

## **Errata Sheet for the U.S. Ponderosa Road / South Shingle Springs Road Interchange Improvements Project Initial Study/Mitigated Negative Declaration**

### **CEQA Requirements**

State CEQA Guidelines §15073.5(a) requires that a lead agency recirculate a negative declaration “when the document must be substantially revised.” A “substantial revision” includes: (1) identification of a new, avoidable significant effect requiring mitigation measures or project revisions and/or (2) determination that proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

The January 2018 Initial Study proposed restricting vehicles from making a left turn to access or exit from parcel 090-430-13 and 090-430-12 on to Mother Lode Drive. Concerns raised by community and business members about the potential impacts to businesses from the proposed Project led to the County’s pursuit and approval of A Caltrans Design Exception in Exhibit A for minor modifications to allow improved ingress and egress to the businesses of Mother Lode Drive located on aforementioned parcels. The proposed mitigation measures remain the same.

The approved Caltrans design exception in Exhibit A does not result in new, avoidable significant effects requiring mitigation, nor would project revisions fail to reduce potential effects to a less than significant level (since all impacts would remain less than significant). The revised text would not require recirculation in accordance with § 15073.5(a).

### **Initial Study Text Revisions/Errata**

The following minor text changes are made to the Initial Study and incorporated as part of the Initial Study/Negative Declaration. None of these changes substantially modify the analysis or conclusions of the document, but instead simply clarify aspects of the previously circulated document. Changes to the document are noted with **bold** below.

#### **Section 1.4.1 Build Alternatives (Exhibits B, C and D)**

##### **Figure 2: Build Alternative 1:**

Design modified to reflect ingress and egress to the businesses on Mother Lode Drive located on parcels 090-430-13 and 090-430-12.

##### **Figure 3: Build Alternative 2:**

Design modified to reflect ingress and egress to the businesses on Mother Lode Drive located on parcels 090-430-13 and 090-430-12.

##### **Figure 4: Build Alternative 3:**

Design modified to reflect ingress and egress to the businesses on Mother Lode Drive located on parcels 090-430-13 and 090-430-12.

EXHIBIT A to Errata Sheet for the U.S. Highway 50 / Ponderosa Road/South Shingle Springs Road Interchange Improvements Project Initial Study/Mitigated Negative Declaration

03-ED-50, PM 8.3/8.9  
(EA 03-2E550) – Project Number 0300000352

Design Standard Decision Document


Prepared By:

  
Jeff Nettleton, P.E., Associate Engineer  
Department of Transportation  
County of El Dorado

5/3/19  
Date



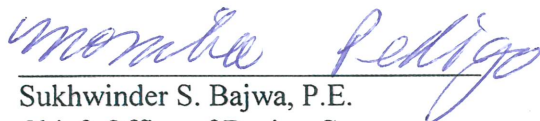
Submitted By:

  
Scott Mann  
Design Group

5-6-19  
Date

(916) 274-0560  
Telephone

- Includes design exceptions to District-delegated Design Standards (Section 2B)
- Concurred by:
- Approved by:

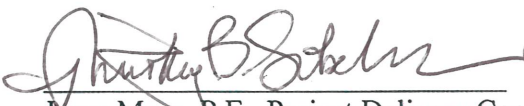
*for*  
  
Sukhwinder S. Bajwa, P.E.  
Chief, Office of Design C

5/10/2019  
Date

(916) 952-0212  
Telephone

- Includes design decisions to Non-delegated Design Standards (Section 2A)
- Not Applicable

Approved By:

*for*  
  
Jesus Mora, P.E., Project Delivery Coordinator  
Headquarters Division of Design

5/28/19  
Date

(916) 227-2630  
Telephone

## 1. PROPOSED PROJECT

### A. Project Description:

#### *General Description of Project:*

The El Dorado County Department of Transportation (EDCDOT) is proposing improvements at the US-50/Ponderosa Road interchange to address current and future traffic capacity and operational deficiencies. Proposed developments in the project area, combined with increased regional and interregional growth, will continue to degrade levels of service (LOS) on existing local roadways and their connections to US-50.

The proposed interchange improvements would relieve congestion and operational problems by widening ramps and local streets, increasing storage distances between intersections, adding turn pockets, and improving bicycle/pedestrian facilities.

#### *Proposed Improvements:*

3 build alternatives are being considered, all of which include improvements to the existing interchange. The existing three-lane overcrossing structure will be widened to a five-lane structure that will provide two through lanes in each direction with striped median that will provide additional left-turn pocket storage. The three alternatives are:

#### **Alternative 1**

Modification of the existing interchange to realign North Shingle Road 400' to the north on Ponderosa Road, realignment of the westbound off-ramp and loop on-ramp to a location opposite Wild Chaparral Drive, and realignment of Durock Road to the south opposite Sunset Lane.

#### **Alternative 2 (Preferred Alternative)**

Modification of the existing interchange to realign North Shingle Road and Wild Chaparral Drive 400' to the north on Ponderosa Road, realignment of the westbound off-ramp and loop on-ramp to a location opposite Wild Chaparral Drive, cul-de-sac Wild Chaparral Drive west of Ponderosa Road, and realignment of Durock Road to the south opposite Sunset Lane.

#### **Alternative 3**

Maintain the existing interchange and local road configuration while widening to add capacity.

The following request for the design exception applies to all three alternatives as described above.

### B. Existing Highway:

US-50 is a major regional east-west highway in California, extending from West Sacramento, through Sacramento County, and into the Sierra Nevada Mountains and the State of Nevada. US-50 provides regional access between Sacramento and Placerville, and to recreational areas within the southern Lake Tahoe area. In the vicinity of the

proposed interchange, US-50 has two 12-foot lanes in each direction, 10-foot paved outside shoulders, 5-foot paved inside shoulders, and a 60-foot unpaved median. All lanes and shoulders consist of AC pavement.

Ponderosa Road is a north-south arterial that extends from Green Valley Road to Mother Lode Drive, where it then becomes South Shingle Road. South Shingle Road connects Ponderosa Road to Latrobe Road. Ponderosa Road serves residential, commercial, and office uses near the project site and Ponderosa High School to the north of the project site. Latrobe Road is a major arterial on the west side of El Dorado County that is a north/south connector between Highway 50 and Highway 16. South Shingle Road mainly serves residential uses south of the interchange.

**C. Safety Improvements:**

The existing interchange and local road network is designed to accommodate vehicle movements but lacks a current design of pedestrian and bicycle facilities. As the Shingle Springs community continues to develop and urbanize, the need to safely accommodate other modes will be given higher priority. This project proposes to construct Class II bike lanes throughout the interchange and local road network as well as constructing additional, wider sidewalks for an overall enhancement to pedestrian and bicycle circulation and safety.

**D. Total Project Cost:**

The total project costs for the alternatives being studied range from \$16.0 million to \$21.3 million. The estimated project costs (current dollars), excluding project development costs, are as follows:

	<u>Alternative 1</u>	<u>Alternative 2</u>	<u>Alternative 3</u>
Roadway:	\$15,100,000	\$16,700,000	\$12,600,000
Structures:	\$2,800,000	\$2,800,000	\$2,800,000
Right of Way:	\$1,500,000	\$1,750,000	\$600,000
<b>TOTAL PROJECT COSTS:</b>	<b>\$19,400,000</b>	<b>\$21,250,000</b>	<b>\$16,000,000</b>

**2. FEATURES REQUIRING DESIGN DECISION DOCUMENTATION**

**A. Design Features with Headquarters Approval Authority**

**1) Design Feature Number 1**

The proposed project proposes to allow full access to APN 090-430-12 and 090-243-13. The intersection would be located 350 feet northeast from the intersection of US-50 Eastbound Off-Ramp / South Shingle Road / Mother Lode Drive along Mother Lode Drive.

Design Standard for which documentation is required:

Section 504.3(3) of the 2018 Highway Design Manual (HDM) states: **“The minimum distance (curb return to curb return) between ramp intersection and local road intersections shall be 400 feet.”**

Reason for using nonstandard feature:

The existing driveway along Mother Lode Drive does not meet the current intersection spacing standard referenced. The existing non-standard driveway intersection is approximately 200 feet from the US-50 Eastbound Off-Ramp intersection. There is also a second driveway that is located approximately 350 feet from the Off-Ramp intersection. Both existing driveways currently have no restrictive movements and have full access. The Project is located within a fully developed commercial district which makes compliance with spacing standards more complex and challenging due to the existing conditions. The County has explored several options to make the intersection spacing meet standard, however the resulting impacts to property owners do not justify the improvements.

The first improvement option to meet standard spacing was to reconfigure the parking lot and move the driveway on APN 090-243-13 approximately 100 feet east. This option is not feasible due to the location of existing buildings and the amount of space required for fuel trucks and other large trucks to make turns into the development safely.

The second improvement option to meet standard spacing was to allow access for APN 090-430-12 and 090-430-13 through a new access through APN 090-430-14. This option is not feasible due to the location of existing car wash facility located on APN 090-430-13. The only way to provide access through APN 090-430-14 would be to relocate the car wash. This is not feasible due to the fact that there is not sufficient room on the parcel to relocate the car wash.

Although the County could not incorporate the improvement options discussed above, the following revisions have been implemented to the existing driveways in order to improve the non-standard features:

1. The first driveway that is located approximately 200 feet from the intersection will be restricted to right-in and right-out movements only. A center raised median along Mother Lode Drive will be installed to prevent left turn movements in and out of this driveway.
2. The second driveway that is located approximately 350 feet from the intersection will be the primary access point for the two parcels. Keep clear pavement markings will be used in front of the driveway to help prevent any potential storage que backups from the light at the intersection.
3. A turn pocket has been provided for cars traveling eastbound on Mother Lode Drive looking to turn into the development.

4. Revisions to the PSR GAD's were made to allow for dual left turn lanes for southbound Mother Lode Drive at the intersection. This will increase storage capacity and minimize blocking of the driveway.

Due to the reconfiguration of the Off-Ramp intersection and the widening of Mother Lode Drive as part of the Project, an already difficult access point for the property owners of APN 090-430-12 and 090-430-13 becomes more difficult. In order to accommodate the design standard for 400 feet between intersections, the driveway would have to be relocated. This relocation would require the removal of an Automated Carwash, an Oil and Lube Garage, environmental remediation, reduction in available parking and associated damages and relocation costs for the business. Both of these impact alternatives would require additional right of way and would increase construction costs. The first existing driveway is only 200 feet away from the intersection, whereas the proposed second driveway as the primary access point is 350 feet away. To have 400 feet between intersections would require significant property reconfigurations, building impacts, and right of way costs. Relocation of the driveway will also impact visibility, access and traffic circulation to the Gold Harvest Market & Cleaners, Urban Yogurt, Squeelers BBQ and Subway restaurants. The affected businesses are essential base tenants of the Shingle Springs commercial center. These impacts and additional costs are impractical for a driveway of this nature to conform to the HDM standard. Furthermore, the right of way impacts involved would cause a significant delay to the Project schedule of about 1 year.

Added cost to make standard:

The additional cost to reconstruct a new driveway 400 feet from the Off-Ramp intersection (meeting HDM Standards), is estimated at \$1,800,000. This cost includes additional right of way necessary for the new driveway access, relocation costs for any buildings that would be impacted by the new driveway, and parking lot reconfiguration costs. In addition to the construction and land acquisition costs, business relocation and loss of goodwill damages will be incurred.

**B. Design Features with District Delegated Approval Authority**

There are no features that do not meet Standards requiring District approval in this Design Standard Decision Document.

**3. TRAFFIC DATA**

The table below provides a summary of existing ramp volumes (2014) and the forecasted design year ramp volumes (2035) at the Ponderosa Road/US-50 interchange for both peak hour scenarios. More detailed traffic operations analysis, including lane density, level of service, intersection queueing, etc. is included within the Traffic Operations Report (Fehr & Peers, September 2008) and US-50/Ponderosa Rd Interchange Volume Assessment Memo (Fehr & Peers, June 2014).

<b>Peak Hour Ramp Volumes For Ponderosa Road/US-50 Interchange</b>				
Freeway Segment	AM Peak Hour		PM Peak Hour	
	Existing Conditions (2014)	Design Year (2035)	Existing Conditions (2014)	Design Year (2035)
<b>Eastbound US-50</b>				
Off-Ramp	602	950	1,197	1360
Loop On-Ramp	235	630	303	550
<b>Westbound US-50</b>				
Off-Ramp	232	420	285	620
Loop On-Ramp	539	640	412	550
Diagonal On-Ramp	482	600	232	470
Source: Fehr & Peers, 2008 and 2014				

**4. COLLISION ANALYSIS**

TASAS records were requested from Caltrans for the most recent 3-year period within the project limits. The table below summarizes the accident rates at the Ponderosa Road/US-50 interchange and provides a comparison to the statewide average accident rates of similar interchanges.

<b>Ponderosa Road/US-50 Interchange Accident History January 2012 Through December 2014</b>									
Location	Number of Accidents			Actual Accident Rate <sup>1</sup>			Statewide Average Accident Rate <sup>1</sup>		
	Total	Fatal	Injury	Fatal	F+I <sup>2</sup>	Total	Fatal	F+I <sup>2</sup>	Total
EB Off-Ramp	8	0	5	0.000	0.49	0.79	0.003	0.35	1.01
WB On-Ramp	1	0	0	0.000	0.00	0.22	0.003	0.18	0.57
EB Loop On-Ramp	0	0	0	0.000	0.00	0.00	0.003	0.24	0.72
WB Loop On-Ramp	4	0	3	0.000	0.55	0.73	0.002	0.21	0.73
WB Off-Ramp	4	0	1	0.000	0.37	1.46	0.003	0.35	1.01
Notes: (1) Per million vehicles. (2) F+I = Fatal + Injury									
Source: Caltrans, District 3 TASAS Table B, January 2012 to December 2014.									

The table above shows the total accident rates for interchange ramps are above the statewide average for one of the five ramps with the eastbound off and westbound loop on ramps accounting for 53% of the total accidents.

The eastbound off-ramp has a total of 8 accidents with a concentration between the exit nose and the intersection with South Shingle Road. An analysis of TASAS records indicate that speed and improper turns each accounted for 50% of these accidents. The

data was analyzed further to determine the crash types at this location. Rear-end collisions and Hit Object accounted for 13% and 25%, respectively. Rear-end and Hit Objects are indicative of high traffic volumes and associated congestion. As congestion increases on a roadway, the amount of distance between vehicles is reduced, leaving less room for drivers to maneuver or react to changing traffic conditions. This is consistent with observations made during a field visit, which revealed that vehicles queue up on the eastbound off-ramp as a result of poor intersection operation caused by tight spacing between intersections and split traffic signal phasing. Vehicles leaving the roadway are indicative of excessive speeds. Excessive speeds coupled with the associated congestion may create a situation where drivers react quickly as they approach vehicles queued on the ramp, resulting in loss of control of their vehicles and leaving the roadway. This project would reduce congestion by improving the signal spacing and timing between signals, therefore reducing congestion related accidents.

## 5. FUTURE CONSTRUCTION

There are several programmed projects in the vicinity of this project. EDCDOT has identified these projects in their Capital Improvements Program (Fiscal Year 2007-08 through 2001-12) which are anticipated to occur close to the same time as this project. They are as follows:

US-50/Cameron Park Drive Interchange Improvements: Operational and capacity improvements at this adjacent interchange. Improvements include adding auxiliary lanes in both directions of US-50 between Cameron Park Drive and Ponderosa Road.

US-50 HOV Lanes (Phase 2): Phase 2 of a larger project to add HOV lanes in the median of US-50 from Bass Lake Grade to Ponderosa Road.

US-50 HOV Lanes (Phase 3): Phase 3 of a larger project to add HOV lanes in the median of US-50 from Ponderosa Road to Greenstone Road.

Durock Road Widening: Includes widening of Durock Road from Robin Lane to South Shingle Road; includes the widening to accommodate a two-way left turn lane.



**6. REVIEWS AND CONCURRENCE**

The proposed nonstandard features were reviewed by Scott Mann (North Region Design Branch Chief) and Clark Peri (Project Manager) on September 20, 2018 and all concurred with the proposed design exceptions and recommend approval of this supplemental fact sheet.

**7. ENVIRONMENTAL DETERMINATION/DOCUMENT**

The project location is part of the National Highway System.

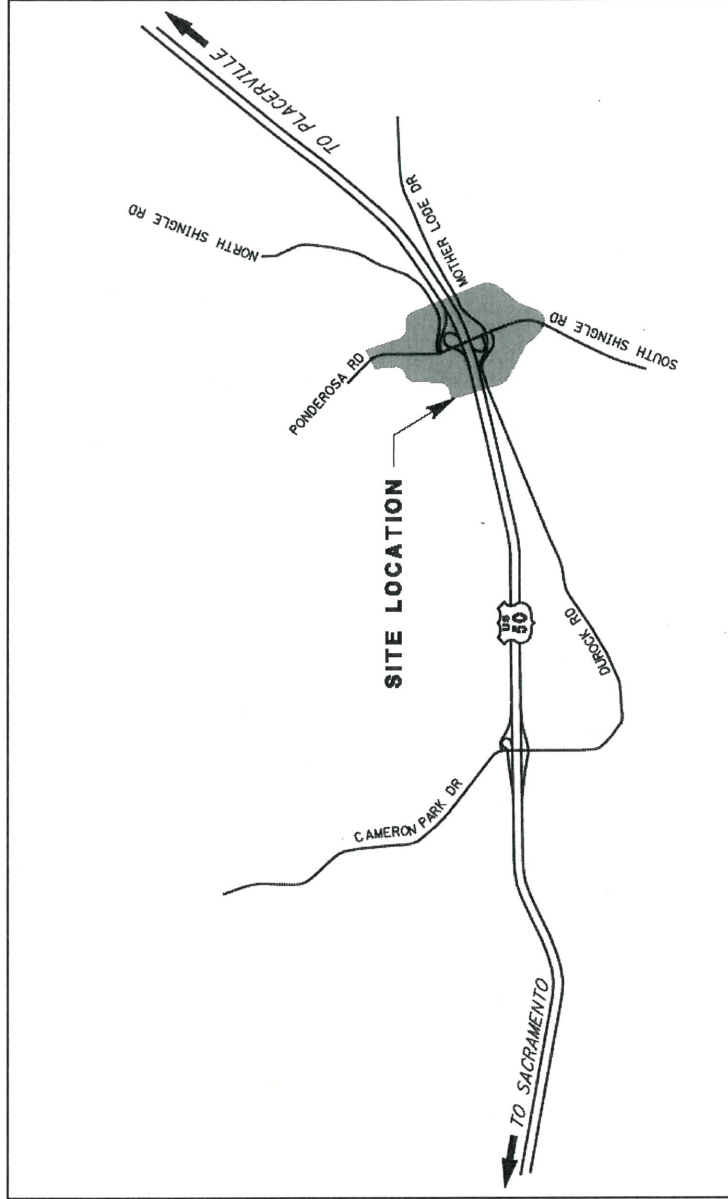
Compliance with the *National Environmental Policy Act of 1969* (NEPA) is not applicable to this project.

**8. ATTACHMENTS**

- A. Location Map
- B. EX-1 Exhibit Showing Intersection Spacing

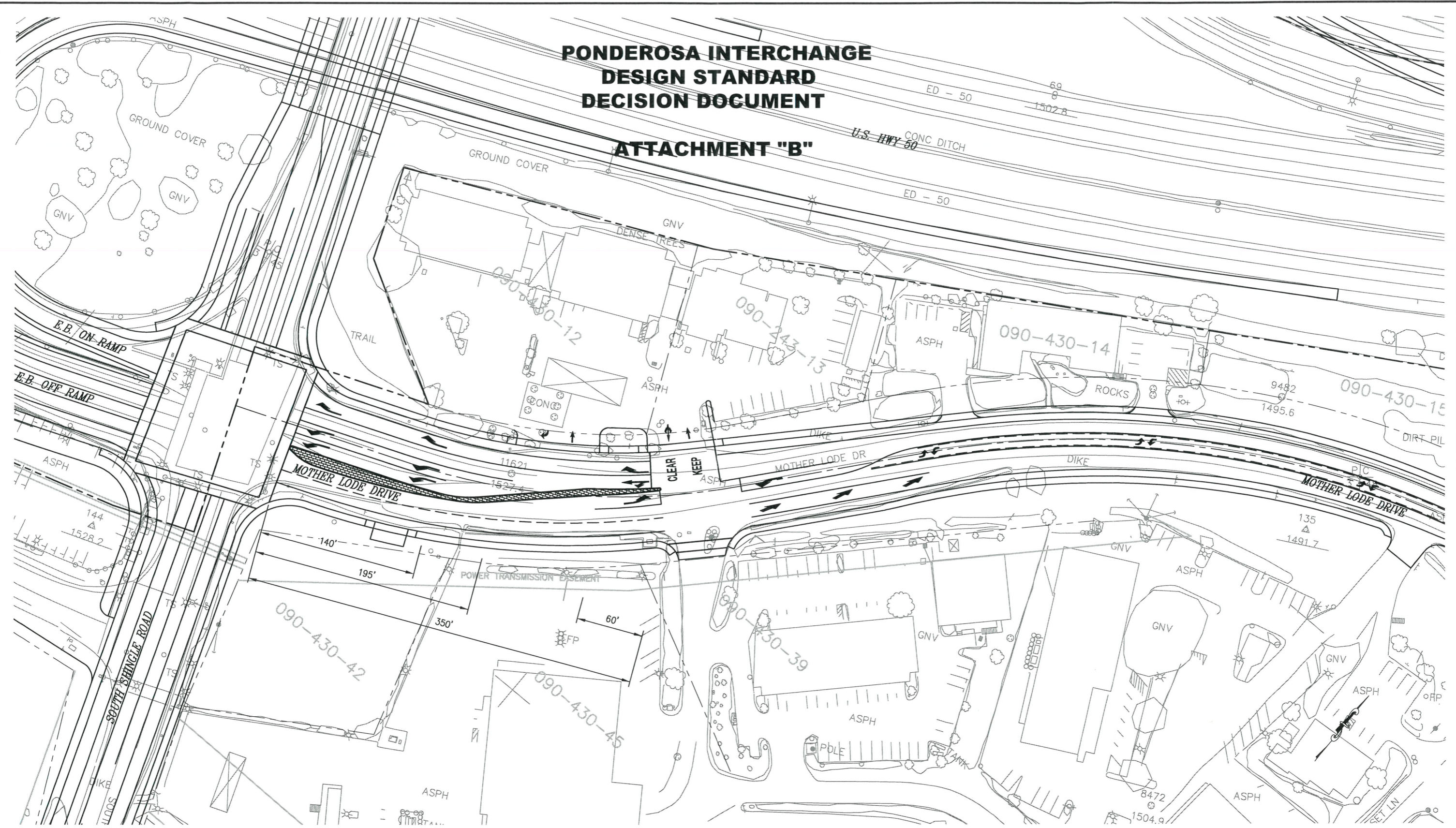
# US HIGHWAY 50 / PONDEROSA INTERCHANGE – DESIGN STANDARD DECISION DOCUMENT

## ATTACHMENT "A" LOCATION MAP



**PONDEROSA INTERCHANGE  
DESIGN STANDARD  
DECISION DOCUMENT**

**ATTACHMENT "B"**



**MOTHER LODE DRIVE  
TURN LANE CONFIGURATION  
SCALE : 1" = 40'**

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES  
Drawing name: H:\Work Stuff\Ponderosa\Mother Lode Turn Lane Alt 2.dwg Layout Tab: EX-1 Sep 17, 2018 - 11:34am jNettleton

REVISION	NUMBER	DATE	DESCRIPTION	BY

PREPARED UNDER THE SUPERVISION OF :

DESIGNED: JMN DRAWN: JMN  
CHECKED: - DATE: 5/10/18  
ROAD NUMBER: 240

REGISTERED CIVIL ENGINEER DATE:



**COUNTY OF EL DORADO  
COMMUNITY DEVELOPMENT SERVICES  
DEPARTMENT OF TRANSPORTATION**

**PONDEROSA INTERCHANGE**

SHEET  
**EX-1**  
1 OF 1  
W.O. No. **71333**