FINAL

SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

SILVA VALLEY PARKWAY INTERCHANGE PROJECT

(SCH NO. 1988050215)

EL DORADO COUNTY, CALIFORNIA

LSA

June 2011

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SILVA VALLEY PARKWAY INTERCHANGE PROJECT

(SCH NO. 1988050215)

EL DORADO COUNTY, CALIFORNIA

Submitted to:

County of El Dorado
Department of Transportation
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LSA Project No. MKT530

LSA

June 2011

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1.0 INTRODUCTION

This document is a compilation of comments submitted on the Draft Supplemental Environmental Impact Report (SEIR), the Revised Recirculated Noise Section (presented in Appendix A), and responses to those comments from both the SEIR and Recirculated Noise Section. Comments have been submitted in the form of letters following the review of the Draft SEIR and recirculated section.

Final SEIR Components

The Final Supplemental Environmental Impact Report (Final SEIR) for the Silva Valley Parkway Project consists of the public comments (including written comments received during the public meeting), and responses to those comments. Other components (separate from this Final SEIR) of the environmental review process generally include the Statements of Facts and Findings and Overriding Considerations, resolutions, staff reports, hearing minutes and official notices.

Public Review of Draft SEIR and Recirculated Noise Section

On January 27, 2011, the 45 day public review period was initiated at the State Clearinghouse. The review period ended on March 7, 2011. As a result of changes to the project construction process, selected sections of the SEIR were revised in the Recirculated SEIR and distributed for public review on May 9, 2011. Public review for the recirculated section occurred over a 30-day period ending on June 8, 2011. Responses are provided for each comment letter on the Draft SEIR and the Recirculated Noise Section.

Project Description

The U.S. 50/Silva Valley Parkway Interchange will include a six lane overcrossing (four through lanes and two deceleration lanes to the loop on-ramps), new signalized diagonal off-ramps, diagonal on-ramps, and loop on-ramps. The mainline will be improved to include east and west auxiliary lanes between El Dorado Hills Boulevard and the new Interchange.

The Silva Valley Interchange will connect to the existing Silva Valley Parkway to the north at the western boundary of the APN 122-720-09-100, where the County of El Dorado has proposed to widen the existing 2 lane roadway to a 4 lane divided roadway. Previous environmental reviews have been completed for the Silva Valley Parkway extension.

Silva Valley Parkway will connect to the existing White Rock Road to the south and transition from the proposed 4 lane divided roadway to the existing 2 lane roadway approximately +/-1,300 linear feet south of the existing Joerger cutoff.

More specifically, the project includes the following improvements:

- The Interchange design is a partial cloverleaf with loop on-ramps in the northeast and southwest quadrants and diagonal on- and off-ramps in each direction of travel on the freeway.
- Continuous auxiliary lanes are proposed between El Dorado Hills Boulevard and the Silva Valley Parkway Interchange connecting the on-ramps with off-ramps.
- A 1,000' and 1,300' auxiliary lane will be constructed at the eastbound diagonal on-ramp and westbound diagonal off-ramp, respectively.
- The Silva Valley Parkway overcrossing would be constructed over the freeway (U.S. 50) and would provide a minimum of 16.5 feet of vertical clearance over U.S. 50. The structure would have four lanes for through traffic on Silva Valley Parkway in addition deceleration lanes for the loop on-ramps and turn pockets at the intersections.
- The ramp intersections will be signalized.
- New ramp crossings at Carson Creek and Old Silva Valley Parkway will require new structures. The ramp undercrossings will have a vertical clearance of 15 feet minimum.
- Safety lighting and signs will be constructed.
- On-ramps would be designed to accommodate ramp metering, HOV lanes and California Highway Patrol enforcement areas.
- The existing Silva Valley Parkway at the Clarksville Undercrossing will remain a 2 lane local road with Class II bike lanes on each side of the road and a concrete sidewalk on the west side.
- Class II bicycle facilities will be provided either as part of the new Interchange, and as part of the existing undercrossing.
- The existing Tong Road north of the freeway will be relocated to provide access to the parcels in the northeast quadrant and connect to Silva Valley Parkway. This connection is temporary and will be removed once Country Club Drive is constructed. The County is currently designing Country Club Drive as a separate project. The general location of the Tong Road realignment is shown in Figure 2.
- All public utility facilities impacted by the proposed project will be relocated and/or accommodated as necessary within one of three potential utility corridors, with the exception of El Dorado Irrigation District (EID) utilities. Figure 13 illustrates the corridors of EID facilities.

The El Dorado Irrigation District (EID) has various facilities located within the project area. The following facilities will be abandoned in place:

- Approximately 2,500 linear feet of 12 inch recycled water pipeline parallel to U.S. 50.
- Approximately 3,000 linear feet of 12 inch potable water pipeline in Tong Road.

The following EID facilities will be relocated as part of the project:

- Relocation of existing blow offs, ARVs and valves on the recycled water line in existing Silva Valley Parkway.

- Relocation of existing blow offs, ARVs, sampling stations, fire hydrants and valves on the potable water line in existing Silva Valley Parkway.
- Replacing and raising approximately six existing sanitary sewer manholes in existing Silva Valley Parkway to accommodate project grade changes, or the relocation of these impacted facilities out of the project fill areas.
- Relocation of an existing pressure reduction valve on the potable water line in existing Tong Road.

The following EID facilities will be constructed to replace abandonments:

- Installation of approximately 1,000 feet of new waterline to maintain service to the Korean Church, which is impacted by the Tong Road abandonment. Work involves connecting to the existing 12 inch waterline in the old "Lincoln Highway" to the east of the church.
- Installation of approximately 2,500 linear feet of 12 inch recycled water line in a new private easement parallel to U.S. 50.

Lastly, Pacific Gas & Electric Company (PG&E) has various facilities located within the project area. The following facilities will be removed and relocated to accommodate the interchange:

- Approximately 2,900 linear feet of 60 kV power lines parallel to U.S. 50.
- Approximately 1,000 linear feet of 21 kV power lines crossing U.S. 50 and existing White Rock Road.
- Underground vault boxes and transformers in existing Silva Valley Parkway to accommodate project grade changes, or the relocation of these impacted facilities out of the project fill areas.

In addition to these design features, the environmental analysis evaluates potential borrow sites within the project area, and the need for retaining walls to minimize environmental impacts and right-of-way acquisition along the project corridor including the PG&E Clarksville Substation and Carson Creek.

The proposed project will be constructed in two phases:

- Phase 1 is expected to be operational by year 2020.
- Phase 2 improvements (Interchange build-out) are anticipated by year 2030 or later.

Per the Recirculated Draft SEIR (selected sections), provisions for limited work for construction activities performed at night to avoid safety hazards and traffic congestions were included in the project description. Such work may include but is not necessarily limited to activities that necessitate full or partial closure of U.S. 50 or full closure of Clarksville Road (Old Silva Valley Parkway) as follows: Falsework erection, adjustment, or removal; k-rail placement or removal, installation of overhead signs; installation of lighting; construction of freeway ramps where ramps connect to mainline; installation, maintenance, or removal of temporary or permanent striping; roadway

excavation or rock excavation on or adjacent to the mainline; or construction of metal beam guardrail. These activities are anticipated to occur over, but are not restricted to, 60 individual nights spread over the duration of the construction project.

1.1. FINAL SEIR PROCESS

Response to Comments and Errata

The Errata and Response to Comments section of this Final SEIR provides a record of the changes that are required in the Draft SEIR, as well as responses and clarifications raised by the public and agencies in their comment letters. Together, the Draft, Recirculated Draft, and Final SEIR record the environmental review process and findings, from the issuance of the Notice of Preparation, through to the document certification by the Board of Supervisors.

The response to comments include the original comment letter submitted by the commenting party (citizen, agency, etc.) followed by the County's response. To facilitate reader convenience, each comment has been assigned a comment code, with each response linked by the same code. Due to the similarity or duplication of some comments, the reader maybe referred to previous (or subsequent) responses provided elsewhere in the response to comment portion of the Final SEIR.

1.2. ERRATA

The Final Supplemental Environmental Impact Report is amended with these errata to address further refinements to the project.

The following changes have been made to the Draft SEIR:

Project Background
The El Dorado County domain name has recently changed. The White Rock MND referred to on page 7 of the DSEIR can now be found at:
http://www.co.el-dorado.ca.us/Government/DOT/CEQA_Archive.aspx

1.3. CLARIFICATIONS AND CORRECTIONS

The Final Supplemental Environmental Impact Report is amended with these corrections:

Project Description
Page 8 of the project description will be amended as follows:

- On-ramps would be designed to accommodate ~~future~~ ramp metering, HOV lanes and California Highway Patrol enforcement areas.

Biological Resources
Due to the additional areas being impacted by El Dorado Irrigation District utilities, minor changes to biological impacts have occurred (see revised Figure 4). Specifically, these changes include:

Impact BIO-1d and Impact BIO-1e: The proposed project will now impact 0.19 acres of purple needlegrass, an increase from the 0.09 acres listed in the SEIR. This is still considered a less than significant impact and no mitigation is required.

Impact BIO-5d: The proposed project will now impact 12.51 acres of non-contiguous blue oak, interior live oak, and valley oak canopy in the project study area, an increase from the 12.34 acres listed in the SEIR. Mitigation Measure BIO-12 will still be required. This impact will remain less than significant after implementation of mitigation.

Cultural Resources
Mitigation Measure CULT-5 will be revised slightly to include an additional form of study to be performed at the Tong Cemetery. The mitigation measure will now read:

Mitigation Measure CULT-5: Prior to any ground disturbance within the vicinity of the Tong cemetery, remote sensing such as ground-penetrating radar and/or mechanized test excavations supervised by a qualified archaeologist shall be undertaken between the cemetery and the freeway. If graves are discovered during or subsequent to the remote sensing and/or mechanized test excavations, and cannot be avoided by construction, then the archaeologist will coordinate with El Dorado County to disinter, remove, transport, and re-inter the remains. In addition, temporary construction fencing shall be placed around the cemetery to protect it from accidental damage prior to construction of the retaining wall and/or utilities. Placement of the temporary fencing and construction of the retaining wall and any above-ground or below-ground utilities shall be monitored by a qualified archaeologist.

Utilities
Page 8 of the project description will be amended as follows:

- All public utility facilities, with the exception of EID utilities, impacted by the proposed project will be relocated and/or accommodated as necessary within one of three potential utility corridors depicted in figure 11. Figure 13 illustrates the placement of EID facilities.

Page 13, Section 2.3 will be amended as follows:

- The original project proposed relocating all of the utilities outside of the proposed State right of way. It is now possible that the existing 115 kV PS&E overhead line will remain in place. EID facilities may be relocated within State right of way.

Figures 3, 4, and 11 will be amended to illustrate changes to utility corridors as described above and to clarify placement of utilities within the project area. These revised figures have been included in this Final SEIR.

The El Dorado Irrigation District may need to relocate recycled water lines. Therefore, Mitigation Measure PS-3 will be amended as follows:

Mitigation Measure PS-3: Relocate EID Water, Recycled Water, and Sewer Lines in conflict with proposed Interchange during construction.

Noise

Per the Recirculated Draft SEIR, conditions affecting noise would change due to the addition of night-time construction activities. The following clarification was provided in the Recirculated Draft SEIR:

The County's General Plan Policy 6.5.1.11 allows nighttime construction work within the hours and noise levels shown in General Plan Table 6-3:

TABLE 6-3: MAXIMUM ALLOWABLE NOISE EXPOSURE FOR NONTRANSPORTATION NOISE SOURCES IN COMMUNITY REGIONS AND ADOPTED PLAN AREAS – CONSTRUCTION NOISE

Land use Designation[1]	Time Period	Noise Level (dB)	
		L_{eq}	L_{max}
Higher-Density Residential (MFR, HDR, MDR)	7am-7pm	55	75
	7pm-10pm	50	65
	10pm-7am	45	60
Commercial and Public Facilities (C, R&D, PF)	7am-7pm	70	90
	7pm-7am	65	75
Industrial (I)	Any Time	80	90

[1] Adopted Plan areas should refer to those land use designations that most closely correspond to the similar General Plan land use designations for similar development.

Policy 6.5.1.11 states:

"The Standards outlined in Table 6-3… shall apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. and 5 p.m. on weekends and on federally-recognized holidays. *Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate congestion and safety hazards.*"(emphasis added).

The Draft SEIR omitted the last sentence of the above policy and its full definition.

During construction, it is possible that noise levels will occasionally exceed the noise level thresholds listed above, which is permitted under General Plan Policy 6.5.1.11. Construction activities will be temporary; however, nighttime operations or use of unusually noisy equipment could result in annoyance or sleep disruption for nearby residents.

The Recirculated Draft SEIR concluded that nighttime construction activities would have a Significant and Unavoidable Impact that could not be mitigated due to vibration and noise impacts from blasting (no feasible mitigation is currently available), exceedance of the General Plan threshold of 45 L_{eq}

which could not be completely mitigated. The following mitigation measure (NOI-1) was originally included in the Draft SEIR, and was revised in the Recirculated Draft SEIR:

Mitigation Measure NOI-1: To reduce construction noise impacts to the maximum extent feasible, the project sponsor shall implement the following measures:

- The project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards;
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site;
- For construction of the interchange, the County will prohibit the construction contractor from undertaking construction activities on Sunday, legal holidays, or between the hours of 7 p.m. and 7 a.m. on other days except when the County determines that work must be performed at night to mitigate traffic congestion or safety hazards;
- Detour routes shall conform to Caltrans and County standards; and
- The construction contractor shall locate equipment staging in areas that will create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction per the County's standards.

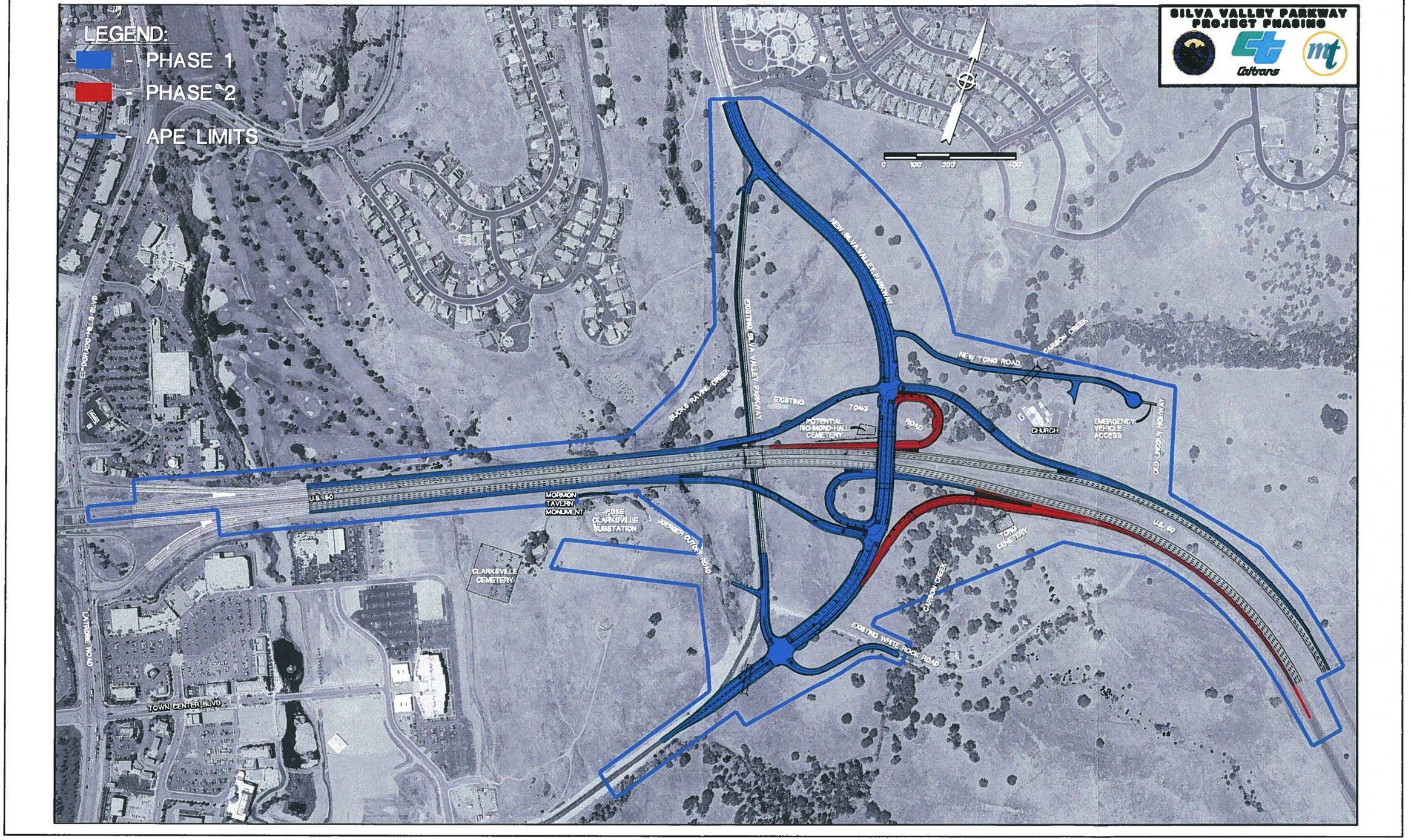

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FIGURE 3

SOURCE: El Dorado County Department of Transportation (2011)

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Silva Valley Parkway Interchange
Phasing Plan

HABITAT IMPACTS ACREAGES

HABITAT TYPE	IMPACTS IN PROJECT SITE	IMPACTS AVOIDED	TOTAL
Annual Grassland	40.43	86.74	127.17
Blue Oak Woodland	5.58	11.84	17.42
Perennial Wetland	0.44	3.08	3.52
Pond		0.02	0.02
Purple Needlegrass Grassland	0.19	1.48	1.67
Roadway/ Development	36.35	23.46	59.81
Seasonal Wetland	0.20	0.87	1.07
Valley Foothill Riparian	0.87	11.00	11.87
TOTAL	84.06	138.49	222.55

OTHER HABITAT IMPACTS

FEATURE	IMPACTS	IMPACTS AVOIDED	TOTAL
Elderberry	4	1	5

OTHER FEATURES

Limit of Disturbance

Limit of Study

UTILITY CORRIDOR ADDITIONAL HABITAT IMPACT ACREAGES

See Figure 5 for Utility Corridors

HABITAT TYPE	ALT. 1	ALT. 2	ALT. 3
Annual Grassland	4.56	8.47	1.09
Blue Oak Woodland	1.68	4.37	
Perennial Wetland	<0.01	0.85	
Purple Needlegrass Grassland	0.33	0.78	0.08
Roadway/ Development	0.68	0.42	0.08
Seasonal Wetland		0.57	0.01
Valley Foothill Riparian	0.32	1.69	0.04
TOTAL	7.57	17.15	1.30

Aerial Photo: USGS 1ft Sacramento Urban Aerial, 2008.

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NOT TO SCALE

SOURCE: Foothill and Associates (2011)

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FIGURE 4

Silva Valley Parkway Interchange

Biological Habitat Map

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FIGURE 11

Silva Valley Parkway Interchange
Potential Utility Relocation Corridors

SOURCE: Mark Thomas and Company (2011)

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EXISTING AND PROPOSED LOCATIONS FOR WATER LINES, SEWER LINES, AND RECYCLED WATER LINES

U.S. 50 / SILVA VALLEY PARKWAY INTERCHANGE

March, 2011

Boundary

0 150 300 600

GRAPHIC SCALE

Silva Valley Pkwy

ELEMENTARY SCHOOL

CHURCH

Bucks Ravine Creek

Carson Creek

CEMETERY

HIGHWAY 50

PG&E SUBSTATION

El Dorado Hills Blvd

Latrobe Rd

White Rock Rd

LSA

FIGURE 13

SOURCE: Mark Thomas and Company (2011)

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Silva Valley Parkway Interchange
El Dorado Irrigation District Facilities

2.0 RESPONSE TO COMMENTS

2.1. WRITTEN COMMENTS AND RESPONSES

The section that follows includes the comment letters submitted by various public agencies and private parties, and the responses to those comments from public review of the Draft SEIR and Recirculated Draft SEIR. Where appropriate, responses to comments made on the Draft SEIR have been updated to reflect the changes from the Recirculated Draft SEIR. Commenters on the Draft SEIR for The Silva Valley Parkway Interchange Project are listed as follows:

El Dorado County Historical Society (February 28, 2011)

Andy Schildt, Resident (March 2, 2011)

Nick Giannini, Resident (March 3, 2011)

Four Seasons Civic League (February 28, 2011)

Jons Van Dooren, Resident (February 28, 2011 & March 7, 2011)

Buckeye Union School District (February 25, 2011)

El Dorado Irrigation District (March 7, 2011)

Kathleen Doyle, Resident (March 6, 2011)

Corinne Waller, Resident (March 5, 2011)

Kirk Bone, Serrano Associates, LLC (March 7, 2011)

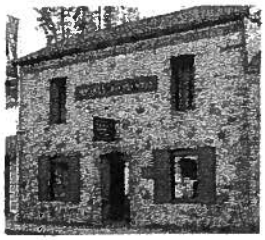
Lindell Price, Healthy Roads for Community Health (March 7, 2011)

El Dorado Hills Area Plan Advisory Committee (APAC) (March 20, 2011)

Erika Whitmore-Fujimura, Resident (March 4, 2011)

Eleanor Thomas, Resident (May 15, 2011)

Deborah Van Nieuwburg, Resident (June 7, 2011)



Fountain Tallman Museum

EL DORADO COUNTY HISTORICAL SOCIETY
524 Main Street
Placerville, CA 95667

February 28, 2011

Janet Postlewait
Department of Transportation
2850 Fairlane Court
Placerville, CA 95667

Re: Silva Valley Parkway Interchange Draft EIR SCH 88050215

Dear Ms. Postlewait,

Thank you for the notification of the draft EIR for the Silva Valley Parkway project. The Historical Society's Board of Directors regularly reviews requests and notices of potential impact to cultural resources in El Dorado County. We would like to state our concerns about the potential impact of this project.

The original comments from Sue Silver recommended that the limits of the Clarksville Cemetery be investigated by Ground Penetrating Radar. There is no evidence presented in the Draft EIR that this was ever done, nor was an equivalent examination completed. Further, the contractor stated that weeds prevented a thorough visual examination of the Cemetery site, which is not acceptable. A number of informed County residents suspect that the limits of the Cemetery are larger than those delineated, which are essentially the Tong family plot. Because important historical sites abound in the area, we recommend that an archaeologist should be present during all phases of clearing and excavation. JT-1

Thank you for the opportunity to comment on this proposed project. Please feel free to contact me or other members of the our El Dorado County Historical Society Board of Directors if you have any questions about our comments. I can be reached at (530) 621-5865.

Sincerely,

Joyce Thompson

Joyce Thompson, Vice President
El Dorado County Historical Society

Our mission is to honor the people who came before us by rescuing, preserving, researching and displaying the county's rich history to ensure that its significance will be appreciated for generations to come.

Response to Comments
El Dorado County Historical Society Letter (February 28, 2011)

JT-1: The commenter notes that the limits of the Clarksville Cemetery should be investigated by ground penetrating radar. However, the Clarksville Cemetery will not be impacted by the project. There are three historic cemeteries in the Clarksville vicinity: Clarksville Cemetery, Richmond-Hall cemetery and the Tong cemetery. Clarksville Cemetery is the largest of the three and is located outside the project area and will not be impacted by the construction of the Silva Valley Interchange. The "Tong" cemetery, in which Tong family members are interred, but also includes the graves of others, is located near the alignment of the proposed interchange's east-bound on-ramp. The east-bound on-ramp is a planned future addition to the interchange. There is potential for the discovery of currently unknown graves that may be impacted at some time in the future when the on-ramp is constructed. The "Richmond-Hall" cemetery is believed to be located in the vicinity of the proposed Silva Valley Parkway east-bound on-ramp and may be impacted by construction of this project.

Mitigation Measure CULT-5 specifies that prior to any ground disturbance within the vicinity of the Tong cemetery remote sensing such as ground-penetrating radar and/or mechanized test excavation supervised by a qualified archaeologist shall be undertaken between the cemetery (in other words, the location of currently known graves) and the freeway. This is the area that would be impacted by construction of the east-bound on-ramp. Mitigation Measure CULT-5 also includes instructions on removal and re-interment of human remains, placement of temporary construction fencing to avoid inadvertent damage to graves, as well as monitoring by a qualified archaeologist.

Mitigation Measure CULT-6 provides similar instructions to identify the location and treatment of graves associated with the Richmond-Hall cemetery, which include monitoring by a qualified archaeologist.

Andy Schildt
1794 Rochhampton Place
El Dorado Hills, CA 95762

Project: Silva Valley Parkway Interchange with US H/W 50 2 March 2011

Subject: Draft SEIR

I attended the Public meeting on 28 February 2011 at the EDH Library. Also I briefly looked at the EIR and the supplemental draft. Comments are as follows:

1. It was stated at the public meeting that the project cost in its "entirety" is being paid by local developers. To me this means all costs related in the planning, design, procurement, construction, and construction supervision & inspection. In this stage of the county's economy, I want zero funding of my tax dollars going in support of this project until the economy has turned completely around. Spending money does not help the economy, only a balanced budget does---intake = outlay. The project shall not proceed. AS-1

2. Indicate the cost breakdown for this project and the related funding sources:

Activity	Cost/Budget($)	Funding Sources
a. Planning		
b. Design		
-AE		
-DOT Oversight		
c. Real Estate Acquisition		
-DOT Oversight		
c. Construction		
-Contingencies		
-DOT Oversight		
d. O&M Cost after project completion		
e. Other costs		

AS-2

3. It was stated at the meeting, that this project is being justified based on the General Plan that may have been approved in 2004. This plan was developed prior to 2004 with anticipated developments estimated prior to 2004. Based on this country's and also this county's economy, conditions have greatly changed.

   Highly recommend that the General Plan (GP) be revisited with new assumptions because no new construction of any magnitude will occur in the next many years in California nor in this county. This maybe a County Supervisor Board tasking to relook and analysing the GP. AS-3

   Talking with various construction firms and developers in the area, they have indicated that they may be "encouraging" El Dorado County to spend funding on

infrastructure development. This may provide jobs in the short run to a construction firm and for the developers to show their investors that the County is doing infrastructure development. These are not reasons for this project to go forward and will not help improve the County's economy. AS-3 Cont.

4. Based on a proven history of past performance by the DOT for the ongoing Latrobe Road H/W 50 Crossing project---cost growth, large construction time growth, maybe an unqualified and non-responsive contractor was selected---- the DOT staff should revisit their qualification for taking on this project. AS-4

5. An aggressive design & construction schedule was shown at the public meeting. Because 100% of the project funds are from developers (privately funded) as was stated at the meeting -----no tax dollars of any kind, no funding from CALTRANS, ----- it is recommended that this project be accomplished as a Design/Build procurement. This greatly will save in the overall project costs. AS-5

6. Suggest verification on the project execution schedule as shown at the public meeting, if the design phase is too far ahead of the completion / approval of the SEIR process. AS-6

7. The proposed northern intersection with the existing Silva Valley Parkway is approx. 500 LF away from the existing elementary school. In the mornings and afternoons, parents are trying to make a left turn from the single lane Silva Valley Rd. into the school complex, thereby stopping all southbound traffic. Some rethinking needs to be done for this road section. AS-7

8. The 28 February public meeting was not well attended because of a lack of notification. Suggest holding a follow-on meeting based on proper advertisement and notification of the total EDH population. AS-8

9. The EIR and the SEIR appear not to address air pollution due to construction equipment of the ongoing and pending large construction projects at Folsom Dam. Granite Constr. will be placing over 100,000 CYs of concrete for the Control Structure and the pending Chute Lining project will require additional approx. 120,000 CY of concrete. This means trucks galore will be running around this area which is designated as a non-attainment area by the Resources Control Board. This may need to be addressed in the SEIR because the scope of work was not known at the time as the basic EIR was developed. AS-9

Response to Comments
Andy Schildt, Resident Letter (March 2, 2011)

AS-1: This comment raises a policy concern rather than the adequacy of the environmental information contained in the SEIR. The commenter is noted for the record. The financing plan for the project is identified in the Department of Transportation 2010 Capital Improvement Program and has been adopted by the El Dorado County Board of Supervisors. The revenue source of the project comes from 2004 General Plan Traffic Impact Mitigation Fees program. Fees have been collected from residential and commercial development that have occurred in El Dorado Hills and will continue to be collected at the building permit stage. These revenue sources are shown to balance expenditures for planning, design right of way, construction management, and construction costs.

AS-2: This comment raises a policy concern rather than the adequacy of the environmental information contained in this SEIR. The comment is noted for the record. Fiscal concerns will be addressed in the staff report for the project. The Silva Valley Interchange project has been identified as a necessary component of the El Dorado Hills area road network since 1991. At that time, it was anticipated the Silva Valley Interchange would be fully funded by impact fees from anticipated development. Since 1991, a portion of all fees collected in El Dorado Hills have been "set aside" for the construction of the Silva Valley Interchange. A percentage of the project will be funded by those fees that have been collected. The remainder of the dollars will be fronted by development that has been conditioned to advance the funds necessary to complete the funding for the Silva Valley Interchange. That development will be reimbursed through road fees collected from future development projects in El Dorado Hills. The financing plan for the project is identified in the Department of Transportation 2010 Capital Improvement Program (CIP) and has been adopted by the El Dorado County Board of Supervisors. The cost breakdown (budget) for the project and related funding sources is public information and is available on the County Department of Transportation website: http://www.co.el-dorado.ca.us/Government/DOT/CIP.aspx

AS-3: This comment raises a policy concern rather than the adequacy of the environmental information contained in the SEIR. The comment is noted for the record. The purpose of the proposed project is to accommodate planned growth as noted in the County's General Plan and to accommodate commercial and residential development of the areas surrounding the proposed interchange.

The commenter states that the General Plan was developed prior to 2004, and that economic conditions have changed dramatically since that time. However, the proposed project was originally planned and approved in 1991. At that time, the interchange was proposed due to planned future development in the area. A great deal of that planned development (including the nearby Serrano development) has already been constructed. Therefore, the interchange is needed at this time. With additional development planned in the area, to maintain adequate traffic operations, it is crucial that the interchange be constructed in the near future. Further proof of the project's need can be found in the SEIR traffic section. This section illustrates how the proposed interchange will improve traffic conditions for existing conditions, 2020 conditions, and 2030 conditions.

The commenter also states that construction of the project should not move forward during the current economic downturn, "Various construction firms and developers in the area may be encouraging El Dorado County to spend funding on infrastructure development. These are not reasons for this project to go forward and will not help improve the County's economy." As was explained in AS-2, funding

has already been earmarked for the proposed project from impact fees. In addition, construction prices at this time are much lower than in previous years, potentially reducing the project cost. Finally, major infrastructure projects such as the propose project, require a considerable amount of time to plan, design, and construct. Project implementation is needed in the current time frame to avoid adverse traffic conditions now and in the future.

AS-4: This comment raises a policy concern rather than the adequacy of the environmental information contained in the SEIR. The comment is noted for the record. The opinion on the qualifications of DOT to successfully deliver the proposed project will be considered by the Board in its deliberation of Project approval.

AS-5: This comment raises a policy concern rather than the adequacy of the environmental information contained in the SEIR. A Design-Build methodology was explored for this project. However, as this project is on a state owned facility, it is subject to Senate Bill No. 4, which governs Design-Build Demonstration Programs. In addition, the project is subject to the California Transportation Commission (CTC) "policy guidance project authorization under the design-build demonstration program." The County submitted a request to Caltrans for their support for authorization to advance this project under the California Transportation Commission (CTC) Design-Build Demonstration Program. The County had several meetings with Caltrans and representatives of the CTC over several months. It was determined that due to the process, time, and costs to qualify for the Design-Build program that the traditional Design-Bid-Build methodology would be the most efficient and cost effective way to deliver this project. Further, a Design-Build Methodology would not affect any of the environmental impacts of the project.

AS-6: Comment noted. El Dorado County is committed to keeping the project on schedule.

AS-7: Access around the Oak Meadow Elementary School is being addressed under a separate road project "Silva Valley Widening – 2 to 4 lanes." The aforementioned project will widen Silva Valley Parkway in the vicinity of the school and includes left turn storage for the school.

AS-8: The public notice for the meeting was done in accordance with guidelines set forth in the California Environmental Quality Act (CEQA). Notices were mailed to property owners beyond and surrounding the project vicinity, to individuals who had requested notice about the project and to public agencies. Notice was published in the Mountain Democrat, and on the County DOT website.

AS-9: The El Dorado County Air Quality Management District's (AQMD) primary criterion for determining whether a project has a significant cumulative impact for air quality is whether the project is consistent with an approved plan for the pollutants emitted by the project for both construction and operation phases of a project.

The applicable plan for this project is the Sacramento Regional Ozone Air Quality Attainment Plan (AQAP), which includes the Mountain Counties Air Basin portion of El Dorado County where the project site is located and is the plan design to bring the region into attainment as required by federal and State Clean Air Acts. A project would be consistent with the AQAP if:

1. The project does not require a change in the existing land use designation;
2. The project does not exceed the "project alone" significance criteria;

3. The lead agency for the project requires the project to implement any applicable emission reduction measures contained in and/or derived from the AQAP; and
4. The project complies with all applicable district rules and regulations.

The proposed project would not require a general plan amendment for implementation and is therefore consistent with the land use designations evaluated in the current AQAP. As shown in Table 1 of the SEIR, the project with not exceed the significance criteria established by the El Dorado County AQMD for individual projects with respect to construction or project operational emissions. The project would also comply with all applicable district rules and regulations. The project would not exceed the individual project significance criteria for CO, PM10, ROG or NOx and would not be a significant source of SO2 or NO2, therefore it would not be considered significant for cumulative impacts for either of these pollutants. Therefore, the project would be consistent with the AQAP and would not result in a significant cumulative impact related to criteria air pollutants.

For large construction projects, the pollutant of concern is primarily toxic air contaminants (TACs). Emissions of TACs are typically localized and not region-wide, therefore the AQMD considers implementation of the project alone mitigation requirements, and compliance with all applicable emission limits and mitigation measures required by EPA, CARB, AQMD rules and regulations, and local ordinances sufficient for a finding of not significant for cumulative impacts of TACs.

The El Dorado County AQMD has not indicated that additional modeling and risk assessment for combined ambient concentrations of TACs for other construction projects in the vicinity as necessary to determine a less than significant cumulative finding. Cumulative projects in the vicinity of the proposed project are listed in Chapter 6.0 Cumulative Impacts of the EIR. Any construction projects, including the on-going construction at Folsom Dam would be required to implement emission limits and mitigation measures required by the EPA, CARB and AQMD. Additionally, all construction projects within the jurisdiction of the El Dorado County AQMD would be subject to required construction emission and dust control practices.

"Giannini, Nick@CDCR" <Nick.Giannini@cdcr.ca.gov>

03/03/2011 11:30 AM

To "janet.postlewait@edcgov.us" <janet.postlewait@edcgov.us>

cc

Subject Silva Valley Interchange

To whom it may concern,

This is my response to the draft supplemental EIR that was presented 2.28.2011 for the proposed Silva Interchange. The EIR states no mitigation is necessary for west bound traffic on Silva Valley Road. I disagree. Noise levels will increase considerably and affect homeowners whose homes face Silva Valley Road between Serrano Parkway and Highway 50. Homeowners should receive an allowance for triple glazed windows along walls which face Silva Valley Road to mitigate the increased noise levels generated by greatly increase vehicle traffic. In addition, the County of El Dorado should use noise reducing paving. This paving system has been used successfully in many road projects where noise is an issue. NG-1

Given the proximity of the interchange to Oak Meadow Elementary School, I should hope the California Department of Transportation will implement their Safe Routes to School Program but I heard no mention of it at the presentation. This proposed interchange's west bound off ramp is very close to the Oak Meadow Elementary and I believe not enough has been done to ensure the safety of students and staff of the school. NG-2

Another project concern is the amount of night construction that will be a part of the project. I am concerned noise levels will reach unacceptable levels as the contractor tries either keep on schedule or accelerate the schedule to keep profit margins up. Of course the EIR states no mitigation is necessary, again I disagree. Something needs to done to ensure that noise levels stay within acceptable levels for us residents residing close to the disturbance area. NG-3

Nick Giannini, Resident
5103 Mertola Drive
El Dorado Hills, CA 95762

916.933.4272

Response to Comments
Nick Giannini, Resident, e-mail (March 3, 2011)

NG-1: As shown in Table 31 on page 145 and in the discussion on pages 146 and 147 of the SEIR, traffic noise levels along all portions of the project alignment would not result in a significant increase (greater than 3 dBA) in traffic noise levels over those that would be experienced without the project at any of the modeled receptor locations within 500 feet of the project alignment. Therefore, a significant impact would not occur and no mitigation measures would be required.

NG-2: The comment expresses concern about safety to the students and faculty of Oak Meadow Elementary due to the school's proximity to the interchange's west bound off ramp. The westbound off ramp (the northerly most) is approximately ½ mile from Oak Meadow Elementary School. Both the westbound and eastbound off-ramps are designed such that they are "squared up" to the intersection per Caltrans design guidelines. This means that the curb returns have a 60 ft radius, which brings vehicles to the intersection at close to a right angle, thus slowing down to 25 mph in the process. Furthermore, Silva Valley Parkway in front of the school has a speed reduction to 25 mph when children are present. The project meets appropriate local and state vehicle, bicycle, and pedestrian safety standards.

NG-3: Noise mitigation listed in the EIR has been modified (see Section 1.3 Clarifications and Corrections, and Recirculated Draft SEIR) to clarify that night construction will be required. However, night construction will be limited to times when construction activities could present safety hazards or traffic congestion and may require closing Highway 50. Night construction will not take place to "expedite construction" nor to "keep profit margins up." Lastly, night construction will be subject to Mitigation Measure NOI-1, as modified by the Recirculated Draft SEIR.

"4scivicleague" <4scivicleague@sbcglobal.net>

02/28/2011 09:07 PM

To <Janet.postlewait@edcgov.us>

cc

Subject Comments on the Public meeting Silva Valley Parkway interchange project

Ms. Postlewait, The plans that were shown on Monday February 28 2011 revealed a basic flaw as pertains to bicycle and pedestrian paths along this planned interchange. I had been led to believe (by Jim Ware) that The old Silva Valley Parkway from Town Center to under highway 50 would provide a safe bike and pedestrian route away from the interchange . You map indicates that this existing parkway would dead end at the new interchange without any way to cross this 4 lane interchange . Bike routes that are part of an interchange road are the most dangerous routes that a bike rider or pedestrian can take. Your plan has this type of bike route. A class #1 must be included and funding found now if this rout is to proceed. If not you will destroy a community road that is used by numerous runners and biking families. FS-1

Please respond that you have received my comment .

John Raslear--Chairman
Four Seasons Civic League
4scivicleague@sbcglobal.net

Response to Comments
Four Seasons Civic League, e-mail (February 28, 2011)

FS-1: Comment noted. The 2010 El Dorado County Bicycle Transportation plan identifies a Class II bike lane (on-street/striped) along Silva Valley Parkway. The Silva Valley Interchange project includes Class II bike lanes along the new Silva Valley Parkway through the interchange.

Comment Card

(Please note that this document will be part of the public record.)

Date: February 28, 2011
Location: El Dorado Hills Library
7455 Silva Valley Parkway, El Dorado Hills, CA
Project: U.S. 50 / Silva Valley Parkway Interchange Project
Meeting: Public Meeting

Name (Please Print): Jons VAN Dooren

Mailing Address: 4880 Village Green Drive

Phone Number: 916 941. 0913

Resident, Business, Organization, etc.: Resident

Comments:

=> Noise - Noise - Noise!!! Sound barriers / WINDOW improvements. JD-1

=> By

=> Do not see NEED. Funding for an Other OFF/RAMP with small distance from EDH. Blvd. JD-2

-> Disappointed in AWARENESS of owners. JD-3

-> What is SERRANO board people @ the meeting. JD-4

-> Recent wildlife / Bird studies ? JD-5

-> Street lights (OFF RAMP). against all rules of SERRANO. JD-6

-> Sex. offenders / SCHOOL WHY TO close towards OFF RAMPS JD-7

Please submit comments by mail or e-mail before Monday, March 7, 2011

El Dorado County
Department of Transportation
Attn: Janet Postlewait
2850 Fairlane Court
Placerville, CA 95667
janet.postlewait@edcgov.us

Completing and signing this document is voluntary. This information is for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

----- Forwarded by Janet L Postlewait/PV/EDC on 03/08/2011 06:56 AM -----

jons van dooren <jvdusa@hotmail.com>

03/07/2011 04:25 PM

To <janet.postlewait@edcgov.us>

cc Jons & Julie Van Dooren <jjvandooren@sbcglobal.net>

Subject Silva Valley Pkwy and Highway 50

Janet, re-enforcement of my paperwork that I submitted @ last Monday nights meeting, regarding concerns about the Silva Valley Prkwy interchange and Highway 50.

I left the original copy @ the last week meeting, would like to re-address some of our concerns.

Noise, Noise, Noise, not only during construction (24 Hours working crew, and this was being mentioned as a opening statement like by the way....), but especially when the intersection is done, I would be in shock that the increased noise level will be "minimum to the human ear" ! The current (not finished pavement on the Highway 50) are a deal breaker for many NEW home buyers, who feel that noise level is to load, please check with ours neighbors who received that on their comment card! JD-1

Asking for increase sound barriers on effected house (ours) in stucco as well as windows !

Lighting up the sky with interchange lights, will look like a giant disco ball for the Serrano community, especially since Serrano is a "Dark Community" / energy saving / environment saving community as is ! NO street lights within ! JD-6

Concern; This NEW "gateway" into Serrano, will be a major transit route into other communities and cities, that have little or nothing to do with this, and will start using Silva Valley Prkwy and an autobahn, to leave and come into their towns. We have currently already TOO many seeding problems on that road to begin with ! JD-8

Last but not least, for sex offenders this would be an easy in and out, am sure that the principle and the teachers and more so the parents who bring their kids to this ELEMENTARY school, see many dark clouds in the future. When asked the question, is there any other school in such close distance form a interchange, every became quite! JD-7

Looking forward to be more updated and be more aware about the progress in these matters.

ALL this will be build to reduce the daily traffic of 40.000 vehicles from El Dorado Hills Blvd.????????? JD-9

Thank you!

Jons van Dooren
4880 Village Green Drive
El Dorado Hills, CA 95762
916-941-0913

Response to Comments
Jons Van Dooren, Resident, Comment Card & E-mail (February 28, 2011 & March 7, 2011)

JD-1: As shown in Table 31 on page 145 and in the discussion on pages 146 and 147 of the SEIR, traffic noise levels along all portions of the project alignment would not result in a significant increase (greater than 3 dBA) in traffic noise levels over those that would be experienced without the project at any of the modeled receptor locations within 500 feet of the project alignment. Therefore, a significant impact would not occur and no mitigation measures would be required. Please also refer to comment NG-1.

JD-2: Pursuant to the purpose and need identified on page 10 of the 1991 EIR, the Silva Valley Interchange accommodates increased traffic from growth in the area. The original 1991 EIR for the project stated "El Dorado County has anticipated the need for a new interchange in this area for some time." Previous reports dating back to 1988 identified the need for a new interchange, in addition to the existing El Dorado Hills Boulevard Interchange. A condition of approval for the El Dorado Hills Specific Plan requires development of an interchange. The 2011 Draft SEIR reanalyzed traffic patterns and concluded that the Silva Valley Interchange is still required and confirms the need to mitigate level of service failures at both the El Dorado Hills Interchange and the Bass Lake Interchange.

JD-3: Comment noted. The public was notified of the proposed project and the February 28th public meeting by mail, as well as through a published newspaper ad. The County has made every effort to involve the public in the proposed project. See also refer to comment AS-8.

JD-4: In accordance with CEQA and local practice, notice was sent to all neighboring property owners and to all individuals or organizations who requested notification. The Serrano HOA has not requested notice.

JD-5: Biological studies were completed for the proposed project. These reports were available with the public review Draft Supplemental Environmental Impact Report. The reports did not identify any significant impacts to wildlife or birds.

JD-6: Safety lighting at the proposed interchange is a requirement enforced by the California Department of Transportation. All new lighting will be directed downward and shielded to prevent light and glare spillage into adjacent properties.

JD-7: Comment noted. This safety concern will be noted in the Staff Report to the El Dorado County Board of Supervisors.

JD-8: The commenter's concern for traffic speeds and safety along Silva Valley Parkway is noted and will be considered by the Board in its deliberation of Project approval. Please also refer to response JD-2.

JD-9: Please refer to response JD-2.

BUCKEYE UNION SCHOOL DISTRICT
P.O. BOX 547, SHINGLE SPRINGS, CA 95682
(530) 677-2261 • (916) 985-2183
FAX (530) 677-1015

Teresa M. Wenig, Superintendent
Gabrielle Marchini, Asst. Superintendent
Roberta Montalbano, Asst. Superintendent

February 25, 2011

Ms. Janet Postlewait
2850 Fairlane Court
Placerville, CA 95667

RE: SILVA VALLEY PARKWAY INTERCHANGE WITH U.S. HIGHWAY 50 DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (DSEIR)

Dear Ms. Postlewait,

The Oak Meadow Elementary School located at 7701 Silva Valley Parkway is part of the Buckeye Union School District. There are approximately 700 students currently attending Oak Meadow. The only vehicular access to the school is from Silva Valley Parkway.

Oak Meadow Elementary School opened in 2003. At the time Silva Valley Parkway dead-ended at the entrance to the school. In 2005 the connection between Silva Valley Parkway and White Rock Road was completed. The District has been concerned with the speed of traffic on Silva Valley Parkway since the completion of this connection. The District has made requests of the County to consider a controlled intersection at the entrance to the school be included in the upcoming Silva Valley Widening Project. The widening project does provide for a south bound turn pocket into the school, but it also restricts the schools northern exit to a north bound **only** exit. The plans for the widening project do not indicate any controls at the entrance to Oak Meadow Elementary School. BSD-1

The District is extremely concerned with the current amount and speed of the traffic that is passing by the entrance of Oak Meadow. Our concerns are even greater with the impact from the freeway interchange project and the increased volume of traffic associated with it. Dropping off a child at the BSD-2

School during the peak morning commute and attempting to access the new interchange will require the parent to exit the school northbound on Silva Valley Parkway, make a U-Turn at Serrano Parkway, and return southbound to backtrack to the new interchange. From perusing the traffic study within the DSEIR, I have not found mention of the impact to the Oak Meadow Elementary School. With that said, we feel it is doubtful that the traffic study counted the vehicles that have to recirculate between the school and Serrano Parkway. BSD-2 Cont.

We feel that with the lack of visibility and the speed of the north bound traffic on Silva Valley Parkway creates both safety and access/exit issues at both the entrance and exit to the school that warrant a controlled intersection. We request these concerns are addressed and mitigated. BSD-3

Sincerely,

Ray Boike
Director of Facilities

Response to Comments
Buckeye Union School District Letter (February 25, 2011)

BSD-1: The commenter's concern for traffic speeds and safety along Silva Valley Parkway is noted and will be considered by the Board in its deliberation of Project approval. Note that the comment refers to a separate project "Silva Valley Widening 2 to 4 lanes."

BSD-2: Silva Valley Parkway is designated in the 2004 County General Plan as a major arterial. Silva Valley Parkway has a speed reduction in place in the vicinity of the school when children are present.

The traffic study for the interchange analyzed regional traffic patterns consistent with local and state traffic forecasting and modeling guidelines, major public roadways, intersections, and is appropriate under CEQA. Individual motorist directional travel preferences are not specifically considered under the traffic analysis guidelines.

BSD-3: Control for the school driveway at Oak Meadow Elementary will be evaluated as a separate project and is not a part of this project. Also refer to Response AS-7.

El Dorado Irrigation District

In Reply Refer To: EOL0311-075

March 7, 2011

Via U.S Mail and Electronic Mail to
janet.postlewait@edcgov.us

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

Subject: Comments on Silva Valley Parkway Interchange Draft Supplemental Environmental Impact Report

Dear Ms. Postlewait:

Thank you for the opportunity to review and comment on the Draft Supplemental Environmental Impact Report (SEIR) for the Silva Valley Parkway Interchange Project (Project). As the Draft SEIR states, the El Dorado Irrigation District (EID) has facilities that will need to be abandoned, relocated, and constructed as part of the Project. Therefore, EID is a California Environmental Quality Act (CEQA) responsible agency pursuant to §21069 CEQA Statutes and §15381 CEQA Guidelines. As such, EID requests that the following comments and clarifications be incorporated into the Final SEIR so that EID can utilize this document to satisfy its CEQA requirements when considering any discretionary action related to the Project (§21153(c) and § 21167.3 CEQA Statues; § 15050(b), 15086(c), 15096(d) and (f), and 15204 CEQA Guidelines).

Page 8 – The last bullet statement under the proposed Project improvements states, "All public utility facilities impacted by the proposed project will be relocated and/or accommodated as necessary within one of the three potential utility corridors." The utility corridors referred to in this sentence are located in *Figure 11: Power Lines, Dry Utilities and Other Facilities Corridor Alignments* on page 135 of the Draft SEIR. However, Figure 11 does not accurately depict the EID facility alignments, and therefore needs to be corrected in the Final SEIR. EID-1

Page 13 – The last bullet statement in Section 2.3, Proposed Modifications to the Ridge Design, proposes that all utilities will be relocated outside of the State right of way. Current EID facilities are located within the existing Silva Valley Parkway that extends under Hwy 50. EID does not plan to relocate facilities under the Silva Valley Parkway highway crossing; however, in the event EID does relocate facilities within this area, it is our understanding that Silva Valley Parkway under Hwy 50 is considered within the County right of way. In Section 4.9.3, Impacts and Mitigation Measures, page 134, *Impact PS-1a* provides language in the event EID utility encroachments are within the State right of way, and the bullet statement discussed above on page 13 should identify this possibility if the alignment is within State right of way. EID-2

Page 42 – *Figure 4: Utility Corridor Additional Habitat Impact Acreages* identifies the Limit of Disturbance (LOD) for the proposed Project activities. However, the LOD does not include all of the EID utility modifications necessary to meet public service requirements resulting from implementation of the proposed Project. The additional areas that should be included in the LOD are as follows:

- For the realignment of Tong Road, to maintain service to the existing church EID will need to construct water lines in the new Tong Road. The new waterline will tie into the existing EID pipeline within the old Lincoln Highway. This would necessitate the extension of the new Tong Road LOD east to the old Lincoln Highway.
- A portion of the LOD is currently shown along the west side of the Silva Valley Parkway; however, EID may also need to relocate utilities along the east side of the Silva Valley Parkway.

EID-3

Page 135 – *Figure 11: Power Lines, Dry Utilities and Other Facilities Corridor Alignments* does not accurately identify the EID facilities, and therefore needs to be updated to ensure EID existing facilities as well as those proposed to be relocated as part of the Project are included in the figure.

EID-4

Page 136 – In Section 4.9.3, Impacts and Mitigation Measures, *Impact PS-1d*, states that EID will relocate utilities within the utility relocation corridors illustrated in Figure 11. As discussed above, Figure 11 needs to be updated to accurately identify the relocation of EID facilities.

EID-5

Page 136 – The text for Mitigation Measure PS -3 only includes EID water and sewer lines, and should include reference to EID's recycled water lines, since abandonment and relocation of recycled water lines will occur during Project construction activities. Additionally, when making this change to Mitigation Measure PS-3, the language for *Impact PS-1d* in Table 1: Summary of Impacts, should be updated to include reference to recycled water lines.

EID-6

If you have any questions regarding these comments or clarifications, please contact me at (530) 642-4006 or email kschaeffer@eid.org.

Sincerely,

Kristin Schaeffer

Kristin Schaeffer
Environmental Review Analyst

KS:pc

cc: Daniel Corcoran, Environmental Division Manager
Cindy Megerdigian, P.E., Water/Hydro Engineering Manager
Elizabeth Wells, P.E., Wastewater/Recycled Water Engineering Manager
Mike Brink, P.E., Senior Civil Engineer

Response to Comments
El Dorado Irrigation District, Letter (March 7, 2011)

EID-1: Corrected. See Errata section.

EID-2: Corrected. See Errata section. In addition, a new figure has been added that illustrates EID facilities in the project area that may be relocated.

EID-3: Figure 4 has been amended to include EID facilities. See Errata section.

EID-4: A new figure, figure 13, has been added that illustrates EID facilities in the project area. See Errata section.

EID-5: Impact PS-1d states that "These relocations *could* be located within the utility relocation corridors." The project description has been revised to clarify that EID facilities will not necessarily be relocated within these corridors. See Errata section.

EID-6: Mitigation Measure PS-3 has been revised. See Errata section.

Kate Doyle <katedoy@gmail.com>

03/06/2011 08:31 PM

To janet.postlewait@edcgov.us

cc Inez <ilauerman@gmail.com>

Subject Silva Valley Pkwy interchange

Dear Ms. Postlewait:

We have questions and concerns regarding the proposed Silva Valley Parkway interchange.

1) A major concern is that cars traveling at high speeds will exit very close to the entrance of Oak Meadow Elementary School. The location of the school makes the interchange a dangerous addition. KD-1

2) The proposed interchange is also close to the El Dorado Hills Blvd interchange. West bound traffic entering at Silva Valley will cross in front of cars trying to exit at El Dorado Hills Blvd. KD-2

3) Eastbound traffic entering the freeway from Silva Valley will enter on a steep uphill grade. It will be difficult for cars to gain sufficient speed on this grade. KD-3

4) The noise study in the supplemental EIR is very limited. We could find study/monitoring of noise for only 3 locations: near the church on Tong Road, near the KinderCare on Park Drive, and in front of 1250 Joeger Road. Since all three of these locations are very close to the existing freeway, it is not surprising that the EIR concludes there will be no significant impact from the new interchange. All three locations already hear all traffic on Highway 50. What appears to be missing is consideration of areas where noise will noticeably increase because of the interchange. A major purpose for the interchange is to reduce the traffic using the El Dorado Hills Blvd interchange by moving traffic from Serrano Parkway along Silva Valley Parkway to the new interchange. With that projected significant increase in traffic on Silva Valley Parkway, why does the EIR not address the impact of traffic noise on the residences that abut Silva Valley Parkway between the interchange and Serrano Parkway? There is a sound wall on the east side of Silva Valley Parkway but none on the west side. Because the new interchange will significantly increase traffic on Silva Valley Parkway, the noise will also increase significantly. We ask that you specifically consider this impact as part of the EIR and that you construct a sound wall on the west side of Silva Valley Parkway. Please also consider adding trees and shrubs in the more sparsely planted sections between Silva Valley Parkway and the walking trail as another means of dampening the sound from increased traffic. KD-4

5) The supplemental EIR said there would be no night work. However, at the public meeting, it was stated that night work would be necessary. How much night work is planned? What is the plan to reduce the impact of the noise of the night work? KD-5

6) Is the county committed to waiting to begin work on the Silva Valley interchange until the El Dorado Hills interchange project is *completely* finished? KD-6

Thank you for your time to answer these questions and address concerns.

Sincerely,

Kathleen Doyle katedoy@gmail.com

Inez Lauerman ilauerman@gmail.com

5037 Mertola Drive, El Dorado HIlls

Response to Comments
Kathleen Doyle, Resident, e-mail (March 6, 2011)

KD-1: The westbound off ramp (the northerly most) is approximately ½ mile from Oak Meadow Elementary School. Both the westbound and eastbound off-ramps are designed that they are "squared up" to the intersection per Caltrans design guidelines. This means that the curb returns have a 60 ft radius. This reduced radius brings vehicles to the intersection at close to a right angle and slows the down to 25 mph in the process. Furthermore, Silva Valley Parkway in front of the school has a speed reduction to 25 mph when children are present. The roadway meets both local and state safety standards.

KD-2: The traffic study evaluates weaving between the El Dorado Hills Interchange and the Silva Valley Interchange., The analysis found that traffic flows from the El Dorado Hills eastbound on-ramp and the Silva Valley eastbound off-ramp (the weave) met minimum levels of service, and that the distance was adequate. An auxiliary lane between the two ramps is included as part of the project and reduces the effects of the merging movements between the two interchanges.

KD-3: The mainline grade (Highway 50) is 6% in the vicinity of the proposed project. To assist traffic climbing this grade, the project design includes the existing truck climbing lane through the interchange to the Bass Lake Road interchange. Furthermore, an additional 1000 feet of on-ramp length is included in the design to facilitate acceleration for vehicles to achieve freeway speeds and merge safely onto the freeway. These design conditions are consistent with local and state standards.

KD-4: As shown in Table 31 on page 145 and in the discussion on pages 146 and 147 of the SEIR, traffic noise levels along all portions of the project alignment would not result in a significant increase (greater than 3 decibels) in traffic noise levels over those that would be experienced without the project at any of the modeled receptor locations within 500 feet of the project alignment. Therefore, a significant impact would not occur and no mitigation measures would be required. Refer also to comment NG-1.

KD-5: The SEIR stated in Mitigation Measure NOI-1 that noise producing construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 5:00 p.m. on weekends and federal holidays, but did not preclude nighttime construction. Noise mitigation listed in the EIR has been modified (see Section 1.3 Clarifications and Corrections, and Recirculated Draft SEIR) to clarify that night construction will be required. However, night construction will be limited to times when construction activities could present safety hazards or traffic congestion and may require closing Highway 50. The El Dorado County General Plan states that "Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate traffic congestion and safety hazards." These activities are anticipated to occur over, but are not restricted to 60 individual nights spread over the duration of the construction project.

Mitigation to reduce the impact of noise associated with night work has been revised to:

Mitigation Measure NOI-1: To reduce construction noise impacts to the maximum extent feasible, the project sponsor shall implement the following measures:

- The project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards;
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site;
- For construction of the interchange, the County will prohibit the construction contractor from undertaking construction activities on Sunday, legal holidays, or between the hours of 7 p.m. and 7 a.m. on other days except when the County determines that work must be performed at night to mitigate traffic congestion or safety hazards;
- Detour routes shall conform to Caltrans and County standards; and
- The construction contractor shall locate equipment staging in areas that will create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction per the County's standards.

KD-6: The current schedule for completion of the HOV lanes and the current phase of the El Dorado Hills Interchange Project is the fall of 2011. The construction schedule for the Silva Valley Interchange is scheduled to begin Spring of 2012 at the earliest.

CORINNE WALLER <fyrwoman@gmail.com>

03/05/2011 09:30 PM

To janet.postlewait@edcgov.us

cc

Subject Silva Valley Interchange DSEIR Comments

Hello,

I have a concern after I read the project description. The language states the there will be work done for a FUTURE ramp metering. Does this mean that when the initial work is completed that there will NOT be operating metering lights?

My concern is that with this additional on ramp added to the westbound direction prior to El Dorado Hills on ramp-which has NO metering lights- traffic will back up even further than it does during peak commute hours. Vehicles do not allow traffic to merge seamlessly, this compounds the problems at the El Dorado Hills on ramp. Now DOT wants to create another backlog? CW-1

Please reconsider making the meter functional now, not later.

I have been a resident of Cameron Park for 18 years. I have seen firsthand the impact of the increase in traffic from the growing El Dorado Hills area.

It would be great if the El Dorado Hills westbound on ramp would have a meter. There has been several accidents at that location that I feel is a result of not having a working meter to help alleviate the erratic traffic flow. CW-2

Thank you for your time,
Corinne Waller

Response to Comments
Corinne Waller, Resident, e-mail (March 5, 2011)

CW-1: Ramp metering will be included for the Silva Valley Interchange on-ramps and will be operational with the project. The project description will be revised for clarity. See Section 1.3 Clarifications and Corrections.

CW-2: The comment refers to the El Dorado Hills Interchange, which is a separate project. However, metering will likely be added to the El Dorado Hills westbound on-ramp when future phases of that project move forward.

SERRANO

March 7, 2011

Janet Postlewait
2850 Fairlane Court, Building C
Placerville, CA 95667

RE: Draft Supplemental Environmental Impact Report
Silva Valley Parkway Interchange Project
(SCH NO. 1988050215) El Dorado County, CA

Dear Ms. Postlewait:

Figure 2 (page 9 of the LSA report), Figure 3 (page 11 of the LSA report) and Figure 1A (page 2 in the Traffic Study) appear to be inconsistent as it relates to Tong Road and Country Club Drive. The text of both reports, which refer to the above figures, also appears to be inconsistent. These inconsistencies make it difficult to understand how interim and permanent access to the parcels in the northeast quadrant of the interchange will be provided. Please clarify. KB-1

Also, please clarify the phasing of the improvements. Figure 3 of the LSA Report shows the westbound loop ramp and eastbound direct ramp as the last phase, whereas Figure 1a of the Traffic Study shows both loop ramps as the last phase. Please clarify. KB-2

Sincerely,

Kirk G. Bone

KGB:ft

Cc: Mike Cook
Andrea Howard

SERRANO ASSOCIATES, LLC
4525 SERRANO PARKWAY EL DORADO HILLS, CALIFORNIA 95762-7510
916/939-4060 FAX 916/939-4116

Response to Comments
Kirk Bone, Serrano Associates, LLC (March 7, 2011)

KB-1: The SEIR prepared by LSA is the most recent and therefore most accurate report. Figure 3 of the LSA report gives the most accurate representation for the re-alignment of Tong Road as it relates to the adjacent parcels. All of the parcels, which take access from the existing Tong Road, will continue to receive access. A future separate project is proposed to build Country Club Drive, which will provide access to parcels northeast of the Silva Valley Interchange project.

KB-2: The proposed project was originally planned to be constructed in three phases. The project has since been revised to include only two phases. Therefore Figure 3 of the LSA SEIR represents the most accurate phasing plan for the project.

----- Forwarded by Janet L Postlewait/PV/EDC on 03/08/2011 06:57 AM -----

Lindell Price <completeroadsed@gmail.com>

03/07/2011 04:46 PM

To janet.postlewait@edcgov.us

cc

Subject Silva Valley Interchange DSEIR Comments

Silva Valley Interchange DSEIR Comments:

Pedestrian Access:

The Silva Valley Interchange DSEIR presents no provision for pedestrian access across U.S. 50, so is inconsistent with the recommendations of The El Dorado County Schools Bikeability and Walkability Audits and Safe Routes Assessments , page 3.4 of which states, LP-1

1. Ensure safe pedestrian access through the proposed Silva Valley Interchange.
2. Develop sidewalks along the southern extent of the Silva Valley Parkway.

The Silva Valley Interchange DSEIR is also inconsistent with the California Vehicle Code which includes,

Legislative Declaration: Pedestrians

21949. (a) The Legislature hereby finds and declares that it is the policy of the State of California that safe and convenient pedestrian travel and access, whether by foot, wheelchair, walker, or stroller, be provided to the residents of the state.

(b) In accordance with the policy declared under subdivision (a), it is the intent of the Legislature that all levels of government in the state, particularly the Department of Transportation, work to provide convenient and safe passage for pedestrians on and across all streets and highways, increase levels of walking and pedestrian travel, and reduce pedestrian fatalities and injuries. LP-2

In failing to provide for pedestrians the Silva Valley Interchange DSEIR is inconsistent with Caltrans Deputy
Directive 64-R1, Complete Streets – Integrating the Transportation System.

Safe, convenient pedestrian access is needed across U.S. 50 at Silva Valley as well as convenient pedestrian connections to and from Tong Road. Neither pedestrian access to Tong Road, nor pedestrian access across U.S. 50 has been adequately addressed in the Silva Valley Interchange DSEIR.

Bicycle Access:

The Silva Valley Interchange DSEIR is inconsistent with the El Dorado County Bicycle Transportation Plan, Chapter 5 – page 5, and map Chapter 5 – page 7.

The US 50 Corridor Bike Route is a concept for system of predominantly Class I and Class II bicycle facilities combined with Class III facilities that combine to form a continuous bicycle transportation corridor parallel to US 50 from Camino to El Dorado Hills. LP-3

Also, see Chapter 5 – page 7, Prioritized list of Proposed Class I and Class II Segments of the

US 50 Corridor Bike Route,
Priorities 3, 8, 9, and note that while the El Dorado County Bicycle Transportation Plan calls for improvements to this route, bicyclists have been riding between Cameron Park and El Dorado Hills using Old Bass Lake Road, Tong Road and Silva Valley Parkway. The Silva Valley Interchange as presented in the DSEIR will disrupt this existing bicycle route. The DSEIR does not show the realigned portion of Tong Road connecting with the existing Tong Road to connect with Old Bass Lake Road. Also, westbound bicyclists on Tong Road will need to be able to proceed north on Silva Valley Parkway or south to White Rock Road. Similarly bicyclists will need safe convenient access to Tong Road whether approaching from the North or from the South. The Silva Valley Interchange DSEIR fails to address this disruption to an existing route connecting El Dorado Hills with Cameron Park.

LP-3 Cont.

With overcrossing grades of 4-percent to 6-percent, the design speed of 40 to 50 miles per hour also creates a dangerous difference in speed between motorists and bicyclists, especially where bicyclists are required to merge across on-ramps or off-ramps while riding up grades.

Transit System:

Lack of motor vehicle parking space at the park-and-ride lot in El Dorado Hills has been a limitation on adding additional public transit service. Access to public transit could be addressed through adding and improving pedestrian, bicycle, and park-and-ride facilities. The Silva Valley Interchange DSEIR omits that fact that additional access to public transit is needed in El Dorado Hills, so is inconsistent with Caltrans Deputy Directive 64-R1, Complete Streets – Integrating the Transportation System, in that it fails to address the safety and mobility needs of bicyclists, pedestrians, and transit users in this project.

LP-4

Lindell Price
3672 Millbrae Road
Cameron Park, CA 95682
(916) 804-7316

Healthy Roads for Community Health

Response to Comments
Lindell Price, Resident (March 7, 2011)

LP-1: Pedestrian access across Highway 50 is included as part of the proposed project. The proposed improvement plans include a sidewalk on the west side of Old Silva Valley Parkway that connects the north and south sides of Highway 50.

Due in part to a number of factors, the project engineers determined that the safest place for pedestrians to cross Highway 50 was along the Old Silva Valley Parkway. The New Silva Valley Parkway will have multiple freeway ramps, and intersections that present a conflict between pedestrians and vehicle traffic. The projected volumes along the New Silva Valley Parkway are significantly higher than those along the Old Silva Valley Parkway. Therefore, the provision of the bikeability and walkability audits referenced by the commenter are met in that a safer route across and under Highway 50 is provided.

Tong Road is being realigned as a temporary road to maintain access to three vacant parcels and the Capital Korean Presbyterian Church. Until Country Club Road is constructed, this temporarily realigned Tong Road will be constructed with the same width as the existing road.

Preliminary plans for the Country Club Road include 2- 12 ft lanes, 5 foot bike lanes, and 6 foot sidewalks. The exact alignment of Country Club Road is yet to be determined. Installation of improvements such as sidewalks is delayed until Country Club Road is built.

LP-2: See response to LP-1.

LP-3: The exhibits included in the public meeting showed a maintenance gate onto Tong Road (see revised Figure 3 for access point). Vehicular access between Tong Road and the Old Lincoln Highway (Old Bass Lake Road) will be blocked but will include a gate that allows for fire and utility maintenance access. The gate will allow bicycles and pedestrian, thus keeping the route intact.

LP-4: Class II bike facilities are included in the Silva Valley Interchange project and link to existing Class II and Class III lanes already located in the project vicinity along White Rock Road northeast of White Rock Road & Valley View Parkway. A future separate project will widen White Rock Road to the west and add the Class II bicycle facility providing a continuous route of Class II lanes from Serrano Parkway to the El Dorado Hills Park and Ride lot in Town Center.

---- Forwarded by Janet L Postlewait/PV/EDC on 03/21/2011 07:20 AM -----

<Hidahl@aol.com>

Sent by: <aliceklinger@earthlink.net>

To <janet.postlewait@edcgov.us>

cc <Hidahl@aol.com>

03/20/2011 08:42 PM

Subject APAC Comment Letter RE: Silva Valley/50 Interchange Draft Supplemental Environmental Impact Report

Ms Postlewait:
The El Dorado Hills Area Plan Advisory Committee (APAC) submitted a subcommittee report on March 6, 2011. A full committee report was not possible because the comment period for the interchange project closed before the project was discussed at the March 9, 2011 APAC meeting. The following comments are from the full APAC committee and are provided as an update to the subcommittee email of March 6, 2011.
The following items were noted as concerns of the community regarding the Silva Valley/50 Interchange:

- The presentation did not indicate that consideration was given to encouraging carpooling (park-and-ride lot) or the use of commuter buses (bus stop). The El Dorado Hills park-and-ride lot is often over capacity and a lot at the Silva Valley/50 interchange would support carpooling and commuter bus usage. APAC-1
- Minimal consideration was given to non-vehicular traffic. Moving the interchange east will make redundant the current extension of Silva Valley Parkway through the underpass of 50 to White Rock Road. The old portion of Silva Valley is slated to dead-end when it connects to the new road and to allow right only access. The community will be better served if this piece of roadway is closed to motorized vehicles and reserved for pedestrians and cyclists with Bike lanes and pedestrian pathways/sidewalks proceeding in the direction of the library for the safety of bicyclists and pedestrians passing the interchange. APAC-2
- The "ridge alternative" will move Silva Valley Parkway much closer to a number of homes in Serrano than was initially projected, and it will involve substantially more grading. The change is of concern to homeowners who understand that with this alternative they will be subjected to increased road noise, a degradation of their view shed and more of the negatives that accompany living near a major construction site and interchange. APAC-3

Please add APAC to the list of those who will be notified of future hearings. [APAC, 4201 Harvard Way; El Dorado Hills, CA 95762] APAC-4

Thank you for providing the opportunity to comment.

John Hidahl,
APAC Board Chairman

ELLISON ELLISON <aerumsey@sbcglobal.net>

03/06/2011 04:58 PM

To janet.postlewait@edcgov.us

cc

Subject U.S. 50 / Silva Valley Parkway Interchange Project

Ms Postlewait:

The comment period for the interchange project as presented on February 28 will close before the next meeting of the El Dorado Hills Area Plan Advisory Committee (APAC) on March 9 when the project will be discussed. The following comments are submitted as a subcommittee report.

The presentation did not indicate that any consideration had been given to encouraging car pooling (park-and-ride lot) or the use of commuter buses (bus stop).

Also of concern was the minimal consideration given to non-vehicular traffic.. Moving the interchange east will make redundant the current extension of Silva Valley Parkway through the underpass of 50 to White Rock Road. The community will be much better served if this piece of roadway is closed to motorized vehicles and reserved for pedestrians and cyclists.

The "ridge alternative" will move Silva Valley Parkway much closer to a number of houses in Serrano than was initially projected, and it will involve substantially more grading. The change is of concern to homeowners who understand that with this alternative they will be subjected to increased road noise, a degradation of their view shed and more of the negatives that accompany living near a major construction site.

Please add APAC to the list of those who will be notified of future hearings. [APAC, 4201 Harvard Way; El Dorado Hills, CA 95762]

Thank you for providing the opportunity to comment.

Ellison Rumsey, APAC member

Response to Comments
El Dorado Hills Area Plan Advisory Committee (APAC) (March 20, 2011)

APAC-1: A bus stop and park and ride were not included as part of this project because the area in the vicinity is mostly undeveloped. The County recognizes a need for additional park and ride parking spaces and bus stops in the west end of the County. As adjacent property to the proposed interchange is developed, bus stops can be included which will work with those proposed circulation plans and provide multi-modal transportation access to those facilities. In addition as those sites are improved, the El Dorado County Transit Authority and the County Planning Department work together to identify locations and funding for park and ride facilities.

The proposed project itself does not worsen traffic, therefore a bus stop and park and ride are not required mitigation measures for this project.

APAC-2: The Project balances all modes of transportation, including both vehicular and non-vehicular. Please refer to Response LB-1 and LB-4 for discussion of pedestrian and bicycle facility provisions. The comment stated that the Community would be better served if the underpass were closed to vehicular activity. This comment is noted and will be considered by the Board in its deliberation of Project approval.

APAC-3: The original EIR, approved in 1991, analyzed this Ridge Design in the same location as analyzed in the Supplemental EIR has analyzed. The Ridge Design was selected as the preferred alternative in 1991, before the Serrano Development was constructed. Further, no long term noise or aesthetic impacts will occur as a result of the proposed project. Mitigation is offered throughout the document to reduce short-term construction-related impacts for nearby residents.

Sent: Fri, March 4, 2011 9:51:24 AM
Subject: Silva Valley Interchange DSEIR Comments

March 4, 2011

Erika Whitmore-Fujimura
4860 Village Green Drive
El Dorado Hills, CA 95762

Dear Janet:

It was very nice meeting you at the last Hwy 50/Silva Valley Parkway Interchange meeting on February 28th. It was my intention to get as much information from the presentation, as well as your staff, so I could address my concerns appropriately. Since my house is directly North of the Highway 50, facing the field, any decision that the El Dorado County makes on the two different phases of this Hwy 50/Silva Valley Parkway Interchange project affects my home (not to mention the other road projects that are planned for the future, but can't be confirmed because there are other property owners involved). Some of the major concerns I have that I want addressed are as follows:

(1) Noise Pollution - since the sound tests were based on estimates, there is no way of knowing the true impact of noise until the Hwy 50 Interchange is built. According to our conversation, once the Interchange is built, there is no recourse to addressing the noise pollution caused by this Hwy 50/Silva Parkway Interchange. An El Dorado County representative told me that they based the sound levels on an estimated 13mm cars with the interchange in place versus the 8 mm cars now accessing Silva Valley Parkway. I find it hard to believe that only 5mm extra cars will use this exit and that your estimates are way off; one of your representative stated this would be the "Gateway to Serrano", but I think it would be the "Gateway to other neighboring cities". Therefore, I think that all the homeowners facing this Hwy 50/Silva Valley Parkway Interchange should be provided the appropriate sound barriers for the noise pollution caused by the construction of the Hwy 50/Silva Parkway Parkway Interchange and the aftermath once it is built at the El Dorado County's expense. They are as follows: EWJ-1

(a) Sound Wall
(b) Triple Glaze the Windows

I want assurance that the county is going to set aside a fund to cover these "sound barrier" expenses before they approve the Final SEIR.

(2) Night time construction - the original plans had no night time construction for a reason...and now the revised plan states that there is going to be night time construction; construction crews would prefer to work at night because they can get the job done quicker than in the daytime. One of your representatives mentioned that there is no penalty if they complete the Phase 1 & 2 projects early so my concern is that the construction crew is going to work day and night to finish this job and move on to the next project to make more money elsewhere...they are going to "rush" the job and cause havoc to this community. My fear is that this is going to turn into a 24 hours project and that it is going to affect my families sleep and well-being. I want assurance that night time construction is going to be limited based on the location of my home before the final SEIR is approved. EWJ-2

(3) Storing all the building material, tractors, employee vehicles, rest area (port a potties), etc. South of Hwy 50 - there has been no definitive answer on where all the material, tractors, etc. are going to be stored during phase 1 & 2 of this project. An El Dorado County representative stated that it would be nice if they used the already grated area South of Hwy 50 where building supplies have been stored for other Highway projects, but that part hasn't been "set in stone". I want assurance that this will be the location where everything will be stored for the Hwy 50/Silva Valley Parkway Interchange. I don't want this material, etc. stored in the field in back of my home...I want a definite storage location for Phase 1 & 2 stated before the final SEIR is approved. EWJ-3

(4) Ponding easements for the creeks where the Hwy 50/Silva Valley Parkway Interchange is being built could cause the level of Flood Risk to increase from Low to High therefore requiring homeowners in the area to have to purchase very expensive flood insurance. An El Dorado Representative stated that she wasn't aware that there would be any flood risk with altering natural bodies of water with man-made easements to restrict the flow of natural creeks in this area. I want assurance that these easements required for this project won't cause the level of flood risk to increase where additional flood insurance would be required by all Serrano homeowners who face the field before the final SEIR is approved. EWJ-4

(5) Not providing proper notification to the homeowners affected directly by this Hwy 50/Silva Valley Parkway Interchange project - my husband and I have been official homeowners of Serrano since 5/2010 and we haven't received one notification from the El Dorado County inviting us to one of their meetings. My concern is that many of my neighbors haven't been notified properly so they won't be given the opportunity to send their concerns to El Dorado County by the March 7th deadline. One of your representatives stated that all homeowners within a mile received the notifications (we are the line of houses facing the field that you are building the interchange on), but the outcome of the one April 29th meeting I did attend, indicated that many of the homeowners weren't aware of this very important meeting; the only reason I found out about this meeting was through one of my neighbors in Serrano. Since your date base isn't up-to-par, I want assurance that every homeowner within a mile is given the proper "notice of availability letter" so that everybody is given chance to voice their opinion on this very important matter before a Final SEIR has been drafted. EWJ-5

Thank you for taking the time to discuss this very important project the other night. It still seems that there are many open ended questions that nobody has answers to. Due to the location of my house to the Hwy 50/Silva Valley Parkway Interchange project (Phase 1 & 2), it is imperative that my concerns listed above are addressed before an Final SEIR is approved. Please confirm that you received this email. Thank you.

Sincerely,

Erika Whitmore-Fujimura
925-309-7150 Day
916-933-5363 Night

Response to Comments
Erika Whitmore-Fujimura, Resident (March 4, 2011)

EWJ-1: As shown in Table 31 on page 145 and in the discussion on pages 146 and 147 of the SEIR, traffic noise levels along all portions of the project alignment would not result in a significant increase (greater than 3 dBA) in traffic noise levels over those that would be experienced without the project at any of the modeled receptor locations within 500 feet of the project alignment. This noise increase is considered insignificant and should not be perceptible to the human ear. In light of this information/ analyses, the County is not required to mitigate for impacts that are not significant. Therefore, no mitigation measures would be required. See also response to comment NG-1.

EWJ-2: Noise mitigation listed in the EIR has been modified (see Section 1.3 Clarifications and Corrections, and Recirculated Draft SEIR) to clarify that night construction will be required. However, night construction will be limited to times when construction activities could present safety hazards or traffic congestion and may require closing Highway 50. Detours will follow those previously established for the Highway 50 HOV project. Night construction will not take place to expedite the construction schedule. Lastly, night construction will be subject to Mitigation Measure NOI-1 as modified by the Recirculated Draft SEIR. See also response to comment NG-3.

EWJ-3: A potential staging area is identified south of Highway 50 at the location that is currently being utilized for a staging area by a separate Highway 50 HOV project contractor. If the contractor chooses to store materials outside of the area analyzed for project impacts in the SEIR, the contractor will be required to comply with all applicable State and County codes including environmental regulations.

EWJ-4: Potential hydrologic and flooding impacts were evaluated in the SEIR in Section 4.6. A Technical Hydrologic Memorandum was prepared by a licensed engineer and was used in the preparation of this section. It was found that there would be no significant impact to the floodplain, and no increased chance of flooding for area residents. Further, it was determined that ponding easements from owners of affected properties are no longer required due to the fact that the project is now designed to avoid ponding.

EWJ-5: Public notification followed guidelines set forth in the California Environmental Quality Act (CEQA) and El Dorado County procedures. Notices were mailed to property owners beyond the project vicinity, to individuals who expressed an interest in the project and to other agencies. Notification was posted in the Mountain Democrat, and on the County DOT website. See also response to comment AS-8.

Eleanor Thomas <escthomas@me.com>

05/15/2011 07:23 PM

To janet.postlewait@edcgov.us

cc

Subject Draft SEIR - Noise Section

I would just like to point out that the freeway is extremely noisy already right by the Oak Meadow Elementary school and the houses just off the freeway in the Serrano villages - the proposed junction will bring the vehicle noise of slowing down and pulling away, to add to the general hum already produced 24/7 by cars and trucks on the freeway. The added noise will disturb night birds and animals, all the wildlife during the day and the residents of the nearby neighborhoods. ET-1

For owls trying to hunt at night the noise levels are already hazardous. for animals living on and near the creek just by the proposed junction the noise would be inhibiting to their existence. Nocturnal animals and birds rely on acute vision and acute hearing. Their hearing will undoubtedly be compromised by an added junction. The junction at El Dorado Hills Boulevard and Latrobe Road has been there for a long time and although the noise level there has increased over the past 10 years, creatures who would have been disturbed by the noise have long since had to move away - but there is nowhere for creatures who rely on the creek and the trees along the creek to move to if the proposed junction on Silva Valley was added. ET-2

The added noise will undoubtedly decrease the value of homes built in the neighborhoods close to the proposed junctions - and that value has already come down to inhibitive levels. I believe that the value of homes nearby would be affected by the junction. ET-3

I do not think that the noise levels would be tolerable by the wildlife or the residents of the neighborhoods.

Sincerely

Eleanor Thomas

Response to Comments
Eleanor Thomas, e-mail (May 15, 2011)

ET-1: As shown in Table 31 on page 145 and in the discussion on pages 146 and 147 of the SEIR, traffic noise levels along all portions of the project alignment would not result in a significant increase (greater than 3 dBA) in traffic noise levels over those that would be experienced without the project at any of the modeled receptor locations within 500 feet of the project alignment. Therefore, a significant impact would not occur and no mitigation measures would be required.

ET-2: Comment noted. Wildlife in the area of the proposed project (including owls and other birds) are common species that have acclimated to noise of the existing highway. Therefore, the minor increase in noise associated with the project is not likely to affect the wildlife present at the site. Species that are sensitive to loud noises will not inhabit areas near a heavily travelled roadway such as Highway 50. Further, wildlife that currently inhabits the area will not likely be forced to relocate due to the proposed project, given that they are accustomed to traffic noise. Finally, the noise analysis completed for the project shows that the project will not result in a significant long-term increase in traffic noise.

ET-3: Comment noted. The proposed project was originally approved in 1991, before construction of many of the homes in the neighborhoods close to the proposed intersection. The interchange is needed to alleviate traffic congestion resulting from to growth and development in the project area. Improvements to roadway networks are an integral part of housing development and not generally considered to have an adverse effect on home values.

----- Original Message -----
From: Deborah [monchien@pacbell.net]
Sent: 06/07/2011 10:41 PM MST
To: Jim Ware
Subject: Silva valley interchange

I have read over the noise re-evaluation for this interchange project. In the monitoring of noise, the company only went as far as Tong Road and the church. I believe that monitoring should have also occurred on Village Green drive, Terracina Dr, Bevinger, and Apero Pl. It is a higher residential area and noise levels are quite different than what they monitored. DVN-1

In addition, there is a school that is on Silva Valley at the interchange, and should be monitored during normal school hours to see how it would be affected.

Thank you,

Deborah Van Nieuwburg
El Dorado Hills Resident
Monchien@pacbell.net
916-941-0820

Response to Comments
Deborah Van Nieuwburg, e-mail (June 7, 2011)

DVN-1: Noise monitoring for the proposed project took place in areas where noise could potentially increase as a direct result of the new interchange. As shown in Table 31 on page 145 and in the discussion on pages 146 and 147 of the SEIR, noise analysis (presented in Appendix H of the Draft SEIR) shows that the addition of the project will not increase noise by more than 3 decibels at any receptor along the project route. Increases of less than 3 decibels are not considered to be significant. Therefore, a significant impact would not occur and no mitigation measures would be required. Noise monitoring was not conducted within the residential neighborhoods or at the local elementary school because the project will not directly affect noise in these areas. The proposed interchange will not create any new vehicle trips; rather, the project will be constructed to accommodate vehicle trips associated with development in the project area and associated traffic congestion. Individual environmental analysis, including noise analysis, has been conducted for each development project in the region.

3.0 TRANSMITTALS, NOTICES AND LEGAL ADVERTISEMENTS

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

JERRY BROWN
GOVERNOR

March 8, 2011

Janet Postlewait
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

Subject: Silva Valley Parkway Interchange with U.S. Highway 50
SCH#: 1988050215

Dear Janet Postlewait:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. The review period closed on March 7, 2011, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 1988050215
Project Title Silva Valley Parkway Interchange with U.S. Highway 50
Lead Agency El Dorado County

Type SIR Supplemental EIR
Description NOTE: Supplemental NOP

The proposed project will construct a new interchange on U.S. Highway 50 at Silva Valley Parkway in El Dorado Hills. The purpose of the proposed project is to reduce existing congestion, improve traffic operations, improve safety, and accommodate anticipated travel demand needed as a result of approved and planned development in the El Dorado Hills area.

Lead Agency Contact

Name Janet Postlewait
Agency El Dorado County
Phone 530 621-5993 **Fax**
email
Address 2850 Fairlane Court
City Placerville **State** CA **Zip** 95667

Project Location

County El Dorado
City
Region
Lat / Long 38° 39.6' N / 121° 3.0' W
Cross Streets U.S. Highway 50 and Silva Valley Parkway
Parcel No.
Township 9N **Range** 8E **Section** 1 **Base** MDB&M

Proximity to:

Highways U.S. Hwy 50
Airports
Railways
Waterways Carson Creek
Schools Oak Meadow Elementary
Land Use Residential High Density and Commercial

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 2; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 3; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission

Date Received 01/21/2011 **Start of Review** 01/21/2011 **End of Review** 03/07/2011

Note: Blanks in data fields result from insufficient information provided by lead agency.

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #88050215

Project Title: Silva Valley Parkway Interchange with U.S. Highway 50 Supplemental Environmental Impact Report

Lead Agency: El Dorado County
Contact Person: Janet Postlewait
Mailing Address: 2850 Fairlane Court
Phone: 530-621-5993
City: Placerville Zip: 95667
County: El Dorado

Project Location: County: El Dorado City/Nearest Community: El Dorado Hills
Cross Streets: U.S. Highway 50 and Silva Valley Parkway Zip Code: 95762
Longitude/Latitude (degrees, minutes and seconds): 38 ° 39.6 ' ____ " N / 121 ° 3.0 ' ____ " W Total Acres: n/a
Assessor's Parcel No.: n/a Section: 1 Twp.: 9N Range: 8E Base: MDM
Within 2 Miles: State Hwy #: U.S.50 Waterways: Carson Creek
Airports: n/a Railways: n/a Schools: Oak Meadow Elementary

Document Type:

CEQA: ☐ NOP ☐ Draft EIR ☐ Early Cons ☑ Supplement/Subsequent EIR ☐ Neg Dec (Prior SCH No.) 88050215 ☐ Mit Neg Dec Other: ____
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI
Other: ☐ Joint Document ☐ Final Document ☐ Other: ____

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☑ Other: Road project

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational: ____
☐ Recreational: ____
☐ Water Facilities: Type ____ MGD ____
☑ Transportation: Type ____
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☐ Other: ____

Project Issues Discussed in Document:

☑ Aesthetic/Visual ☑ Agricultural Land ☑ Air Quality ☑ Archeological/Historical ☑ Biological Resources ☐ Coastal Zone ☑ Drainage/Absorption ☐ Economic/Jobs
☐ Fiscal ☐ Flood Plain/Flooding ☐ Forest Land/Fire Hazard ☑ Geologic/Seismic ☐ Minerals ☑ Noise ☑ Population/Housing Balance ☑ Public Services/Facilities
☑ Recreation/Parks ☐ Schools/Universities ☐ Septic Systems ☐ Sewer Capacity ☑ Soil Erosion/Compaction/Grading ☑ Solid Waste ☑ Toxic/Hazardous ☑ Traffic/Circulation
☑ Vegetation ☑ Water Quality ☐ Water Supply/Groundwater ☑ Wetland/Riparian ☑ Growth Inducement ☑ Land Use ☑ Cumulative Effects ☑ Other: Climate Change

Present Land Use/Zoning/General Plan Designation:

Residential High Density, Commercial

Project Description: *(please use a separate page if necessary)*

The proposed project will construct a new interchange on U.S. Highway 50 at Silva Valley Parkway in El Dorado Hills. Referred to as the "Ridge Design" Alternative (approved by the Board in 1990), proposed improvements include: loop on-ramps in the northeast and southwest quadrants; diagonal on- and off-ramps in each direction; an over crossing for Silva Valley Parkway; safety lighting; and on-ramps designed to accommodate future ramp metering, and HOV lanes. See environmental document for more detailed project description

Note. The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2008

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

_____	Air Resources Board	_____	Office of Emergency Services
_____	Boating & Waterways, Department of	x	Office of Historic Preservation
x	California Highway Patrol	_____	Office of Public School Construction
x	Caltrans District # 3	_____	Parks & Recreation, Department of
_____	Caltrans Division of Aeronautics	_____	Pesticide Regulation, Department of
x	Caltrans Planning	_____	Public Utilities Commission
_____	Central Valley Flood Protection Board	x	Regional WQCB # _____
_____	Coachella Valley Mtns. Conservancy	_____	Resources Agency
_____	Coastal Commission	_____	S.F. Bay Conservation & Development Comm.
_____	Colorado River Board	_____	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
_____	Conservation, Department of	_____	San Joaquin River Conservancy
_____	Corrections, Department of	_____	Santa Monica Mtns. Conservancy
_____	Delta Protection Commission	_____	State Lands Commission
_____	Education, Department of	_____	SWRCB: Clean Water Grants
_____	Energy Commission	x	SWRCB: Water Quality
x	Fish & Game Region # _____	_____	SWRCB: Water Rights
_____	Food & Agriculture, Department of	_____	Tahoe Regional Planning Agency
_____	Forestry and Fire Protection, Department of	_____	Toxic Substances Control, Department of
_____	General Services, Department of	_____	Water Resources, Department of
_____	Health Services, Department of		
_____	Housing & Community Development	_____	Other: _____
_____	Integrated Waste Management Board	_____	Other: _____
x	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date January 21, 2011 Ending Date March 07, 2011

Lead Agency (Complete if applicable):

Consulting Firm: _____
Address: _____
City/State/Zip: _____
Contact: _____
Phone: _____

Applicant: _____
Address: _____
City/State/Zip: _____
Phone: _____

Signature of Lead Agency Representative: _____ **Date:** 1-20-11

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Revised 2008

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORTATION

MAINTENANCE DIVISION
2441 Headington Road
Placerville CA 95667
Phone: (530) 642-4909
Fax: (530) 642-9238

James W. Ware, P.E.
Director of Transportation

Internet Web Site:
http://www.edcgov.us/DOT

MAIN OFFICE:
2850 Fairlane Court
Placerville CA 95667
Phone: (530) 621-5900
Fax: (530) 626-0387

NOTICE OF AVAILABILITY
FOR THE
SILVA VALLEY PARKWAY INTERCHANGE WITH U.S. HIGHWAY 50
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SCH #88050215)

DATE: January 19, 2011
TO: Interested Agencies and Individuals
FROM: El Dorado County Department of Transportation

The El Dorado County Department of Transportation (DOT) has prepared a Draft Supplemental Environmental Impact Report (Draft SEIR) to the Silva Valley Parkway/U.S. Highway 50 Interchange EIR. The original EIR was prepared in 1990. Although the proposed project will remain very similar to the project described in the original EIR, the Draft SEIR updates potential environmental impacts.

PROJECT LOCATION: The new interchange site is located at Silva Valley Parkway and U.S. Highway 50, approximately 5,000 feet east of the El Dorado Hills Boulevard Interchange in western El Dorado County.

PROJECT DESCRIPTION: The proposed project will construct a new interchange on U.S. Highway 50 at Silva Valley Parkway in El Dorado Hills. Referred to as the "Ridge Design" Alternative (approved by the Board in 1990), proposed improvements include: loop on-ramps in the northeast and southwest quadrants; diagonal on- and off-ramps in each direction; an overcrossing for Silva Valley Parkway; safety lighting; on-ramps designed to accommodate future ramp metering, and HOV lanes. See environmental document for more detailed project description.

ENVIRONMENTAL REVIEW: Environmental issues addressed include: land use, geology and soils; air quality and greenhouse gas emissions; water resources; biological resources; noise; visual resources; public safety; motorized and non-motorized transportation; public services and utilities; and cultural resources.

This Draft SEIR is available for public and agency review for a 45-day period beginning January 21, 2011, and ending March 07, 2011. The Draft SEIR is available for review at the following locations:

DOT PLACERVILLE OFFICE
2850 Fairlane Court
Placerville, CA 95667
Phone: (530) 621-5900

EL DORADO HILLS BRANCH LIBRARY
7455 Silva Valley Parkway
El Dorado Hills, California 95762
Phone: (916) 358-3500

DOT INTERNET WEBSITE
http://www.edcgov.us/Government/DOT/CEQA.aspx

Written comments must be submitted by 5:00 p.m. on March 07, 2011. Please send hard copies to above Placerville address, Attn: Janet Postlewait, or email to janet.postlewait@edcgov.us. Email comments may be included in the body text of the message or as an attachment in Microsoft® Word or Adobe® PDF format. Please include the following phrase in the email subject line: "Silva Valley Interchange DSEIR Comments".

Following receipt of public comments on the Draft SEIR, the County will prepare a Final SEIR that includes all responses to comments and any necessary revisions to the text of the Draft SEIR. The County must certify the Final SEIR prior to Project approval.

• E-mail your public notice to **legals@mtdemocrat.net**
• Be sure to include your name and phone number

Friday, January 21, 2011

Public Notices

NOTICE OF AVAILABILITY

The El Dorado County Department of Transportation (DOT) has prepared a Draft Supplemental Environmental Impact Report (Draft SEIR) for the proposed Silva Valley Interchange on U.S. Highway 50 at Silva Valley Parkway in El Dorado Hills. El Dorado County as Lead Agency, has prepared a Supplement to the Silva Valley Parkway Interchange with U.S. Highway 50 Environmental Impact Report in association with responsible agencies: the California Department of Transportation and the El Dorado Irrigation District, to evaluate minor changes to the project design. The County elected to prepare this Supplement because the proposed project will remain very similar to the project described in the original certified EIR and approved by the County. This document has been prepared to comply with the requirements of the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000, et seq.).

Referred to as the "Ridge Design", (the preferred alternative approved by the Board of Supervisors in 1990), the proposed project improvements include: loop on-ramps in the northeast and southwest quadrants; diagonal on- and off-ramps in each direction; an overcrossing for Silva Valley Parkway; safety lighting; and on-ramps designed to accommodate future ramp metering, HOV lanes, and California Highway Patrol enforcement areas.

Draft SEIR documents may be reviewed and/or purchased from DOT at 2850 Fairlane Court, Placerville, CA during normal business hours. The public review period for the DEIR is forty-five days, from **January 21, 2011 to March 07, 2011**. The Draft SEIR is also available for download on the DOT website at http://www.edcgov.us/DOT/ceqa.html. Written comments must be received by 5:00 p.m. on the closing date and should be directed to Janet Postlewait, El Dorado County DOT, 2850 Fairlane Court, Placerville, CA 95667, or at janet.postlewait@edcgov.us.

1/21 02532220

NOTICE OF TRUSTEE'S SALE File No. 7007.04700

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORTATION

MAINTENANCE DIVISION
2441 Headington Road
Placerville CA 95667
Phone: (530) 642-4909
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Fax: (530) 626-0387

NOTICE OF A PUBLIC MEETING
FOR THE
SILVA VALLEY PARKWAY INTERCHANGE WITH U.S. HIGHWAY 50

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SCH #88050215)

The El Dorado County Department of Transportation (DOT) is holding a public meeting regarding the proposed Silva Valley Parkway/U.S. Highway 50 Interchange and the associated Draft Supplemental Environmental Impact Report (Draft SEIR), on:

FEBRUARY 28, 2011
FROM 6:00 P.M. - 8:00 P.M. at the
EL DORADO HILLS LIBRARY,
7455 SILVA VALLEY PARKWAY, EL DORADO HILLS, CA

A Notice of Availability was sent out last month announcing the public and agency review that began on January 21, 2011, and will end March 07, 2011.

Individuals and organization/agency representatives are invited to ask questions and provide comments on the Draft SEIR, available for review at http://www.edcgov.us/Government/DOT/CEQA.aspx, and the following locations:

DOT PLACERVILLE OFFICE
2850 Fairlane Court
Placerville, CA 95667
Phone: (530) 621-5900

EL DORADO HILLS BRANCH LIBRARY
7455 Silva Valley Parkway
El Dorado Hills, California 95762
Phone: (916) 358-3500

Persons with disabilities that may require special accommodations at the scoping meeting should contact Janet Postlewait at the above address or by phone at: (530) 621-5900.

PROJECT LOCATION: The new interchange site is located at Silva Valley Parkway and U.S. Highway 50, approximately 5,000 feet east of the El Dorado Hills Boulevard Interchange in western El Dorado County.

PROJECT DESCRIPTION: The proposed project will construct a new interchange on U.S. Highway 50 at Silva Valley Parkway in El Dorado Hills. Referred to as the "Ridge Design" Alternative (approved by the Board in 1990), proposed improvements include: loop on-ramps in the northeast and southwest quadrants; diagonal on- and off-ramps in each direction; an overcrossing for Silva Valley Parkway; safety lighting; on-ramps designed to accommodate future ramp metering, and HOV lanes. Although the proposed project will remain very similar to the project described in the original 1990 EIR, this Draft SEIR updates potential environmental impacts. (See environmental document for more a detailed project description.)

Following receipt of public comments on the Draft SEIR, the County will prepare a Final SEIR that includes all responses to comments and any necessary revisions to the text of the Draft SEIR. The County must certify the Final SEIR prior to Project approval.

Mountain Democrat

PROOF OF PUBLICATION
(2015.5 C.C.P.)

Proof of Publication of
NOTICE OF PUBLIC MEETING

STATE OF CALIFORNIA
County of El Dorado

I am a citizen of the United States and a resident of the County aforesaid; I'm over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am principal clerk of the printer at the Mountain Democrat, 1360 Broadway, a newspaper of general circulation, printed and published Monday, Wednesday, and Friday, in the City of Placerville, County of El Dorado, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court to the County of El Dorado, State of California, under the date of March 7, 1952, Case Number 7258; that the notice, of which the annexed is a printed copy (set in type no smaller than non-pareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

02/25

All in the year 2011

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Placerville, California, this 25th day of **FEBRUARY, 2011**

Kristin Matthews
Signature

NOTICE OF A PUBLIC MEETING
FOR THE SILVA VALLEY PARKWAY
INTERCHANGE WITH U.S. HIGHWAY 50
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SCH #88050215)

The El Dorado County Department of Transportation (DOT) is holding a public meeting regarding the proposed Silva Valley Parkway/U.S. Highway 50 interchange and the associated Draft Supplemental Environmental Impact Report (Draft SEIR), on:

FEBRUARY 28, 2011
FROM 6:00 P.M. - 8:00 P.M. at the
EL DORADO HILLS LIBRARY,
7455 SILVA VALLEY PARKWAY, EL DORADO HILLS, CA

Detailed information about the project proposal is available in the Draft SEIR which is available for review at: http://www.edcgov.us/Government/DOT/CEQA.aspx.

Persons with disabilities that may require special accommodations at the meeting should contact Janet Postlewait at (530) 621-5893.

2/25

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APPENDIX A:
RECIRCULATED NOISE SECTION

SELECTED SECTIONS

REVISED DRAFT

SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

SILVA VALLEY PARKWAY INTERCHANGE PROJECT

(SCH NO. 1988050215)

EL DORADO COUNTY, CALIFORNIA

LSA

May 9, 2011

SELECTED SECTIONS

REVISED DRAFT

SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

SILVA VALLEY PARKWAY INTERCHANGE PROJECT

(SCH NO. 1988050215)

EL DORADO COUNTY, CALIFORNIA

Submitted to:

County Of El Dorado
Department of Transportataion
2850 Fairlane Court, Building C
Placerville, California
(530) 621-5988

Prepared by:

LSA Associates, Inc.
4200 Rocklin Road, Suite 11B
Rocklin, California 95677
(916) 630-4600

LSA Project No. MKT530

LSA

May 9, 2011

1.0 INTRODUCTION

1.1. REQUIREMENTS FOR A RECIRCULATED DRAFT EIR

The County of El Dorado prepared and publicly circulated for review a Draft Supplemental Environmental Impact Report (Draft SEIR) for the Silva Valley Parkway Interchange with U.S. Highway 50 Project from January 21, 2011, to March 7, 2011. Pursuant to the Guidelines for California Environmental Quality Act (CEQA Guidelines) Section 15088.5 (a), a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the EIR for public review under Section 15087 but before certification. New "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponent have declined to implement. "Significant new information" requiring recirculation is defined to include disclosures of any of the following (Section 15088.5 (a)[1] through [4]):

> (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
>
> (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
>
> (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
>
> (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

1.2. SUMMARY OF REVISIONS TO THE EIR

The Draft SEIR Mitigation Measure NOI-1 on p. 148 previously stated "Noise producing construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 5:00 p.m. on weekends and federal holidays."

This mitigation measure had intended to include the provision for limited work for construction activities necessarily performed at night to avoid safety hazards and traffic congestions. Such work may include but is not necessarily limited to activities that necessitate full or partial closure of U.S. 50 or full closure of Clarksville Road (Old Silva Valley Parkway) as follows: Falsework erection, adjustment, or removal; k-rail placement or removal, installation of overhead signs; installation of lighting; construction of freeway ramps where ramps connect to mainline; installation, maintenance,

or removal of temporary or permanent striping; roadway excavation or rock excavation on or adjacent to the mainline; or construction of metal beam guardrail. These activities are anticipated to occur over, but are not restricted to, 60 individual nights spread over the duration of the construction project.

The term, "falsework" generally refers to any temporary structure used to support or construct a permanent structure, such as a scaffold. Falsework is necessary when the permanent a structure is not self supporting, either in construction or refurbishment. There are times when falsework activities for the construction of a freeway interchange may require lane closures to remove live traffic from under or adjacent to movable, or unsecured structural members.

The County's General Plan Policy 6.5.1.11 allows nighttime construction work within the hours and noise levels shown in General Plan Table 6-3:

TABLE 6-3: MAXIMUM ALLOWABLE NOISE EXPOSURE FOR NONTRANSPORTATION NOISE SOURCES IN COMMUNITY REGIONS AND ADOPTED PLAN AREAS – CONSTRUCTION NOISE

Land use Designation[1]	Time Period	Noise Level (dB)	
		L_{eq}	L_{max}
Higher-Density Residential (MFR, HDR, MDR)	7am-7pm	55	75
	7pm-10pm	50	65
	10pm-7am	45	60
Commercial and Public Facilities (C, R&D, PF)	7am-7pm	70	90
	7pm-7am	65	75
Industrial (I)	Any Time	80	90

[1] Adopted Plan areas should refer to those land use designations that most closely correspond to the similar General Plan land use designations for similar development.

Policy 6.5.1.11 states:

"The Standards outlined in Table 6-3… shall apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. and 5 p.m. on weekends and on federally-recognized holidays. *Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate congestion and safety hazards.*"(emphasis added.).

The Draft SEIR omitted the last sentence of the above policy and its full definition.

During construction, it is possible that noise levels will occasionally exceed the noise level thresholds listed above, which is permitted under General Plan Policy 6.5.1.11. Construction activities will be temporary; however, nighttime operations or use of unusually noisy equipment could result in annoyance or sleep disruption for nearby residents.

1.3. FORMAT FOR THE RECIRCULATED DRAFT EIR

In accordance with CEQA Guidelines Section 15088.5 (c), if the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.

Since Section 4.10, Noise, is the only topical section of the SEIR that is affected by changes required, El Dorado County decided to recirculate only the applicable sections of the SEIR. Therefore, this Recirculated DSEIR includes the following sections:

1.0 Introduction

2.0 Table 1: Summary of Environmental Impacts (Noise Section Only)

3.0 Section 4.10, Noise

With the exception of this introduction chapter, each chapter of this Recirculated Draft SEIR is prepared to indicate changes from the original Draft SEIR in strikethrough and underlined format. Previous text that has been eliminated is shown in strikethrough and new text is shown as underlined. This format is intended to provide clear identification of the changes since the circulation of the Draft SEIR and will simplify the reader's review of the revisions.

1.4. COMMENTING ON THE RECIRCULATED DRAFT EIR

This Recirculated Draft SEIR will be circulated for public comment for a period of 30 days. Pursuant to CEQA Guidelines Section 15088.5 (f)(2), reviewers of this document are requested to limit their comments to the new material that has been included in the revised chapters or portions of the recirculated draft SEIR. The County of El Dorado need only respond to:

- Comments received during the initial circulation period for the Draft SEIR that relate to chapters or portions of the document that were not revised and recirculated, and;
- Comments received during the recirculation period that relate to the chapters or portions of the SEIR that were revised and recirculated.

Therefore, agencies, organizations, and individuals who wish to comment on this document should limit their comments to the revised chapters or portions of this Recirculated Draft SEIR and the analysis contained herein.

2.0 TABLE 1: SUMMARY OF IMPACTS

NOISE			
Impact NOI-1: Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			
Impact NOI-1a: Peak hour L_{eq} noise levels in excess of 60 dBA within approximately 300 feet of the centerline of Silva Valley Parkway.	LTS	No mitigation required.	LTS
Impact NOI-2: Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			
Impact NOI-2a: Possible vibration-induced annoyance to residents or vibration-induced damage to structures on adjacent properties.	PS	No feasible mitigation is currently available. ~~**Mitigation Measure NOI-1:** To reduce construction noise impacts to a less-than-significant level, the project sponsor shall ensure the contractor complies with the County's hours of construction, as outlined below, as well as the other following measures:~~ ~~• Noise-producing construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 5:00 p.m. on weekends and federal holidays. In addition, in community regions and adopted plan areas, maximum noise levels from construction activities during these hours shall not exceed 90 dBA Lmax at commercial, public facility, or industrial land uses.~~ ~~• The project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards;~~ ~~• The project contractor shall place all stationary construction equipment so that emitted noise is~~	~~LTS~~ SU

		~~directed away from sensitive receptors nearest the project site; and~~ • ~~The construction contractor shall locate equipment staging in areas that will create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.~~	
Impact NOI-3: Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	LTS	No mitigation required.	LTS
Impact NOI-4: Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above or groundborne noise levels?			
Impact NOI-4a: Temporary construction-related noise in proximity to existing residential land uses north and south of the project site.	PS	**Mitigation Measure NOI-1:** To reduce construction noise impacts to the maximum extent feasible ~~a less-than-significant level~~, the project sponsor shall ~~ensure the contractor complies with the County's hours of construction, as outlined below, as well as the other~~ implement the following measures: • ~~Noise producing construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 5:00 p.m. on weekends and federal holidays. In addition, in community regions and adopted plan areas, maximum noise levels from construction activities during these hours shall not exceed 90 dBA Lmax at commercial, public facility, or industrial land uses.~~ • The project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards;	~~LTS~~ SU

		• The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site; ~~and~~ • For construction of the interchange, the County will prohibit the construction contractor from undertaking construction activities on Sunday, legal holidays, or between the hours of 7 p.m. and 7 a.m. on other days except when the County determines that work must be performed at night to mitigate traffic congestion or safety hazards; • Detour routes shall conform to Caltrans and County standards; and • The construction contractor shall locate equipment staging in areas that will create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction per the County's standards.	
Impact NOI-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	LTS	No mitigation required.	LTS
Impact NOI-6: For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	LTS	No mitigation required.	LTS

3.0 ENVIRONMENTAL ANALYSIS

4.10 NOISE

Noise monitoring and modeling was performed for the proposed project by LSA Associates in 2010. Modeling data, detailed analysis of noise sources and noise abatement options, and mitigation measures are presented in Appendix H.

Existing Setting

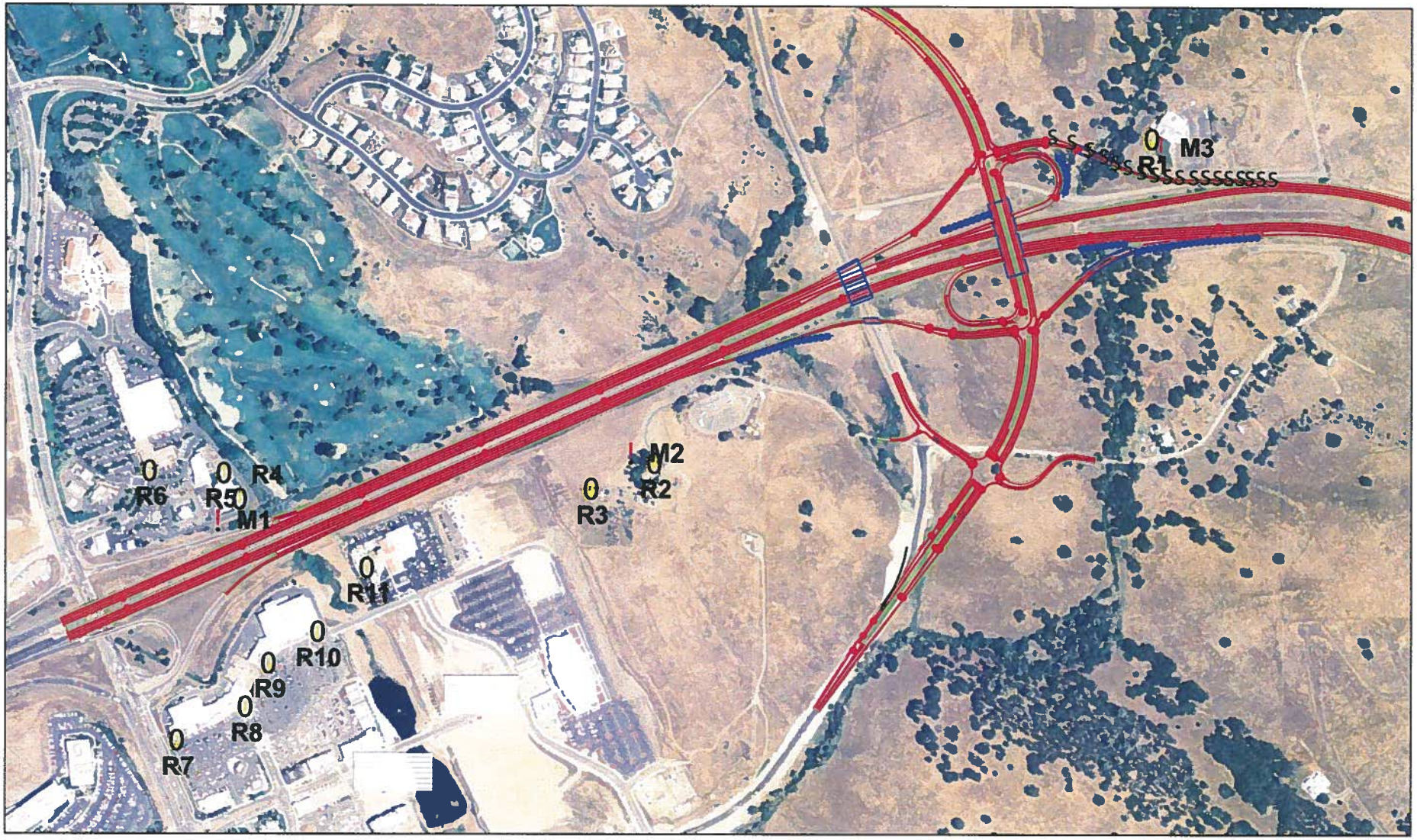
A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. Caltrans outlines their requirements for noise impact analysis transportation projects in the *Traffic Noise Analysis Protocol* (Protocol). As stated in the Protocol, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level. Although all developed land uses are evaluated in this analysis, the focus is on locations of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with defined outdoor activity areas, such as residential backyards and exterior common use areas of church and day care land uses in the project vicinity. Subsequent to the approval of the 1991 EIR, new noise sensitive land uses (receptors) now exist on properties adjacent to the project alignment including the Capital Korean Presbyterian Church on Tong Road and the Kindercare day care facility on Park Drive. The updated noise analysis considers the noise effects of the proposed project (including re-alignment of Tong Road) on these uses (receptors).

Short-term noise measurement locations were selected to represent the primary noise sensitive land uses within the project area. The noise monitoring physical locations and the primary noise sources at each site are described in Table 24. Table 25 shows the meteorological conditions at the monitoring locations during the short-term noise monitoring. Table 26 contains the results of these measurements. The noise monitoring locations are shown in Figure 12. The sound level measurement documentation sheets, traffic counts, and documented meteorological data are provided in Appendix H.

Table 24: Physical Locations of Noise Level Measurements

Monitor No.	Corresponding Modeled Receptor No.	Location	Noise Sources
M-1	R4, R5, R6	3959 Park Drive – next to Kindercare day-care center	Traffic on U.S. 50
M-2	R-2, R3	1250 Joerger Cutoff Road – in front of house used as law office, near adjacent cemetery property	Traffic on U.S. 50
M-3	R1	1441 Tong Road – by play area next to Capital Korean Presbyterian Church	Traffic on U.S. 50

Source: LSA Associates, Inc., 2010.
Note: Refer to Figure 12 for noise measurement locations.



LSA

FIGURE 12

N

0 375 750
FEET

! NOISE MONITORING LOCATIONS

0 MODELED RECEPTOR LOCATIONS

S MODELED SOUND WALL LOCATIONS

Silva Valley Parkway Interchange

Noise Monitoring, Modeled Receptors, and Modeled Sound Barrier Locations Map

SOURCE: USGS 7.5' QUAD-CLARKSVILLE

I:\MKT530 silva valley-SR50\figures\Fig_12.ai (6/22/10)

Table 25: Meteorological Conditions During Noise Monitoring

Date	Maximum Wind Speed (mph)	Average Wind Speed (mph)	Temperature (F)	Relative Humidity (%)
4/13/2010	3.2	2.2	59.4	55
4/13/2010	5.4	2.7	61.8	47
4/13/2010	4.5	24	63.1	51

Source: LSA Associates, Inc., 2010.
mph = miles per hour F = degrees Fahrenheit

Table 26: Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}
M-1	4/13/2010	12:05	15 minutes	73.3
M-2	4/13/2010	12:45	15 minutes	63.8
M-3	4/13/2010	1:20	15 minutes	62.5

Source: LSA Associates, Inc., 2010.
dBA = A-weighted decibel L_{eq} = Equivalent Sound Level

Existing Traffic Noise Model Results

Traffic noise levels were predicted using the FHWA Traffic Noise Model Version 2.5 (TNM 2.5). TNM 2.5 is a computer model based on two FHWA reports: FHWA-PD-96-009 and FHWA-PD-96-010 (FHWA 1998a, 1998b). Key inputs to the traffic noise model were the locations of roadways, shielding features (e.g., topography and intervening structures), existing noise barriers, ground type, and receivers. Three-dimensional representations of these inputs were developed using computer-aided design (CAD) drawings, aerials, and topographic contours provided by Mark Thomas & Company, Inc.

TNM 2.5 is sensitive to the volume of trucks on the roadway because trucks contribute disproportionally to the traffic noise. Truck percentages on U.S. 50 were obtained from the most recent available data on Caltrans website, the 2008 Annual Average Daily Truck Traffic on the California State Highway System.[1] Based on this report, the annual average daily traffic on this segment of U.S. 50 includes 93.6 percent automobiles, 2.7 percent medium trucks (two-axle with six wheels but not including dually pick-up trucks), and 3.7 percent heavy trucks (three- or more axle vehicles).

Because the constrained PM peak-hour traffic volumes for existing conditions were used in modeling the existing traffic noise levels, the modeled existing traffic noise levels were not adjusted for peak-hour noise levels using the long-term monitoring results, otherwise existing traffic noise levels would be overestimated. The vehicle percentage calculations for the existing conditions are provided in Appendix H.

[1] Caltrans, 2009. *2008 Annual Average Daily Truck Traffic on the California State Highway System.* September. http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/

The generalized land use data and location of particular sensitive receptors were the basis for the selection of the noise monitoring and analysis sites. A total of eleven (11) receptor locations were modeled, representing one church, one day care, and multiple commercial land uses in the project vicinity.

Short-term noise monitoring was conducted at three locations on Tuesday, April 13, 2010 between 11:00 a.m. and 2:00 p.m. when traffic was free flowing. All measurements were made using a Larson Davis Model 720 Type 2 sound level meter (Serial No. 0519). Measurements were taken over a 15-minute period at each site.

Traffic on U.S. 50 and roadways adjacent to each monitoring location was classified and counted during each short-term (15-minute) noise measurement. Vehicles were classified as automobiles, medium-duty trucks, or heavy-duty trucks. An automobile was defined as a vehicle with two axles and four tires that are designed primarily to carry passengers. Small vans and light trucks were included in this category. Medium-duty trucks included all cargo vehicles with two axles and six tires. Heavy-duty trucks included all vehicles with three or more axles. The posted speeds on U.S. 50 and adjacent roadways, as well as the observed average travel speeds during each short-term noise measurement, were documented.

A total of three separate calibration model runs were performed using the traffic numbers collected during the short-term noise monitoring. The results of these model runs were compared to the measured ambient noise levels to ensure the accuracy of the TNM 2.5 model outputs. Correction factors, known as K-factors, are calculated as measured sound levels minus the modeled sound levels. Table 27 shows the measured ambient noise level, the modeled existing noise levels using the concurrent traffic counts taken during the noise monitoring, and the resulting K-factor at each of the three monitoring locations. Based on the TeNS, K-factors within 2 dBA are considered to be in reasonable agreement with the measured sound levels and no calibration of the model is required. Therefore, only the K-factor for monitor location M3 was applied to the predicted traffic noise model results.

Table 27: Comparison of Measured to Predicted Sound Levels in the TNM Model

Monitor No.	Corresponding Modeled Receptor No.	Measured Sound Level L_{eq} (dBA)	Predicted Sound Level $L_{eq}(h)$ (dBA)	K-Factor (Measured minus Predicted) (dBA)
M1	**R4, R5, R6**	73.3	73.2	0.1
M2	**R2, R3**	63.8	63.3	0.5
M3	**R1**	62.5	65.6	-3.1

Source: LSA Associates, Inc. 2010.
dBA = A-weighted decibel L_{eq} = Equivalent Sound Level $L_{eq}(h)$ = Equivalent Sound Level per Hour

The existing traffic noise levels at all 11 modeled receptor locations are shown in Table 28. Of the 11 modeled receptor locations, none currently "approach or exceed" the NAC (see Table 29 for NAC criteria). As shown in Table 28, sensitive land uses (including church and day care properties) with

outdoor active use areas were evaluated against the Activity Category B at 67 dBA L_{eq} NAC for exterior noise levels (see Table 29 for breakdown of categories/criteria). The modeling input and output data for the existing conditions is provided in Appendix H.

Table 28: Existing Traffic Noise Levels

Rec I.D.	Location	Type of Land Use	No. of Units Repre-sented [1]	Noise Abatement Category	Existing Noise Level, dBA $L_{eq}(h)$
R1	Tong Road	Church	4	B(67)	65
R2	Joerger Cutoff Road	Commercial	1	C(72)	64
R3	Joerger Cutoff Road	Cemetery	2	B(67)	61
R4	Saratoga Way	Day Care	1	B(67)	61
R5	Saratoga Way	Day Care	1	B(67)	62
R6	Saratoga Way	Commercial	1	C(72)	62
R7	Mercedes Lane	Commercial	2	C(72)	63
R8	Mercedes Lane	Commercial	2	C(72)	53
R9	Mercedes Lane	Commercial	2	C(72)	49
R10	Mercedes Lane	Commercial	2	C(72)	51
R11	Mercedes Lane	Commercial	4	C(72)	65

Source: LSA Associates, Inc. 2010.
[1] Based on the number of 100-foot frontage units, as defined in the TeNS, since all receptors represent non-residential land uses.
dBA = A-weighted decibel $L_{eq}(h)$ = Hourly Equivalent Sound Level NAC = Noise Abatement Criteria

Regulatory Setting

A project would have a significant noise effect if it would substantially increase the ambient noise levels in the vicinity, exceed noise abatement criteria, or conflict with adopted plans and goals of the community in which it is located. The applicable noise standards governing the project site are the State's noise criteria (as outlined in the *Traffic Noise Analysis Protocol*), El Dorado County's Noise Element of the General Plan,[1] and applicable sections of the El Dorado County Code.[2]

Caltrans Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects

Caltrans outlines their requirements for noise impact analysis transportation projects in the *Traffic Noise Analysis Protocol* (Protocol).[3] The Protocol specifies the policies, procedures, and practices to be used by agencies that sponsor new construction or reconstruction of State or federal-aid highway projects. Traffic noise impacts result from one or more of the following occurrences: (1) an increase of 12 A-weighted decibels (dBA) or more over existing noise levels, or (2) predicted noise levels approach or exceed the Noise Abatement Criteria (NAC). A sound level is considered to approach an

[1] El Dorado County. 2004. *El Dorado County General Plan, Public Health, Safety, and Noise Element.* July 19.
[2] El Dorado County, 2009. *El Dorado, California, County Code.* December 10.
[3] Caltrans, 2006. *Traffic Noise Analysis Protocol*, August.

NAC level when the sound level is within 1 dB of the NAC (e.g., 66 dBA is considered to approach the NAC of 67 dBA, but 65 dBA is not). Table 29 summarizes the State's adopted Noise Abatement Criteria (NAC) corresponding to various land use activity categories.

Table 29: Activity Categories and Noise Abatement Criteria

Activity Category	Noise Abatement Criteria, A-weighted Noise Level, Average Decibels Over One Hour	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	--	Undeveloped lands
E	52 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

Source: Caltrans, 2006. *Traffic Noise Analysis Protocol.*

The Caltrans' Technical Noise Supplement (TeNS) and the Protocol provides detailed technical guidance for the evaluation of highway traffic noise. This includes field measurement methods, noise modeling methods, and report preparation guidance.

In identifying noise impacts, primary consideration is given to exterior areas of frequent human use. In situations where there are no exterior activities, or where the exterior activities are far from the roadway or physically shielded in a manner that prevents an impact on exterior activities, the interior criterion is used as the basis for consideration of noise abatement.

Section 216 of the California Street and Highways Code

Section 216 of the California Streets and Highways Code relates to the noise effects of a proposed freeway project on public and private elementary and secondary schools. Under this code, a noise impact occurs if, as a result of a proposed freeway project, noise levels exceed 52 dBA-L_{eq}(h) in the interior of public or private elementary or secondary classrooms, libraries, multipurpose rooms, or spaces. This requirement does not replace the "approach or exceed" NAC criterion for FHWA Activity Category E for classroom interiors, but it is a requirement that must be addressed in addition to the requirements of 23 CFR 772.

If a project results in a noise impact under this code, noise abatement must be provided to reduce classroom noise to a level that is at or below 52 dBA-L_{eq}(h). If the noise levels generated from

freeway and nonfreeway sources exceed 52 dBA-L_{eq}(h) prior to the construction of the proposed freeway project, then noise abatement must be provided to reduce the noise to the level that existed prior to construction of the project.

The County of El Dorado Noise Standards

The County of El Dorado addresses noise in the Noise Element of the General Plan and the County's Ordinances. The Noise Element includes maximum allowable noise exposure standards for new transportation noise sources. These standards are shown in Table 30. According to the Noise Element, noise created by new transportation noise sources shall be mitigated so as not to exceed the levels specified in Table 30 at existing noise-sensitive land uses.

Table 30: Maximum Allowable Noise Exposure for Transportation Noise Sources

Land Use	Outdoor Activity Areas [1] L_{dn}/CNEL, dB	Interior Spaces	
		L_{dn}/CNEL, dB	L_{eq}, dB [2]
Residential	60 [3]	45	--
Transient Lodging	60 [3]	45	--
Hospitals, Nursing Homes	60 [3]	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls, Schools	60 [3]	--	40
Office Buildings	--	--	45
Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

[1] In Communities and Rural Centers, where the location of outdoor activity areas is not clearly defined, the exterior noise level standard shall be applied to the property line of the receiving land use. For residential uses with front yards facing the identified noise source, an exterior noise level criterion of 65 dB Ldn shall be applied at the building facade, in addition to a 60 dB Ldn criterion at the outdoor activity area. In Rural Regions, an exterior noise level criterion of 60 dB Ldn shall be applied at a 100 foot radius from the residence unless it is within Platted Lands where the underlying land use designation is consistent with Community Region densities in which case the 65 dB Ldn may apply. The 100-foot radius applies to properties which are five acres and larger; the balance will fall under the property line requirement.

[2] As determined for a typical worst-case hour during periods of use.

[3] Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Source: El Dorado County. 2004. *El Dorado County General Plan, Public Health, Safety, and Noise Element.* July 19.

The County further establishes significance criteria for noise impacts as being an increase of more than 5 dBA L_{dn} caused by new transportation noise sources where existing or project noise levels are less than 60 dBA L_{dn}; or an increase of more than 3 dBA L_{dn} where existing or project noise levels range between 60 dBA and 65 dBA L_{dn}; or an increase of more than 1.5 dBA L_{dn} caused by new transportation noise sources where existing or project noise levels are greater than 65 dBA L_{dn} at the outdoor activity areas of residential uses.

The County has also established noise standards for activities associated with actual construction of a project and restricts major noise producing activities to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, and to the hours of 8:00 a.m. to 5:00 p.m. on weekends and federal holidays. Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate congestion and safety hazards. In community regions and adopted plan areas, maximum noise levels from construction activities during these hours shall not exceed 75 dBA L_{max} at residential land uses, and shall not exceed 90 dBA L_{max} at commercial, public facility, or industrial land uses.

The County Ordinance establishes that it is unlawful for any person to willfully make, emit, or transmit or cause to be made, emitted, or transmitted any loud and raucous noise upon or from any public highway or public thoroughfare, or from any public or private property to such an extent that it unreasonably interferes with the peace and quiet of another's private property.

Future Traffic Noise Environment and Impacts

Table 31 summarizes the traffic noise modeling results for existing and design-year conditions with and without the project. Predicted design-year traffic noise levels with the project are compared to existing conditions and to design-year no-project conditions. The comparison to existing conditions is included in the analysis to determine whether a substantial noise increase would occur. The modeled future noise levels for each of the project build alternatives were also compared to the NAC to determine whether a traffic noise impact would occur. The comparison to no-build conditions indicates the direct effect of the project.

As stated in the TeNS, modeling results are rounded to the nearest decibel before comparisons are made. In some cases, this can result in relative changes that may not appear intuitive. An example would be a comparison between sound levels of 64.4 and 64.5 dBA. The difference between these two values is 0.1 dB. However, after rounding, the difference is reported as 1 dB.

The predicted year 2030 traffic sound levels at the representative sensitive receptor locations along the project corridor were determined with existing terrain and barrier features modeled (including existing buildings, solid fences and walls) and using the future (2030) predicted peak-hour traffic volumes. The model input and output data for the predicted future (2030) no-project conditions (assuming existing roadway conditions but with year 2030 traffic volumes) are included in Appendix H. The model input and output data for the predicted future (2030) roadway conditions with the project are included in Appendix H.

If the predicted traffic noise level is 12 dBA or more higher than the corresponding existing modeled noise level at the sensitive receptor location analyzed, or if the peak-hour traffic noise level at a sensitive receptor location is predicted to "approach or exceed" the NAC, then noise abatement measures must be considered. As shown in Table 31, none of the modeled receptor locations would experience a substantial noise increase of 12 dBA or more. However, modeling results do indicate that of the 11 modeled receptor locations, predicted traffic noise levels for the future year 2030 with-project conditions would "approach or exceed" the NAC under the Activity Category B (67) for only one (1) of the modeled receptor locations, the church land use represented by modeled receptor location number **R1**. Therefore, traffic noise impacts are predicted to occur at Activity Category B land uses within the project area, and noise abatement must be considered.

Table 31: Predicted Traffic Noise Levels (dBA $L_{eq(h)}$)

Rec I.D.	Location	Type of Land Use	NAC	Existing Noise Level	Future (2030) No Build Noise Levels	Future Plus Build (2030) Noise Levels	Change from Existing Level	Change from No Build Level	Approach or Exceed NAC? Yes/No
R1	Joerger Cutoff Road	Church	B(67)	65	68	67	2	-1	YES
R2	Saratoga Way	Commercial	C(72)	64	67	67	3	0	No
R3	Joerger Cutoff Road	Cemetery	B(67)	61	63	64	3	1	No
R4	Saratoga Way	Day Care	B(67)	61	64	64	3	0	No
R5	Saratoga Way	Day Care	B(67)	62	65	65	3	0	No
R6	Mercedes Lane	Commercial	C(72)	62	66	66	4	0	No
R7	Mercedes Lane	Commercial	C(72)	63	66	66	3	0	No
R8	Mercedes Lane	Commercial	C(72)	53	57	57	4	0	No
R9	Mercedes Lane	Commercial	C(72)	49	52	52	3	0	No
R10	Mercedes Lane	Commercial	C(72)	51	53	53	2	0	No
R11	Mercedes Lane	Commercial	C(72)	65	69	70	5	1	No

Source: LSA Associates, Inc. 2010.
dBA = A-weighted decibel $L_{eq(h)}$ = Hourly Equivalent Sound Level NAC = Noise Abatement Criteria

Traffic Noise Impact Abatement Analysis

The outdoor active use area of the church land use, represented by modeled receptor location number R1, was the only modeled receptor location that would experience traffic noise levels that approach or exceed the NAC for Activity Category B. A single sound barrier, identified as **SB1**, was analyzed to protect this modeled impacted sensitive receptor location that would be exposed to traffic noise levels approaching or exceeding 67 dBA L_{eq}. The sound barrier was analyzed at the following heights: 6, 8, 10, 12 ft. This modeled sound barrier, as shown in Figure 12, would be located on the edge of the west-bound shoulder of U.S. 50 from approximately station marker 119+75 of the westbound off-ramp to station marker 108+25 of the westbound off-ramp. As portions of the sound barrier located along the proposed edge of shoulder would be located less than 13 feet of the edge of the travel lane, sound barrier heights greater than 12 feet were not considered feasible. The results of the traffic noise modeling with insertion of a sound barrier are shown in Table 32.

Table 32: Sound Barrier Modeling Results

Sound Barrier I.D.	Rec I.D.	Existing $L_{eq}(h)$	Future (2030) No Build Alternative $L_{eq}(h)$	Future (2030) Plus Build Alternative $L_{eq}(h)$	With 6 ft Barrier		With 8 ft Barrier		With 10 ft Barrier		With 12 ft Barrier	
					$L_{eq(h)}$	I. L.	$L_{eq(h)}$	I. L.	$L_{eq(h)}$	I. L.	$L_{eq(h)}$	I. L.
SB1	R1	65	68 [1]	67	67	0	67	0	65	2	64	3

Source: LSA Associates Inc., 2010.
I. L. = Insertion Loss, the decibel reduction with insertion of the modeled sound barrier
ft = feet $L_{eq(h)}$ = Equivalent Sound Level per Hour NAC = Noise Abatement Criteria

This noise barrier was then evaluated for feasibility based on achievable noise reduction. Section 3 of the Protocol states a minimum noise reduction of 5 dBA must be achieved at the impacted receivers for the proposed noise abatement measure to be considered feasible. The feasibility criterion is not necessarily a noise abatement design goal. Greater noise reductions are encouraged if they can be reasonably achieved. Elements that may restrict feasibility include topography; access requirements for driveways, ramps, etc.; location of local streets in relation to the proposed project; other noise sources in the area; and safety considerations.

As shown in Table 26, none of the modeled sound barriers would result in at least a minimum reduction of 5 dBA at the impacted receptor location. The greatest insertion loss achieved by the modeled sound barrier was only 3 dBA. Therefore, none of the modeled sound barriers are considered feasible according to the State's noise impact analysis criteria as outlined in the TeNS and Protocol.

For purposes of the CEQA analysis required for this project, a comparison must also be made between the predicted traffic noise levels with the project and the future traffic noise levels that would be experienced without the project. As shown in Table 25, predicted traffic noise levels with the proposed project would actually be 1 dBA lower at the impacted sensitive receptor location represented by modeled receptor number R1, than would be experienced under the future (2030) conditions without the project (No Build). This is due to the fact that the proposed alignment of the off-ramp and the new overcrossing actually provides shielding from some of the mainline traffic noise. Therefore, predicted traffic noise levels with the project would result in a less-than-significant impact on noise sensitive land uses in the project vicinity compared to the predicted traffic noise levels that would be experienced without the project.

According to the County's Noise Element, noise created by new transportation noise sources shall be mitigated so as not to exceed the levels specified in Table 30 at existing noise-sensitive land uses. The County further establishes significance criteria for noise impacts as being an increase of more than 3 dBA L_{dn} where existing or project noise levels range between 60 dBA and 65 dBA L_{dn}; or an increase of more than 1.5 dBA L_{dn} caused by new transportation noise sources where existing or project noise levels are greater than 65 dBA L_{dn} at the outdoor activity areas of residential uses. The closest residential land uses are located over 700 feet from the closest portion of the proposed project alignment. Although the County's project level impact criteria are stated in terms of the weighted 24-hour day-night average levels (L_{dn}) (and not in terms of the modeled peak hour traffic noise levels ($L_{eq}(h)$) shown in Tables 28, 31, and 32), in suburban/rural areas, such as the project area, where nighttime noise levels drop significantly compared to daytime noise levels, the 24-hour weighted average L_{dn} is typically equivalent to or lower than the peak hour traffic noise levels. Assuming a conservative estimate that the L_{dn} would be equivalent to the $L_{eq}(h)$, the project traffic noise levels

would drop to well below 50 dBA L_{dn} at the nearest residential land uses due to the distance from the freeway.

The County's Noise Element also states that, for church land uses, where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn} or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn} may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table (Table 30). Future traffic noise levels without the project are predicted to range up to 68 dBA $L_{eq}(h)$ at the church property on Tong Road. However, as shown in the preceding abatement analysis, implementation of noise abatement in the form of a noise barrier would not be feasible. In addition, project related traffic noise levels would not contribute to the increase in future traffic noise levels at the modeled receptor location R1 representing the outdoor active use area of the church on Tong Road, but rather result in a 1 dBA decrease compared to traffic noise levels without the project (No Build Alternative). Therefore, project-related traffic noise levels would result in a less-than-significant impact on surrounding noise sensitive land uses based on the County's noise standards.

Construction Noise and Vibration Impacts

The closest sensitive receptor locations, which include the church land use on Tong Road and the day care use on Park Drive, are located approximately 160 feet from proposed project construction areas. The site preparation phase, which includes grading and paving, tends to generate the highest noise levels, because the noisiest construction equipment is earthmoving equipment. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three or four minutes at lower power settings. During this phase of construction, these receptor locations may be subject to short-term noise reaching 81 dBA L_{max} generated by construction activities along the project alignment. To reduce construction noise impacts to a less-than-significant level, the project sponsor shall ensure the contractor complies with the County's hours of construction, as well as the other best practices measures for reducing construction noise impacts. In addition, the contractor shall comply with General Plan Policy 6.5.1.11 which states: "The Standards outlined in Table 6-3… shall apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. and 5 p.m. on weekends and on federally-recognized holidays. Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate congestion and safety hazards."

Construction activities associated with implementation of the proposed project, including potential rock blasting activities, could temporarily expose persons in the vicinity of the project site to perceptible ground borne vibration or ground borne noise levels. The closest noise sensitive land uses to potential rock blasting areas is the church land use on Tong Road located approximately 600 feet from potential rock blasting areas. At this distance, groundborne vibration and noise would be barely perceptible. In addition, implementation of Mitigation Measure N-NOI-1 would further reduce any potential impacts from construction-related groundborne vibration or noise to less-than-significant levels. However, blasting may occur during early morning hours while residents are sleeping. Although distance will likely attenuate any vibration or noise impacts caused by blasting, this impact is still considered significant and unavoidable given that no feasible mitigation exists to offset potential impacts.

Impacts and Mitigation Measures

Impact NOI-1: Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The 1991 EIR found one impact with the potential to expose people to noise levels in excess of County noise ordinance:

Impact NOI-1a: Peak hour L_{eq} noise levels in excess of 60 dBA within approximately 300 feet of the centerline of Silva Valley Parkway - Project-related traffic noise levels would exceed the NAC of 67 dBA Leq(h) at the outdoor active use area of the noise sensitive land use located on Tong Road (i.e. the church property represented by modeled receptor number R1). A sound barrier for this receptor (see Figure 12) was analyzed. However, no abatement was determined to be feasible. In addition, due to the proposed project off-ramp alignment, the future (2030) plus project traffic noise levels would actually be lower than predicted future (2030) traffic noise levels that would be experienced at that receptor location without the project (i.e., No Project alternative). Therefore, project related traffic noise levels would be considered less-than-significant and no mitigation is required.

Level of Significance before Mitigation: Less than Significant.

Mitigation Measure: No mitigation required.

Level of Significance after Mitigation: Less than Significant.

Impact NOI-2: Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The 1991 EIR found one potential impact that could expose people to excessive groundborne vibration:

Impact NOI-2a: Possible vibration-induced annoyance to residents or vibration-induced damage to structures on adjacent properties - The change involves construction of new uses subsequent to approval of the 1991 EIR. The closest noise sensitive land uses to potential rock blasting areas is the church land use on Tong Road located approximately 600 feet from potential rock blasting areas. No vibration impacts at adjacent structures anticipated due to distance attenuation. However, blasting may occur during nighttime or early morning hours while residents are sleeping. Although distance will likely attenuate any vibration or noise impacts caused by blasting, this impact is still considered significant and unavoidable given that no feasible mitigation exists to offset potential impacts. ~~Implementation of the mitigation measure listed below (NOI-1) will reduce this impact to a less than significant level.~~

Level of Significance before Mitigation: Potentially Significant.

~~**Mitigation Measure NOI-1:** To reduce construction noise impacts to a less than significant level, the project sponsor shall ensure the contractor complies with the County's hours of construction, as outlined below, as well as the other following measures:~~

- ~~Noise producing construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 5:00 p.m. on weekends and federal holidays. In addition, in community regions and adopted plan areas, maximum noise levels from construction activities during these hours shall not exceed 90 dBA Lmax at commercial, public facility, or industrial land uses.~~
- ~~The project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards;~~
- ~~The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site; and~~
- ~~The construction contractor shall locate equipment staging in areas that will create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.~~

Mitigation Measure: No feasible mitigation is currently available.

Level of Significance after Mitigation: ~~Less than Significant.~~ Significant and Unavoidable.

Impact NOI-3: Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Please see discussion for Impact NOI-1.

Level of Significance before Mitigation: Less than Significant.

Mitigation Measure: No mitigation required.

Level of Significance after Mitigation: Less than Significant.

Impact NOI-4: Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above or groundborne noise levels?

The 1991 EIR found one impact that could potentially result in temporary increases in groundborne noise levels:

Impact NOI-4a: Temporary construction-related noise in proximity to existing residential land uses north and south of the project site – This impact has changed with the proposed project. The change involves construction of new land uses (Korean Church and a daycare facility) subsequent to the approval of the 1991 EIR. The updated noise analysis considers the noise effects of the proposed project (including re-alignment of Tong Road) on this use (receptor). In addition, construction will

now occur periodically at night when required to avoid safety hazards and traffic congestion. Nighttime construction is expected to occasionally exceed the General Plan threshold of 45 L_{eq}. Implementation of Mitigation Measures NOI-1 will be required to mitigate for construction noise, however, this impact is still considered Significant and Unavoidable

Level of Significance before Mitigation: Potentially Significant.

Mitigation Measure NOI-1: To reduce construction noise impacts to the maximum extent feasible ~~a less-than-significant level~~, the project sponsor shall ~~ensure the contractor complies with the County's hours of construction, as outlined below, as well as the other~~ implement the following measures:

- ~~Noise-producing construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 5:00 p.m. on weekends and federal holidays. In addition, in community regions and adopted plan areas, maximum noise levels from construction activities during these hours shall not exceed 90 dBA Lmax at commercial, public facility, or industrial land uses.~~
- The project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards;
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site; ~~and~~
- For construction of the interchange, the County will prohibit the construction contractor from undertaking construction activities on Sunday, legal holidays, or between the hours of 7 p.m. and 7 a.m. on other days except when the County determines that work must be performed at night to mitigate traffic congestion or safety hazards;
- Detour routes shall conform to Caltrans and County standards; and
- The construction contractor shall locate equipment staging in areas that will create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction per the County's standards.

Level of Significance after Mitigation: ~~Less than Significant~~ Significant and Unavoidable

Impact NOI-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The Cameron Airpark located in Cameron Park is the nearest airport or airstrip in the project area, and is situated approximately 4 miles to the east of the project site. Therefore, no noise impacts associated with an airport will occur.

Level of Significance before Mitigation: Less than Significant.

Mitigation Measure: No mitigation required.

Level of Significance after Mitigation: Less than Significant.

Impact NOI-6: For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

See discussion for Impact NOI-5.

Level of Significance before Mitigation: Less than Significant.

Mitigation Measure: No mitigation required.

Level of Significance after Mitigation: Less than Significant.