultaneous. For the crossing on the exit leg, natural gaps occur in roundabout traffic each time entering traffic yields to circulating traffic. Any dominant through movement is interrupted by left-turn traffic, creating gaps for down-stream motor vehicles and pedestrians. Motor vehicle yield rate to pedestrians on roundabout entry is typically very good as the geometry of a well-designed roundabout is slowing them. In addition, traffic comes to a halt whenever a motor vehicle yields to enter the circular roadway, creating a pause in entering traffic that allows time for the pedestrians to cross between entering vehicles. The traffic patterns at this roundabout will ensure pedestrian traffic will negotiate the crosswalks safely and in a timely manner.

Pedestrian safety at intersections is not dependent only on gaps in the motor vehicle traffic but an even greater influence is motor vehicle speeds. The slow, civil environment of a well-designed roundabout results in a safer environment for all users. When all wheeled vehicles move at bicycle speeds good things happen. Motor vehicle/pedestrian collision records, or lack thereof, are a testimony of exceptional pedestrian safety at roundabouts.

Response B: The addition of a midblock crosswalk on Placerville Drive between Raley's and Placerville Brewing Company is not in the scope of this project, nor is it recommended at this time due to the inherent safety concerns with midblock crossings. The existing midblock crosswalk on Placerville Drive at the Fairgrounds may be improved as part of this project, if not sooner as the City is considering a separate smaller project and will apply for grant funding to install flashing beacons and potentially construct bulb-outs and/or median refuge. With regard to your concern about the lack of gaps in vehicular traffic should the signals be replaced with a roundabout, the traffic pattern on Placerville Drive will indeed change in the northbound direction from a current regime whereby a platoon of vehicles is released from the Fair Lane signal creating a long period in which there are no gaps followed by a relatively long period (assuming no side street traffic added) in which there is a gap in traffic, to a regime without queuing whereby more frequent gaps of relatively shorter duration are available. The roundabout doesn't create traffic, but will allow it through as it arrives. The City will continue coordination with the public as further decisions are made concerning the development and final design of this crossing.

Comment 4.
John Burnside (received via email, 03/14/14 and 03/17/14)

Lindell,

Thank you for the opportunity to comment on the roundabout planned for the intersection of Placerville Drive, the On- and Off-ramps to/from westbound U.S. Route 50, and Fair Lane. My comments are based on the plan of Alternative D, dated October 2006.

I am pleased to see the inclusion of multi-use sidewalks to safely and efficiently transport pedestrians and bicyclists through the intersection. However to make the intersection safer for all users, I suggest eliminating the free right turn from southbound Placerville Drive to the Southbound On-ramp. The higher speed of the motor vehicles will cause a lower yielding rate compared to if the vehicles were put through the roundabout.

In making the following comments on the roundabout itself, I realize this is a seven-year-old preliminary plan, and that modern roundabout guidelines have progressed considerably since then:

1. Although roundabouts are safe, they are even safer with less lanes. Each entrance, circulating segment and exit should be designed for the least number of lanes based on the traffic expected in the first five years or so. If more lanes will be needed after that, allow enough right-of-way in the initial design to accommodate them. Don't build two-lane entrances, circulating roadways and exits on Placerville Drive unless early traffic projections call for them. Many drivers will be new to roundabouts and they will more easily learn to drive this roundabout if there are less lanes.

2. Adjacent entries and exits need not be of equal radii. Increasing the radius of an exit allows room to decrease the radius of the adjacent entry, slowing the entry speed and enhancing the safety at the entrance.

3. Some or all of the proposed signalized intersections could be designed as roundabouts. This would enhance the safety and efficiency of the entire project area.

A

John Burnside, P.E., T.E.
Designing roundabouts since 1985
INs and OUTs of ROUNDABOUTS
A Catalyst for Well Designed Modern Roundabouts
10628 Melody Road
Big Oak Valley, CA 95977-9537
530-432-6526
530-575-5007 cell

"A crash in a roundabout needs a tow truck, not an ambulance."

Hi Nate,

Lindell asked me how my comments might change with the current plan, which I was going to get around to answering. But now that you have written I need to answer now!

Basically much of my concern has been relieved! That second roundabout sure helped. In addition, both roundabouts have much better "deflection" (smaller radii entrance curves that slow traffic). And neither roundabout is strictly a two-laner—they only have two lanes where the traffic dictates.

B

Congratulations on finding a consultant who actually knows how to design a modern roundabout. (I know such knowledge was scarce at the time of the first drawings I saw—I meant no criticism of your fair city).

John Burnside, P.E., T.E.
Designing roundabouts since 1985
INs and OUTs of ROUNDABOUTS
A Catalyst for Well Designed Modern Roundabouts
10628 Melody Road
Big Oak Valley, CA 95977-9537
530-432-6526
530-575-5007 cell

"A crash in a roundabout needs a tow truck, not an ambulance."

Oh, Reid Middleton. Yes they are a fine firm. I made a couple of comments on their roundabout design in Grass Valley a few years ago, which they ignored. (Entry path overlap and unnecessary RTO lane.) Actually I already commented on your RTO lane to WB 50. It makes it tougher on peds and bikes. But it is an existing high-speed entry, so eliminating it would be a tough sell. Also, I see entry path overlap** potential in both your roundabouts at the two-lane entries. EPO has been a very minor problem in Grass Valley—I've probably witnessed it twice.

B

**EPO (my abbreviation): If you are entering in the right lane and see a gap. You turn your head to enter the roundabout and which lane are you lined up with? The left! That's EPO. I advocate the end of the entry lanes be a short tangent, not a curve, that points straight to the lane you want the driver to use.

John Burnside, P.E., T.E.
Designing roundabouts since 1985
INs and OUTs of ROUNDABOUTS
A Catalyst for Well Designed Modern Roundabouts
10628 Melody Road
Big Oak Valley, CA 95977-9537
530-432-6526
530-575-5007 cell

"A crash in a roundabout needs a tow truck, not an ambulance."

Response 4.

Thank you for your comments; they have been included in the final environmental document.

Response A: It appears that the comments provided in your first review were based on old plans that did not include the most up to date version of the roundabout design. Based on the comments provided in Comment B, it appears your concerns have been addressed.

Response B: The City understands your concerns regarding the Entry Path Overlap of the roundabouts. The roundabout geometrics have been designed per (NCHRP) Report 672, "Roundabouts: An Informational Guide", and the Caltrans Highway Design Manual.

Comment 5.
Vicki Clark (received via email, 04/01/14)

Has the City and other agencies taken any of this into considerations?

There are many studies and statistics regarding vehicle vers vehicle collisions.

What measures are being taken for the Roundabouts proposed in this Project?

A

Has there been any recent studies? How recent is the most current information?

The population of El Dorado County has a very large percentage of elderly residents.

How many handicapped or visually impaired are living within the City and County?

The bicycle paths, who is the targeted population that is expected to use the bicycle paths?

What are the costs for the newly installed Bicycle paths? (Per persons using them).

I don't see the majority of the population using them. I would not let my child go to the store on the bicycle paths. Are they for transportation or recreation?

B

I hope, time is taken to view some of the links and information I have attached, and that this

will be kept for future reference if needed.

Federal Hwy Administration-US Dept. of Transportation

http://safety.fhwa.dot.gov/intersection/roundabouts/roundaboutsummit/rndabtatt8.htm

Are pedestrian environments usable for everyone? (Slide 2)

- Typically designed for people who are fit, young and able bodied
- Not everyone has access to the same opportunities to use the pedestrian system

The number of people with disabilities is expected to increase (Slide 5)

- The number of people with severe vision loss is expected to increase from the current 4. 3 million to 20 million by the year 2010
- The number of people with visual disabilities is 3 times of those who use wheelchairs

The number of people with disabilities is expected to increase (Slide 6)

- 50% of the US population will be over the age of 55 in year 2030

Accessible environments = Independent lives (Slide 7)

- At some point in their lives 70 % of the US population will have a temporary or permanent disability that will limit their ability to climb stairs
- Almost every trip taken has a pedestrian component
- Access is an economic and social concern
- Segments of the population lose their independence when streets are not designed for all users.
- Raising the level of awareness
- We have not kept up with the needs of our changing populations
- **Civil Rights Laws are wake-up calls to inequities (Slide 11)**
- The Rehabilitation Act (1973) and ADA (1990), prohibit discrimination against people with disabilities
- **Rehabilitation Act, Section 504 (1973) (Slide 12)**
- Section 504 of the Rehabilitation Act prohibits federal funding on any project that discriminates against people with disabilities

The Americans with Disabilities Act (1990) (Slide 13)

- US DOT oversight
- Equal access to services, facilities, and programs for people w/disabilities

Both the devil and the Angels are in the details! (Slide 18)

- Complaints, lawsuits, and construction costs can be minimized with attention to details

See link above.

Response 5.

Thank you for your comments; they have been included in the final environmental document.

Response A: One of the key goals of this project is providing improvements to the full transportation system which includes pedestrian and bicycle facilities in the project area. The project has been designed to incorporate all federal Americans with Disabilities Act standards and provide a more cohesive and continuous facility providing pedestrian and ADA access. Study of the safety of transportation facilities in the United States is an ongoing and ever-changing field; however, this project has been designed with the most up to date safety features as a key part of the project purpose.

While signalized intersections have long been the most common form of traffic control, over the last 20 years, roundabouts have become more common in California and in the greater United States. The Federal Highways Administration has implemented roundabout style intersections as a safe and effective alternative to signalized intersections. Other roundabouts that have been constructed in the State of California and elsewhere in the U.S. have proven to be safe and functional. A report was published by the National Cooperative Highway Research Program (NCHRP), Report 572, which studied existing roundabout intersections around the United States. The study did not find any substantial safety problems for non-motorists (pedestrians and bicyclists) at roundabouts. The overwhelming majority of the roundabouts observed in the observational study showed very few problems for crossing pedestrians and traversing bicyclists. Out of 769 pedestrian crossing events and 690 bicyclist events observed, there were no crashes and only eight conflicts (0.5%).

Response B: Bicycle improvements in the project area include both Class I (dedicated multi-use trail) and Class II (dedicated striped bike lane on the side of the road). These facilities are intended to be used by cyclists throughout the region and through the public outreach process, many cyclists have provided input to the importance of improving these facilities in El Dorado County. The project also includes construction of a portion of the El Dorado Trail, which is expected to be used by a wide variety of multi-modal travelers through the project area and the greater region. Including these facilities does increase the overall cost of the project, but they provide an actively used transportation improvement and help reduce the total number of vehicle trips. This will improve traffic congestion and air quality beyond the recreational value provided.

Comment 6.
Lindell Price (received via email, 04/03/14)

Thank you for notifying El Dorado County's Trails Advisory Committee of the Supplemental Environmental Impact Report on the Western Placerville Interchange. The Committee assigned me to our comments. Since El Dorado County's Trails Advisory Committee is advisory on trails and bikeways, our interest is naturally in the nonmotorized circulation aspects of the Western Placerville Interchange Project. The El Dorado Trail, used by pedestrians, bicyclists and equestrians, as well as the bike and pedestrian path adjacent to Highway 50 at Weber Creek, intersect with the Western Placerville Interchange Project, so accommodating safe nonmotorized circulation at this interchange is especially important.

Interchanges present serious problems to nonmotorized travel. We appreciate the refinements of the design that improve safety for nonmotorized travelers. The roundabouts have smaller radii entrance curves that slow traffic, and have two lanes only where a need is anticipated. Slower vehicle speeds and shorter crossing distances improve safety for pedestrians and bicyclists. If the radii and number of lanes can be further reduced, please do so. While some bicyclists may choose to use the multi-use sidewalks, others will use the travel lanes; "Bikes may use full lane" signs, and low vehicle speeds will encourage bicycling and walking by improving nonmotorized safety and comfort in the roundabouts.

A

Vehicle emissions are reduced when nonmotorized travel replaces motor vehicle trips. Since automotive cold starts produce a higher proportion of harmful emissions compared with continuing operation, replacing short motor vehicle trips with active travel is especially beneficial. Several nonmotorized improvements to the original Alternative D, as described in the 2005 EIR, have been made which will facilitate nonmotorized travel. Please continue to use every opportunity to improve nonmotorized circulation and safety.

Highway 50 has a primary focus on motor vehicles, but the interchange will be populated by pedestrians, bicyclists, or equestrians. Include design features that reduce speeds, and include pedestrian crossings, landscaping, or public art to raise motorists look for people who are not in cars.

Has a Pedestrian Circulation Plan been prepared? A Pedestrian Circulation Plan will show the path for pedestrians, and make apparent places where unsafe gaps exist in the plan in time for corrections to be included. For example, is there still a free right turn from southbound Placerville Drive to the Southbound On-ramp? What measures have been taken to address nonmotorized crossing at this location? A Bicycle Circulation Plan, and a plan for El Dorado Trail Connectivity are also needed. For alternative modes to be successful, the use must be comfortable and convenient for the users. For example, the sidewalk on Fair Lane will facilitate making short trips between between shops, restaurants, and the county government center.

B

Thanks again for the opportunity to comment,
Lindell Price
Chair, El Dorado County Trails Advisory Committee

Response 6.

Thank you for your comments; they have been included in the final environmental document.

Response A: The City appreciates the El Dorado County Trails Advisory Committee's input as it relates to the pedestrian, bicyclist, and equestrian circulation through the project area. The City will include all appropriate safety measures in the project design to improve non-motorized circulation throughout the project.

Response B: A Pedestrian Circulation Plan was adopted by the City in 2007 and a Non-Motorized Transportation Plan was adopted in 2010, both of which can be found on the El Dorado County Transportation Commissions website at www.edctc.org. The Plans addresses several issues related to non-motorized transportation, including the inventory of the City's sidewalks, trails and bicycle facilities. The plans serve as guidance documents during the approval of any City project, and the WPI project will be designed consistent with the goals therein established.

Comment 7.
Natalie Porter (received via email, 04/03/14)
Similar Informal Comments were received over the phone from Randy Pesses on 04/08/14

Hi Nate,

I looked at the SEIR for the Western Placerville Interchanges Project and the County's main concern is to ensure that any revised alignment still allows for the future Ray Lawyer Drive Extension to the south and that the future Court facility driveway and road access is still feasible.

Based on these basic concerns, I have just one significant comment, and a few minor ones, on the transportation portions of the SEIR:

1. All the exhibits should show the future Ray Lawyer Drive Extension.
2. On page 1, under the discussion of the first phase, second bullet says: "Construction of a new westbound auxiliary ramp between the new westbound on-ramp and the existing west bound off-ramp at Placerville Drive," should be edited to say "...auxiliary **lane..**" and delete the first "ramp" in the sentence.
3. On page 10, first paragraph, "infeasible" is one word, not two.

A
B

Should you have any questions, please give me a call. Thank you for the opportunity to review the document.

Natalie K. Porter, P.E., T.E.
Traffic Engineer
Community Development Agency, Long Range Planning
County of El Dorado
2850 Fairlane Court
Placerville, CA 95667
530-621-5442
natalie.porter@edcgov.us

Response 7.

Thank you for your comments; they have been included in the final environmental document.

Response A: After further coordination with the County of El Dorado Department of Transportation, the City has determined the most likely location for the intersection of the Ray Lawyer Drive extension and has included that extension as a future improvement (by others) on our project exhibits in the Final Supplemental EIR. The Ray Lawyer Drive extension is not part of the Western Placerville Interchanges Project but is considered future improvements. Development of the relocated courthouse project and the private development that would use the Ray Lawyer Drive extension have been included in all of the forecasting and modelling done for traffic, noise, and other environmental study areas. No discussion of environmental impacts or mitigation has changed, only including the projected location of the Ray Lawyer Drive extension on project exhibits has been added.

The design of the US-50/Ray Lawyer Drive interchange is based on the planned roadway network for El Dorado County and the City of Placerville as outlined in the El Dorado County Regional Transportation Plan (RTP). The RTP includes the initial phase of Ray Lawyer Drive extension from Forni Road to the Placerville City limits as a project in the Regional Roadway Network Short-Term Action Plan. Short Term Action Plan project are anticipated for completion between 2010 and 2020. The RTP Regional

Roadway Network Long Term Action Plan also includes a regional extension of Ray Lawyer Drive between Forni Road and State Route 49 as a future project to provide for parallel capacity to State Route 49 in 2020 or beyond. While funding for the regional extension is uncertain, it is important to consider the regional connection as a potential future alignment so that the Western Placerville Interchanges Project is consistent with existing adopted plans.

In order to assess the long term potential for traffic and circulation impacts caused by the future construction of Ray Lawyer Drive and a new connection along Ray Lawyer Drive to State Route 49, the City of Placerville consulted with the project's traffic engineering team to further analyze this potential future condition. Fehr and Peers prepared a sensitivity analysis of the Modified Alternative D showing how the project is expected to function with or without the full extension of Ray Lawyer Drive to State Route 49. The Level of Service analysis is provided below:

INTERSECTION OPERATIONS – 2045 CONDITIONS

Intersection	Without Extension			With Extension		
	Control	AM	PM	Control	AM	PM
Forni Rd / Ray Lawyer Dr Extension	Side-street Stop	C / 21 (SB LT)	C / 24 (NB LT)	Signal	C / 29	C / 32
Ray Lawyer Dr / US 50 WB	Signal	A / 10	B / 13	Signal	A / 8	B / 12
Ray Lawyer Dr / Forni Rd / US 50 EB	Signal	C / 22	C / 31	Signal	C / 22	C / 26

Notes: LOS is assigned using the overall average delay for signals and highest movement delay for side-street stop control. For side-street stop control, the movement with the highest delay is shown in parentheses.
Source: Fehr & Peers, 2014.

In the Without Extension scenario, the Ray Lawyer Drive Extension intersection would operate acceptably at LOS C with side-street stop control (the Forni Road approaches would be uncontrolled). With the higher demand volumes under the With Extension scenario, the intersection would have LOS F conditions with side-street stop control and LOS E with all-way stop control. With signal control, the intersection would operate with LOS C conditions as shown in the table above.

The Ray Lawyer Drive extension would not change the estimated LOS at these intersections. In fact, the changes to travel patterns shift traffic volume from high-delay movements to low-delay movements at these intersections such that the overall intersection delay decreases or stays the same.

Response B: The typographical changes and revisions to the exhibits requested have been made to the Final Supplemental EIR.

Comment 8.
California Highway Patrol (received via State Clearinghouse Letter, 04/04/14)

State of California — Transportation Agency

Memorandum

CPAR 04103114 B

RECEIVED
MAR 27 2014
STATE CLEARING HOUSE

Date: March 25, 2014

To: State Clearinghouse

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
Placerville Area

File No.: 245.10397.

Subject: ENVIROMENTAL DOCUMENT REPORT FOR "WESTERN PLACERVILLE INTERCHANGES PROJECT" SCH# 2003122137

The Placerville area recently received the environmental document review for "Western Placerville Interchanges Project".

After a review of the documentation we believe there will be a definite impact on the operations of the Placerville area. The proposed interchange construction of both eastbound Forni Road off-ramp and the westbound on/off ramp at the Fairgrounds overcrossing will create a lack of ingress or egress to the Placerville Area office. Though the construction proposal is for after 2018 this situation needs to be addressed sooner than later.

A

The Placerville Area office is directly located off the eastbound Forni Road off-ramp on LoHi way. This is the only access to the office with no other options available. Deliver of supplies and equipment will be affected as will the response of emergency personnel to incidents.

Prior to construction alternate options will need to be discussed with the Placerville Area Commander for the continued smooth operation of the Area office.

If you have any questions, please call Sergeant John Mueller at (530) 622-1110.

J. C. ROOT, Lieutenant
Commander

cc: Valley Division
Special Projects Section

Response 8.

Thank you for your comments; they have been included in the final environmental document.

Response A: The City of Placerville is pursuing this project due to the need for facility upgrades throughout the project area based on traffic forecasting over the next 20-30 years. If no improvements are made, substantial reduction in levels of service are expected which would cause delays and impact emergency response times, not just for the California Highway Patrol, but for all other emergency services as well. To remedy this projected future condition, the Western Placerville Interchanges Project was proposed for a regional transportation facility upgrade.

With most transportation improvements projects, the Western Placerville Interchanges Project is expected to cause some nuisance delays during construction. Construction of new roadways, bridge structures, and other parts of the transportation facility may require temporary lane closures, flaggers, detour routes, and other conditions which will result in increased trip times and delay. To minimize those impacts, this project includes a Traffic Management Plan which would provide a comprehensive system for ensuring delay is minimized and motorists are notified prior to the start of construction. As a further measure to minimize impacts to emergency access and response times, the following measure has been included in both the original 2005 EIR and the 2014 Supplemental EIR:

> **Measure 3.9-2**: The City or its contractors will coordinate with the Placerville Police Department, the El Dorado County Fire District and the California Highway Patrol through the Construction Zone Enhanced Enforcement Program (COZEEP) to ensure lane closures and construction activities will not hinder emergency response.

Lastly, due to the proximity of the CHP office to construction activities, the CHP is considered a stakeholder in the design process and will be consulted to ensure adequate access to your office facility is maintained throughout construction. This consultation will take place once design of this phase of the project commences; however, that may not be for several years due to existing funding constraints.

Comment 9.
State Clearinghouse (received via mail, 02/06/14)

EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

KEN ALEX
DIRECTOR

April 4, 2014

Nate Stong
City of Placerville
3101 Center Street
Placerville, CA 95667

Subject: Western Placerville Interchanges Project
SCH#: 2003122137

Dear Nate Stong:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 3, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

RECEIVED
APR 07 2014
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT

Enclosures
cc: Resources Agency

Response 9.

Thank you for your comments; they have been included in the final environmental document.