

# Silva Valley Parkway Interchange Supplemental Environmental Impact Report



**El Dorado County**  
**Department of Transportation**  
**June 28, 2011**

# Presentation Agenda

- Project History
- Supplemental Environmental Impact Report (EIR)
- Proposed Project
- EIR Milestones
- EIR Highlights
- Public Comments
- Conclusion

# Project History

- The 1987 El Dorado Hills Specific Plan (EDHSP) included the Silva Valley Parkway Interchange (SVIC) as a key component to accommodate traffic demand resulting from development identified in the plan.
- The EDHSP anticipated funding needs by establishing a “set aside account” allocating approximately 30% of Traffic Impact Mitigation (TIM) fees collected in the area to the construction of the Silva Valley Parkway Interchange.
- In 1991 an EIR for the Silva Valley Parkway Interchange was certified by the Board of Supervisors (BOS)
- Subsequent to the 1991 EIR certification, substantial development has occurred in the region.
- In 2004 the West Valley View subdivision was approved with conditions of approval addressing obligations and funding mechanisms to bring the planning, design and construction of the Silva Valley Parkway Interchange to fruition.

# Supplemental EIR

- BOS approved EIR for project in 1991
- Since that time, environmental setting has changed
- Minor elements of project have changed
- California Environmental Quality Act (CEQA) allows Supplemental EIR to be prepared when minor alterations are required to make original EIR adequately apply to the modified project

# Project Objectives

- Silva Valley Parkway Interchange provides transportation facilities to accommodate planned growth in the area
- Relieve traffic congestion from surrounding area including:
  - El Dorado Hills Blvd Interchange
  - Bass Lake Road Interchange
  - US Highway 50 Mainline
  - Serrano Parkway
  - White Rock Road
  - Latrobe Road



# Proposed Project

- Interchange is partial cloverleaf: loop on-ramps, diagonal on and off-ramps
- Aux lanes between El Dorado Hills Blvd and Silva Valley Parkway Interchanges
- Overcrossing includes four lanes for through traffic on Silva Valley Parkway
- Ramp intersections will be signalized
- Old Silva Valley Parkway and White Rock Road intersection signalized.
- New ramp crossings at Old Silva Valley Parkway (15' clearance)
- Safety lighting
- On-ramps allow ramp metering, HOV lanes and CHP enforcement areas
- Old Silva Valley Parkway 2 lanes with Class II bike lanes and west side sidewalk
- Class II bike lanes on new overcrossing
- Tong Road relocated to provide access to existing parcels.
- Tong Road intersection replaced when Country Club Drive is constructed
- Country Club Drive is a separate project and identified in the CIP
- Public utilities impacted by project will be relocated

# Proposed Project – Phase 1

- Construct
  - Silva Valley Parkway including Overpass
  - Westbound diagonal on and off ramps
  - Eastbound diagonal off ramp
  - Eastbound loop on ramp



# Proposed Project - Phase 2

- Construct
  - Eastbound diagonal on ramp
  - Westbound loop on ramp

# EIR Milestones

- 1991 EIR Certified
- Notice Of Preparation (NOP) May 1, 2010
- Draft SEIR Public Review Jan 21, 2011 thru March 7, 2011
- Public Meeting February 28, 2011
- Nighttime construction - revised document recirculation  
May 9, 2011 thru June 7, 2011
- Final Supplemental EIR June 28, 2011

# EIR Highlights

- Re-analyzed Alternative
  - Ridge Design still only feasible Alternative
  - Undercrossing design not feasible
  - “No Project” does not meet Project purpose or General Plan traffic circulation objective
- Project improves traffic to surrounding region
  - El Dorado Hills Blvd Interchange
  - Bass Lake Road Interchange
  - US Highway 50
  - Serrano Parkway
  - White Rock Road
- Document recirculated to clarify night construction
  - Necessary for safety and traffic congestion
  - Limited activities such as false work, blasting, ramp conforms, rock excavation and other activities defined as necessary for safety and traffic congestion

# EIR Highlights

- All impacts reduced to less than significant with three exceptions
  - Traf-2m1 Level of service
    - Eastbound slip/diagonal on-ramp 2030 PM Peak LOS F
      - Caused by mainline congestion
      - No Feasible Mitigation
  - NOI-2a Possible vibration-induced annoyance
    - Caused by need for rock blasting
      - Vibration anticipated to be attenuated by distance
      - Early morning blasting may disrupt sleeping residents
  - NOI-4a Temporary construction-related noise
    - Night time construction necessary for safety / traffic congestion
    - General Plan allows for nighttime work if needed for safety/traffic congestion
    - Activity is expected to occasionally exceed 45 dBA threshold
- BOS may determine significant impacts are acceptable if benefits of project are in best interest of County with Statement of Overriding Consideration

# Public Comments

- Silva Valley Parkway Circulation/Congestion/ Travel Speed in Proximity to Oak Meadow Elementary School:
  - Current construction project (Silva 2-4 lane project) will address some issues
  - Future Country Club Drive project will also address circulation at school
  - Silva Valley Parkway will meet all current plans and safety standards
  - School Zone reduced speed limits will continue in area

# Public Comments

- Tong Road Realignment and Left Turn Restriction:
  - Existing Tong Road relocated to north to provide access to existing parcels including Presbytery Church.
  - Tong Road relocated intersection falls within 500' of westbound SVIC offramp. Intersection spacing requires restriction of left turns for safety. All directional movements to/from Tong Road will be available within footprint of SVIC project.
  - Future County Club Drive extension will provide full signalized intersection and is in preliminary planning phase of CIP.

# Public Comments

- Pedestrian Access:
  - Pedestrians access included with sidewalk on the west side of Old Silva Valley Parkway. New sidewalk connects both sides (north and south) of the freeway providing access to existing pedestrian facilities
  - Future development will complete a continuous pedestrian corridor
  - For safety reasons sidewalks are not included on the overpass. Multiple freeway ramps and high traffic volumes create conflicts with pedestrians

# Public Comments

- Park and Ride Lot & Bus Stops:
  - Bus stop and park and ride facilities were not included as part of this project because adjacent lands are primarily undeveloped.
  - The County recognizes a need for additional park and ride facilities and bus stops in the west end of the County.
  - As adjacent commercial property is developed, bus stops will be included providing multi-modal transportation facilities.
  - As commercial sites are improved, the Transit Authority and the Planning/DOT will identify locations and funding for park and ride facilities.



# Public Comment

- Notification:
  - Public notification exceed guidelines set forth by CEQA.
  - Notices were mailed to:
    - El Dorado Hills Community Services District
    - El Dorado Hills Area Plan Advisory Committee
    - Property owners in project vicinity
    - Individuals who expressed a project interest
    - State, Local & Federal Agencies
    - Posted in the Mountain Democrat
    - County DOT website.

# Conclusion

- Proposed project “Ridge Design” meets all Project Objectives
- All Impacts (with mitigation) reduced to less than significant with exception of the following:
  - Traffic
  - Nighttime construction noise
  - Vibration due to blasting
- DOT recommends BOS to:
  - 1) Certify EIR
  - 2) Adopt Findings of Fact and Statement of Overriding Consideration
  - 3) Adopt Mitigation Monitoring and Reporting Plan
  - 4) Approve Silva Valley Parkway Interchange Project
  - 5) Authorize DOT to proceed with Right Of Way acquisition activities