
EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION

SARATOGA WAY EXTENSION PROJECT

FINAL

ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE No. **SCH# 2006052125**

LEAD AGENCY:

EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION

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PREPARED WITH ASSISTANCE FROM:

ENVIRONMENTAL STEWARDSHIP & PLANNING, INC.

MAY 2010

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- Attachment B. Mitigation Monitoring Plan
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List of Acronyms

BMP	Best Management Practices
BAC	Bollard Acoustical Consultants
BBA	Brown-Buntin Associates
CARE	Citizens Against Roadway Encroachment
CEQA	California Environmental Quality Act
County	El Dorado County
DOT	El Dorado County Department of Transportation
EIR	environmental impact report
ESP	Environmental Stewardship & Planning, Inc.
NAHC	Native American Heritage Commission
Project	Saratoga Way Extension Project
SWPPP	Stormwater Pollution Prevention Plan
TIRE	Traffic Infusion on Residential Streets
VELB	valley elderberry longhorn beetle

SECTION 1 INTRODUCTION AND SUMMARY

1.1 Introduction

The California Environmental Quality Act (CEQA) requires that discretionary decisions by public agencies be subject to environmental review. The purpose of an environmental impact report (EIR) is to identify the significant effects of a proposed project on the environment, identify alternatives to the project and to indicate the manner in which those significant effects can be mitigated or avoided (Section 21002.1(a)). Whenever it is feasible, each public agency is required to mitigate or avoid the significant environmental impacts of projects it approves.

This Final EIR has been prepared by El Dorado County (County), as the CEQA Lead Agency, to evaluate the proposed extension of Saratoga Way to Iron Point Road and the subsequent widening of Saratoga Way to four lanes between El Dorado Hills Boulevard and Iron Point Road. This Final EIR incorporates the August 2009 Saratoga Way Extension Project Draft Environmental Impact Report (State Clearinghouse No. 2006052125) in its entirety by this reference.

The El Dorado County Department of Transportation (DOT) is the County department responsible for implementation of the proposed Saratoga Way Extension Project and managing the environmental review and documentation process. This document has been prepared pursuant to CEQA and the CEQA Guidelines (California Administrative Code Section 15000 et seq.). Environmental effects of the proposed project that must be addressed include the significant adverse effects, growth-inducing effects and significant cumulative effects of past, present, and reasonably anticipated future projects.

This Draft EIR was circulated for public and agency review and comment during a 45-day period between August 13 and September 28, 2009. The County has considered the comments received during the Draft EIR review period and this Final EIR contains the comments and provides the County's response to each comment. The County must certify the Final EIR before approving the Project. Once certified, the County will use the information contained within the Final EIR in its consideration of approval of the Project.

1.2 Project Summary

A completed description of the proposed Project is contained in Chapter 2 of the Draft EIR. Figure 1-1 shows the regional location of the Saratoga Way Extension Project (Project). The Project would initially extend Saratoga Way as a two-lane road to Iron Point Road at the western border of El Dorado County. A second phase of the Project would widen the entire length of Saratoga Way between El Dorado Hills Boulevard and Iron Point Road to four lanes.

In Phase 1, the County would extend Saratoga Way approximately 2,300 feet from its existing western terminus to Iron Point Road as a two-lane facility. Improvements would also be made to the existing segment of Saratoga Way from the current western terminus to approximately 1,200 feet east of Finders Way to provide turn lanes on Saratoga Way at Finders Way. Phase 1

would include the installation/replacement of Class II bicycle lanes along the entire Phase 1 segment of Saratoga Way and a paved pedestrian path from Finders Way to the County line.

Phase 2 of the Project would widen Saratoga Way to four lanes between El Dorado Hills Boulevard and Iron Point Road. Phase 2 would also include Class II bicycle lanes along the entire segment of Saratoga Way and a pedestrian walkway along the northern side of Saratoga Way from Finders Way to the County line. Phase 2 would install traffic signals at Finders Way and Arrowhead Drive and would prohibit left turns from Mammoth Way onto Saratoga Way.

1.3 Public Review and Input

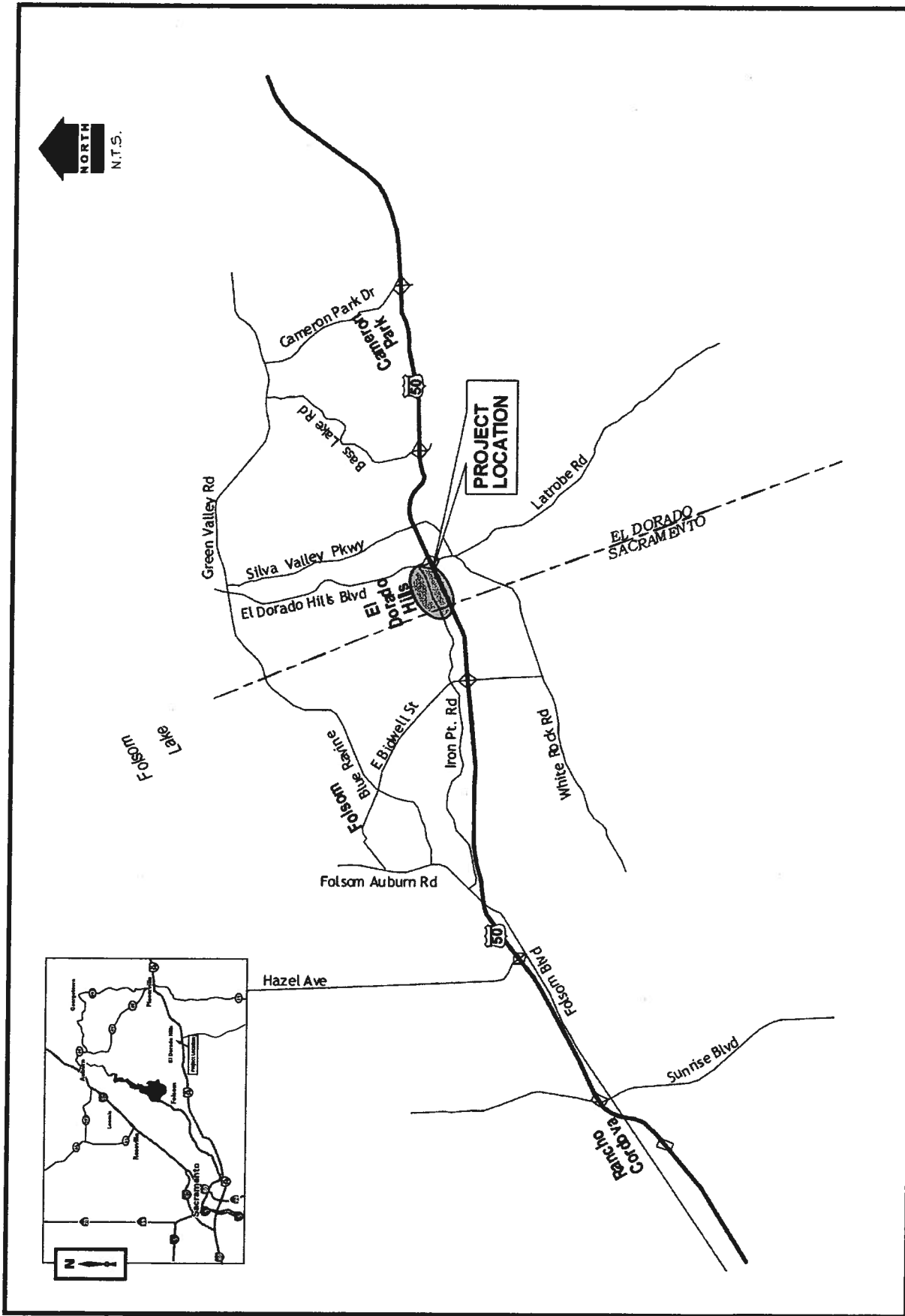
The Draft EIR was made available for a public and agency review and comment period of 45 days, between August 13 and September 28, 2009. Attachment A of this Final EIR includes the Notice of Availability and Notice of Completion for the Draft EIR. The Notice of Availability was published in the Mountain Democrat newspaper on August 14, 2009 and was mailed directly to individuals, organizations and agencies. The Notice of Completion was submitted to the State Clearinghouse with 15 copies of the Draft EIR per guidelines of the State of California Governor's Office of Planning and Research for State Clearinghouse distribution of the documents to state agencies.

On September 8, during the Draft EIR circulation period, the County DOT hosted a public meeting on the Saratoga Way Extension Project. The purpose of the meeting was to provide general information about the Project and the environmental review process and to allow individuals to provide oral comments on the Draft EIR. A summary of the public meeting, including comments provided by meeting attendees, is provided in Section 2 of this Final EIR.

A total of 15 sets of comments (including letters, electronic mail messages and comments received at public meetings) were received during the Draft EIR circulation period. Comments received on the Draft EIR are included in their entirety in Section 2 of this Final EIR and the County's responses to the individual comments/issues contained within each comment set are provided.

Prior to Project approval, the County must certify the EIR as complete and adequate and adopt CEQA findings for the Project. Certification of the EIR does not approve the Project and the County will consider proceeding with final design, permitting and construction of the Project following certification of the EIR. The County will adopt and implement a mitigation monitoring plan which includes any mitigation measures adopted in conjunction with the Project. A Mitigation Monitoring and Plan is included as Attachment B of this Final EIR.

This Final EIR will be made available for public and agency review for a period of at least 10 days prior to the Board of Supervisors' consideration of certification of the Final EIR. At the time of preparation of this Final EIR, the date on which the Board may consider certification of this Final EIR and approval of the Project has not yet been determined. Additional information regarding Board meeting schedules and agenda items (including the Board meeting date at when the Final EIR and other project issues may be discussed) can be found on the Board of Supervisors' website: <http://www.co.el-dorado.ca.us/bos/index.html> or by contacting the Clerk of the Board, by telephone at: (530) 621-5390.



Base Map Source: KD Anderson & Associates, Inc. 7/22/2008

FIGURE 1-1
Saratoga Way Extension Project
Project Location

E S P
 Environmental
 Stewardship & Planning

1.4 Summary of Project Impacts

Table 1-1 provides a summary of the impacts and mitigation measures identified in this EIR for the Project. Chapter 3 of the Draft EIR provides the detailed analysis of the Project impacts and a detailed description of the mitigation measures summarized in Table 1-1.

1.5 Summary of Additional CEQA-Required Analysis

1.5.1 Cumulative Impacts

CEQA requires that an EIR examine cumulative impacts of a project. As discussed in CEQA Guidelines Section 15130(a)(1), a cumulative impact “consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.” Chapter 4 of the Draft EIR provides an assessment of each of the Project-specific impacts potential to result in cumulatively considerable impacts when considered in light of the impacts identified through the County General Plan CEQA review (additional discussion of this analysis approach is also included in Chapter 4 of the Draft EIR). The analysis determined that the Project impacts would not result in a cumulatively considerable contribution to impacts from other past, present or reasonably foreseeable projects and no significant cumulative impacts have been identified for the Project.

1.5.2 Growth-Inducing Effects

Section 15126.2(d) of the CEQA Guidelines states that an EIR should discuss “...the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth.” The Project would provide increased and improved access to undeveloped properties within and adjacent to the Project study area and would provide improved circulation between El Dorado Hills and the City of Folsom, and would support planned population/residential growth and commercial development along Saratoga Way from El Dorado Hills Boulevard west to the County line anticipated in the 2004 General Plan. Growth-inducing effects of the Project are discussed in more detail in Chapter 4 of the Draft EIR.

1.5.3 Significant and Unavoidable Adverse Impacts

Section 2100(b)(2)(A) of CEQA requires that an EIR identify significant environmental effects that cannot be avoided if the project were implemented. Table 1-1 lists the adverse impacts identified for the Project, recommended mitigation measures and impact significance before and after the implementation of recommended mitigations. With implementation of the mitigation measures identified in this EIR, the proposed Project would not result in any significant and unavoidable Project-specific impacts.

1.6 Summary of Alternatives

The County considered several alternatives and options for the Project. Project alternatives considered and eliminated due to their failure to achieve Project objectives include developing a parallel capacity roadway in a different location (i.e., an off-site alternative) and developing a Wilson Boulevard extension. Roadway design options were also considered and those with

merit were incorporated into the Project design. The alternatives development process ultimately determined that there are no feasible alternatives to the proposed Project that achieve the Project objectives and reduce impacts of the proposed Project.

CEQA requires that the “No Project Alternative” be evaluated in an EIR. Under the No Project alternative, Saratoga Way would not be extended to Iron Point Road (Phase 1) or widened from two lanes to four lanes (Phase 2) as proposed by the Project.

CEQA Guidelines Section 15126 requires the lead agency to identify an environmentally superior alternative. The proposed Project and the No Project Alternative are evaluated in this EIR. The No Project Alternative would not result in the physical environmental impacts identified for the proposed Project. However, the No Project Alternative would result in worsened traffic operations at study area intersections as compared to the Project. Four of the study area intersections are projected to operate at LOS E or F under future (2030) conditions without the Project.

Table 1-1. Summary of Impacts, Significance and Mitigation Measures

Impact Summary	Significance without Mitigation ¹	Mitigation Measure	Significance with Mitigation ¹
Land Use			
Impact 3.2-1: Consistency with General Plan policies.	No Impact	None required.	No Impact
Impact 3.2-2: Compatibility with existing and future land uses.	LS	None required.	LS
Impact 3.2-3: Consistency with El Dorado County Board of Supervisors Resolution No. 29-2008.	No Impact	None required.	No Impact
Utilities, Public Services and Safety			
Impact 3.3-1: Temporary service interruptions resulting from relocation of utility infrastructure.	LS	None required.	LS
Impact 3.3-2: Delay in emergency response resulting from construction activities and lane closures.	LS	None required.	LS
Impact 3.3-3: Potential for increased crime due to improved access provided by Project.	LS	None required.	LS
Impact 3.3-4: Risk to workers and the public from use of hazardous materials during construction.	LS	None required.	LS
Impact 3.3-5: Potential for disturbance of unknown areas of soils contaminated with hazardous materials.	PS	Mitigation Measure 3.3-5: The County shall conduct a Phase 1 ESA of the Project study area and shall implement appropriate remediation to ensure worker and public safety in the event that hazardous materials or conditions are identified.	LS
Transportation and Circulation			
Impact 3.4-1: Traffic congestion and delays resulting from construction activities and lane closures.	LS	None required.	LS
Impact 3.4-2: Potential delays and unsafe conditions for bicyclists and pedestrians during construction.	PS	Mitigation Measure 3.4-2: The Project traffic management plan shall contain provisions for safe and efficient bicycle and pedestrian movement.	LS
Impact 3.4-3: Transit system operations.	LS	None required.	LS
Impact 3.4-4: Traffic operations under existing (2007) conditions with the Project.	LS	None required.	LS
Impact 3.4-5: Traffic operations under future (2030) conditions.	LS	None required.	LS

Table 1-1. Summary of Impacts, Significance and Mitigation Measures (continued)

Impact Summary	Significance without Mitigation ¹	Mitigation Measure	Significance with Mitigation ¹
Transportation and Circulation (continued)			
Impact 3.4-6: Potential residential neighborhood cut-through traffic and diverted trips.	LS	None required.	LS
Noise			
Impact 3.5-1: Construction noise would cause short-term variations in the ambient noise environment during construction in proximity to existing residences.	LS	Mitigation Measure 3.5-1: The County shall require that construction contractors comply with all applicable local regulations regarding noise suppression and attenuation and shall require that engine-driven equipment be fitted with mufflers according to manufacturers' specifications.	LS
Impact 3.5-2: Increases in predicted traffic noise levels under existing (2007) conditions.	LS	None required.	LS
Impact 3.5-3: Increases in predicted traffic noise levels under long-term (2030) conditions.	LS	None required.	LS
Impact 3.5-4: Potential for excessive ground-borne vibration from vehicle travel on Saratoga Way.	LS	None required.	LS
Air Quality			
Impact 3.6-1: Emissions of ozone precursors and fugitive dust particulate matter during construction.	LS	None required.	LS
Impact 3.6-2: Emissions of diesel particulate matter during construction.	LS	None required.	LS
Impact 3.6-3: Potential emissions of naturally occurring asbestos during construction.	LS	None required.	LS
Impact 3.6-4: Motor vehicle ozone precursor emissions impacts on regional air quality.	LS	None required.	LS
Impact 3.6-5: Carbon monoxide concentrations at study area intersections.	LS	None required.	LS
Impact 3.6-6: Greenhouse gas emissions and global climate change.	LS	None required.	LS

Table 1-1. Summary of Impacts, Significance and Mitigation Measures (continued)

Impact Summary	Significance without Mitigation ¹	Mitigation Measure	Significance with Mitigation ¹
Soils and Geology			
Impact 3.7-1: Risk of damage to Project facilities resulting from potentially active faults and earthquakes.	LS	None required.	LS
Impact 3.7-2: Low to moderate increase in soils erosion.	PS	Mitigation Measure 3.7-2: The County shall prepare an erosion control plan containing specific provisions for best management practices (BMPs) for reducing and controlling erosion from areas of excavation, fill, vegetation clearing and grading during and following Project construction.	LS
Water Resources			
Impact 3.8-1: Potential increases in stormwater runoff and sedimentation due to vegetation clearing and potential adverse effects on surface water quality and downstream beneficial uses.	S	Mitigation Measure 3.8-1: The County shall prepare a stormwater pollution prevention plan (SWPPP) containing specific provisions for best management practices (BMPs) for reducing and controlling erosion from areas of excavation, fill, vegetation clearing and grading during and following Project construction.	LS
Biological Resources			
Impact 3.9-1: Temporary and permanent loss of annual grassland.	LS	None required.	LS
Impact 3.9-2: Potential loss of Sanford's arrowhead habitat and individuals of the species during construction.	PS	Mitigation Measure 3.9-2: The County shall avoid disturbance of the fresh emergent wetland to the greatest extent practicable, and the County shall conduct preconstruction surveys for Sanford's arrowhead and shall salvage and transplant any individuals that would be affected during Project construction.	LS
Impact 3.9-3: Adverse effects on special-status bird species from vegetation clearing and other construction activities.	PS	Mitigation Measure 3.9-3: The County shall avoid construction activities between March and July to the extent practicable, conduct pre-construction surveys for active raptor nests within 250 feet of construction areas, establish construction-free buffer zones and implement other measures to avoid or minimize potential impacts on special-status bird species.	LS
Impact 3.9-4: Temporary and permanent loss of potentially suitable burrowing owl habitat.	PS	Mitigation Measure 3.9-4: The County shall conduct pre-construction surveys for western burrowing owls within 500 feet of the Project study area, and as needed a buffer area shall be established, passive relocation shall be used and suitable foraging habitat or credits shall be acquired.	LS

Table 1-1. Summary of Impacts, Significance and Mitigation Measures (continued)

Impact Summary	Significance without Mitigation ¹	Mitigation Measure	Significance with Mitigation ¹
Biological Resources (continued)			
Impact 3.9-5: Potential impacts to valley elderberry longhorn beetle (VELB) from removal of one elderberry shrub during construction.	PS	Mitigation Measure 3.9-5: The County shall conduct pre-construction surveys of elderberry shrubs within the Project study area and, if presence is detected, shall obtain and comply with appropriate authorizations from the U.S. Fish and Wildlife Service prior to the removal of the elderberry shrub.	LS
Impact 3.9-6: Discharge of dredged or fill material and migration of disturbed soils and/or pollutants into waters of the U.S.	S	Mitigation Measure 3.9-6: The County shall obtain and meet the conditions of all required permits and authorizations associated with direct and indirect impacts to waters of the U.S. and shall implement sediment control measures.	LS
Impact 3.9-7: Potential damage to one valley oak tree adjacent to construction area.	PS	Mitigation Measure 3.9-7: The root zone of the valley oak tree (<i>Quercus lobata</i>) in the Project study area shall be clearly identified by a qualified arborist prior to construction, construction equipment operation and earthmoving shall avoid the valley oak tree root zone to the extent feasible, root impact minimization techniques shall be implemented and an assessment of the tree's survivability shall be conducted by a qualified arborist if work within the root zone cannot be avoided, and replacement trees shall be planted to offset the loss of the oak tree if the tree cannot be preserved.	LS
Cultural Resources			
Impact 3.10-1: Disturbance or destruction of rock walls.	LS	None required.	LS
Impact 3.10-2: Disturbance or destruction of unidentified buried cultural resources and human remains during construction.	PS	Mitigation Measures 3.10-2: The County shall incorporate cultural resources and human remains inadvertent discovery programs into construction contract documents.	LS
Visual Resources			
Impact 3.11-1: Temporary degradation of visual character resulting from construction activities.	LS	None required.	LS
Impact 3.11-2: Permanent alteration of existing visual character of the Project site as viewed from adjacent areas.	LS	None required.	LS

Table 1-1. Summary of Impacts, Significance and Mitigation Measures (continued)

Impact Summary	Significance without Mitigation ¹	Mitigation Measure	Significance with Mitigation ¹
Visual Resources (continued)			
Impact 3.11-3: Permanent alteration of existing visual character of the Project site as viewed from scenic viewpoints identified in the El Dorado County General Plan.	LS	None required.	LS
Impact 3.11-4: Light and glare from Project traffic signals and motor vehicles.	LS	None required.	LS
¹ S = Significant; PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable.			

SECTION 2 DRAFT EIR COMMENTS AND RESPONSES

This section provides responses to comments received on the Draft EIR which address the CEQA review of the proposed Saratoga Way Extension Project. Each of the written comment sets submitted to the County and the County's responses to each of the issues raised are provided. Table 2-1 lists the individuals whom provided comments on the Draft EIR. Each comment set is individually numbered to provide a means of referencing each comment and the corresponding response.

Table 2-1. List of Draft EIR Commenters

Comment Set	Name	Agency/Organization
1	Victor Mao	
2	Kathy Sanchez	Native American Heritage Commission
3	Margaret Kidder	
4	Wayne Lowery	
5	Margit Reichner	
6	Multiple Individuals - September 8, 2009 Public Comment Meeting	
7	Margaret Kidder	
8	Hilary Krogh	
9	Margaret Kidder, President, et al	El Dorado Hills Townhouses Association
10	Phil Montejano	
11	Iris Vega	
12	Kirk Bone	Serrano Associates, LLC
13	Clinton F. and Rita E. Gatewood	
14	Dianna Hillyer	El Dorado Hills Community Services District
15	Scott Morgan, Acting Director	State Clearinghouse

Several of the comments submitted in response to the Draft EIR concern various policy or design choices, but do not raise issues regarding the Draft EIR's analysis of the potential impacts to the physical environment that may occur as a result of the proposed Project. In accordance with CEQA Guidelines Section 15088(a), the responses provided in this Final EIR address comments on the Draft EIR which raise environmental issues. Comments associated with policy or design choices to be made by the County are noted and a brief response is provided. Department of Transportation staff will address these issues separately in a staff report to the Board of Supervisors for consideration during Project approval deliberations by the Board.

Each comment set, including written comments and a summary of the September 8, 2009 Draft EIR comment meeting has been individually numbered as listed above in Table 2-1 and each individual comment/issue is identified with a vertical bar and reference number in the right margin of each comment page. Immediately following each comment set are the County's responses to each comment/issue raised.

Comment Set 1 - Victor Mao

August 18, 2009

Victor Mao
649 Platt Cir
El Dorado Hills, CA 95762

El Dorado County DOT
Attn.: Janet Postlewait
2850 Fairlane Court
Placerville, CA 95667

I have reviewed the Draft EIR and am opposed to the Saratoga Way Extension Project for the following reasons:

- I do not agree that we need an alternative to Highway 50 to reach Folsom. I travel from El Dorado Hills to my place of employment in Folsom everyday on Highway 50. As it is now, even with the current construction for HOV lane addition, Highway 50 flows sufficiently well.
- The proposed road will not encourage pedestrian/bicycling commuting between EDH and Folsom as believed in the plan. An unpaved path already exists for pedestrians and bicyclists. An alternative to opening a road could be to pave the path and make it a class 1 bike lane. Also, I feel this aspect of the plan will serve a very small percentage of the local population.
- As stated in Section 3, the increase in traffic volume at Finders Way north of Platt Circle will change in character from Residential to Non-residential. I do not want any additional traffic in my neighborhood.
- An increase in traffic volume will result in a long term increase in noise pollution, with a significant increase in noise pollution during construction.
- I am concerned with law enforcement in the Saratoga Way/Iron Point extension. Being that the area straddles Sacramento County and El Dorado County, I need to understand clearly who will enforce traffic laws and discourage speeding or street racing activities in the area. I did not see that considered in the EIR.

As a concerned resident in the impacted area I am opposed to the Saratoga Way extension. I do not agree with many of the stated benefits and am cognizant of the many downsides to the road plan. I do hope the El Dorado County DOT will consider my opinion in the final EIR and not carry through with the plan.

Sincerely,
Victor Mao

Responses to Comment Set 1

Response to Comment 1-1

This comment does not address environmental issues and does not speak to the adequacy of the analysis and information presented in the Draft EIR. The opinion that an alternative connection between El Dorado Hills and Folsom is not necessary is noted and will be considered by the Board in its deliberation of Project approval.

Response to Comment 1-2

The existing “unpaved path” noted in the comment crosses private property and is not a designated public use path. The existing route crosses two drainages which frequently contain flowing water and the trail does not provide a safe, convenient or legal access route between El Dorado Hills and the City of Folsom. Construction of a Class I bicycle path between Saratoga Way and Iron Point Road would provide for improved bicycle and pedestrian circulation between these two locations. However, the “alternative” proposed in the comment would not achieve the Project objective of connecting Saratoga Way to Iron Point Road as identified in the 2004 El Dorado County General Plan and would not achieve the Project objective of improved traffic circulation with parallel capacity to U.S. Highway 50 (see Objectives 1 and 2 in the Draft EIR, page 2-1).

DOT has not projected the number of bicycle trips that may utilize the Class II bicycle lanes to be constructed as a component of the Project. However, the Class II bicycle lanes are consistent with the El Dorado County Bicycle Transportation Plan (EDCTC 2005) and are necessary for achieving the Project objectives (see Objective 3 in the Draft EIR, page 2-1).

Response to Comment 1-3

The comment’s opposition to increased traffic volumes and change in character of neighborhood streets is noted and will be considered by the Board in its deliberation of Project approval. The Draft EIR evaluates and discloses the potential effects of the Project on neighborhood traffic and concludes that the impact will be less than significant (see Impact 3.4-6 in the Draft EIR, page 3-29). The comment does not provide evidence to the contrary.

Response to Comment 1-4

Construction-related noise and long-term noise impacts due to increased traffic on Saratoga Way is evaluated and disclosed in the EIR (see Impacts 3.5-1, 3.5-2 and 3.5-3 of the Draft EIR, pages 3-37 through 3-41). Construction-related noise impacts are determined to be potentially significant and mitigation is identified which the analysis concludes will reduce the impact to a level of less than significant. Traffic noise impacts (Impacts 3.5-2 and 3.5-3) are determined to be less than significant.

Response to Comment 1-5

Law enforcement along Saratoga Way is not an environmental issue that requires evaluation or discussion in the EIR.

Response to Comment 1-6

The comment's opposition to the Project and disagreement with the stated benefits of the Project is noted and will be considered by the Board in its deliberation of Project approval. The comment does not address the adequacy of the Draft EIR and no additional response to the comment is required.

**Comment Set 2 – Kathy Sanchez,
Native American Heritage Foundation**

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax



August 25, 2009

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

RE: SCH# 2006052125 – Saratoga Way Extension; El Dorado County

Dear Ms. Postlewait:

The Native American Heritage Commission has reviewed the Notice of Completion (NOC) regarding the above referenced project. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. Sacred Lands File check completed. no sites indicated
 - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures. Native American Contacts List attached
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - ~~Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f).~~ In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez

Rob Wood
Environmental Specialist III
(916) 653-4040

CC: State Clearinghouse

Native American Contact

El Dorado County

August 19, 2009

LM KS

Shingle Springs Band of Miwok Indians
John Tayaba, Vice Chairperson

P.O. Box 1340 Miwok
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El Dorado County Indian Council

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El Dorado , CA 95623 Maidu

El Dorado Miwok Tribe

Cuauhtemoc Gonzalez, Chairperson
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El Dorado , CA 95623

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United Auburn Indian Community of the Auburn Rancheria

Jessica Tavares, Chairperson
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Auburn , CA 95603 Miwok

530-883-2390

530-883-2380 - Fax

El Dorado Miwok Tribe

Brian Padilla
PO Box 2437 Miwok
Marysville , CA 95901

Todd Valley Miwok-Maidu Cultural Foundation

Christopher Suehead, Cultural Representative
PO Box 1490 Miwok
Foothill , CA 95631 Maidu

tvmmcf@foothill_net

El Dorado Miwok Tribe

Wesly Yielding
3266 Cimmarron Road, Apt 38 Miwok
Cameron Park , CA 95682

530-672-9819

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2006052125 Saratoga Way Extension; El Dorado County.

Native American Contact

El Dorado County

August 19, 2009

JKS

Shingle Springs Band of Miwok Indians

Nicholas Fonseca, Chairperson

P.O. Box 1340

Miwok

Shingle Springs , CA 95682

Maidu

nfonseca@ssband.org

(530) 676-8010

(530) 676-8033 Fax

Nashville-El Dorado Miwok

Cosme Valdez, Interim Chief Executive Officer

PO Box 580986

Miwok

Elk Grove , CA 95758

916-429-8047 voice

916-429-8047 fax

United Auburn Indian Community of the Auburn

Tribal Preservation Committee

10720 Indian Hill Road

Maidu

Auburn , CA 95603

Miwok

530-883-2320

530-883-2380 - Fax

April Wallace Moore

19630 Placer Hills Road

Nisenan - So Maidu

Colfax , CA 95713

Konkow

530-637-4279

Washoe

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2006052125 Saratoga Way Extension; El Dorado County.

Responses to Comment Set 2

Response to Comment 2-1

Section 3.10 of the Draft EIR (pages 3-106 through 3-116) documents potential impacts to cultural resources. Although no archaeological resources or evidence of buried human remains were identified within the Project area through records search or pedestrian surveys, Impact 3.10-2 (see Draft EIR, page 3-116) recognizes the potential for Project construction activities to disturb or destroy buried cultural resources and human remains in the event that cultural resources or human remains exist within the Project area. Mitigation Measure 3.10-2 (see Draft EIR, page 3-116) requires the County to incorporate a cultural resources and human remains inadvertent discovery program into Project construction requirements. To the extent applicable, the recommendations and requirements expressed in the Native American Heritage Commission's comment letter regarding the environmental review process have been complied with by the County in its environmental review of the Project and the recommendations regarding implementation of the Project will be complied with during Project construction. Pursuant to Mitigation Measure 3.10-2, the treatment of any human remains discovered during construction will be conducted in accordance with the direction of the County Coroner and/or the Native American Heritage Commission, as appropriate.

Comment Set 3 – Margaret Kidder

**Saratoga Way Extension Project
September 8, 2009 Draft EIR Public Meeting
Public Comment Form**

Name: Margaret Kidder Affiliation: Condo Owner

Address: 3908 Hills Ct., El Dorado Hills

Phone: 916-939-1561 Email: Kidderj@att.net

Comment: I am against opening Saratoga Rd. to Iron Point Rd. because of the increase traffic, noise, crime.

Against a no left turn off of Mammoth Way. on to Saratoga Way.

Please provide to DOT representative at tonight's meeting or mail to:

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

(Written comments must be received by 5:00 p.m., September 28, 2009.)

Responses to Comment Set 3

Response to Comment 3-1

The comment's opposition to the Project due to increased traffic, noise and crime as asserted in the comment is noted and will be considered by the Board in its deliberation of Project approval. The Draft EIR evaluates and discloses potential impacts associated with traffic, noise and crime, respectively, in Section 3.4, Transportation and Circulation, Section 3.5, Noise, and Section 3.3, Utilities, Public Services and Safety.

Response to Comment 3-2

The comment's opposition to left-turn prohibition from Mammouth Way on to Saratoga Way is noted and will be considered by the Board in its deliberation of Project approval. Note that the left-turn prohibition from Mammouth Way on to Saratoga Way is not a component of the Phase 1 extension of Saratoga Way and would not be implemented until it is warranted, based on traffic volumes at this location.

Comment Set 4 – Wayne Lowery

**Saratoga Way Extension Project
September 8, 2009 Draft EIR Public Meeting
Public Comment Form**

Name: Wayne Lowery Affiliation: El Dorado Hills Comm. Services Dist.

Address: 1021 HARVARD WAY, EL DORADO HILLS CA 95762

Phone: 916-933-6624 Email: wlowery@edhcsd.org

Comment: _____

(1) UPGRADE CLASS II BIKE PATH TO CLASS I

(2) PROVIDE IMPROVED LANDSCAPE BUFFER ON BOTH SIDES OF SARATOGA TO SCREEN COMMERCIAL PROJECTS, ~~RETAINING~~^{SOUND} WALLS AND TRAFFIC FROM VEHICLES ON U.S. HWY 50 AND SARATOGA WAY.

(3) CONNECT BIKE PATHS TO CLASS II BIKE PATHS AT WILSON AND EL DORADO HILLS BLVD.

Please provide to DOT representative at tonight's meeting or mail to:

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

(Written comments must be received by 5:00 p.m., September 28, 2009.)

Responses to Comment Set 4

Response to Comment 4-1

The comment recommends the installation of a Class I bicycle path (a two-way bicycle facility separated from the roadway) along Saratoga Way instead of the Class II bicycle lanes which are a component of the proposed Project. The installation of Class II bicycle lanes satisfies the Project objectives for bicycle facilities (see Objective 3 in the Draft EIR, page 2-1) and is consistent with the El Dorado County Bicycle Transportation Plan (EDCTC 2005). A Class I bicycle path through the Project area would require additional right-of-way and would terminate at the western Project boundary at the City of Folsom as Iron Point Road in the City of Folsom has Class II bicycle lanes. The installation of a Class I bicycle path would not serve to reduce environmental impacts identified in the Draft EIR. This recommendation is noted and will be considered by the Board in its deliberation of Project approval.

Response to Comment 4-2

The Project does not include the development of commercial properties and aesthetic treatment, including landscaping, for such development is not subject to consideration as a component of the Project. The County's review of future development proposals for properties adjacent to Saratoga Way will consider the need for aesthetic treatment and landscaping.

Response to Comment 4-3

The Class II bicycle lanes to be installed along Saratoga Way will provide a connection with Class II bicycle lanes and/or a Class I bicycle path parallel to El Dorado Hills Boulevard. The Project does not include the extension of Wilson Boulevard to connect with Saratoga Way and it is therefore not appropriate to consider Class II bicycle lanes on a Wilson Boulevard connection as a component of the Project. Future considerations of a Wilson Boulevard connection to Saratoga Way will include consideration of Class II bicycle lanes.

Comment Set 5 – Margit Reichner

**Saratoga Way Extension Project
September 8, 2009 Draft EIR Public Meeting
Public Comment Form**

Name: Margit Rechner Affiliation: _____

Address: 3826 Park Dr

Phone: 941-7898 Email: SPMR703@yahoo.com

Comment: _____

We would like to see a left turn
at Mammoth Dr. into Saratoga Way, otherwise
people would have to drive through the whole
neighborhood

Please provide to DOT representative at tonight's meeting or mail to:

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

(Written comments must be received by 5:00 p.m., September 28, 2009.)

Responses to Comment Set 5

Response to Comment 5-1

The comment's request for a left-turn option from Mammouth Way on to Saratoga Way is noted and will be considered by the Board in its deliberation of Project approval. Note that the left-turn prohibition from Mammouth Way on to Saratoga Way is not a component of the Phase 1 extension of Saratoga Way and would not be implemented until it is warranted based on traffic volumes at this location.

Comment Set 6 - September 8, 2009 Public Comment Meeting

**Saratoga Way Extension Project
Summary of September 8, 2009 EIR Public Meeting
El Dorado Hills Library**

The El Dorado County Department of Transportation (DOT) hosted a public meeting for the Saratoga Way Extension Way on September 8, 2009, at the El Dorado Hills Library. The meeting was held to provide an overview of the Proposed Project, the California Environmental Quality Act (CEQA) process and solicit input from interested individuals concerning the Draft EIR. The Draft EIR was noticed, distributed for public review and filed with the State Clearinghouse on August 13, 2009. The public meeting was announced in the Notice of Availability and in project mailings that were sent to property owners within the project vicinity and individuals who had previously expressed interest in the project.¹

This report summarizes the discussions of the public meeting.

Matthew Smeltzer, the El Dorado County Department of Transportation (DOT) Deputy Director of Engineering, welcomed the meeting attendees and introduced the DOT staff: Rick Carter, Senior Project Manager; Adam Bane, Supervising Civil Engineer; and Jim Ware, Director. Also in attendance was John Knight, Supervisor for District 1.

Mr. Smeltzer explained that the Saratoga Way Extension Project evaluated the ultimate four-lane extension of Saratoga Way to Iron Point Road. Mr. Smeltzer noted that the Notice of Preparation (NOP) was issued in 2006, and the County hosted a scoping meeting at the El Dorado Hills Community Services District office on May 8, 2006. Mr. Smeltzer then introduced Mr. Carter.

Mr. Carter explained that he supervises the design team for the Saratoga Way Extension Project. The project would be developed in two phases, in which the first phase would include development of a two-lane road, bicycle lanes in two directions, a pedestrian route on the north side of Saratoga Way, a left-turn pocket at Finders Way, and an acceleration lane for left turn movements from Finders Way.

Phase 2 is considered the ultimate project and would consist of the development of a four-lane road with bicycle lanes, concrete curb, gutter and sidewalk, a paved

¹ Prior to the 5 PM meeting start time, it was noted that the Notice of Availability correctly stated that the meeting would be held at the El Dorado Hills Library but that an incorrect address for the meeting location was included on the notice. The address listed on the Notice of Availability was for the Library at Oak Ridge High School which is approximately ¾ mile from the El Dorado Hills Library where the meeting was held. Staff of Environmental Stewardship & Planning, Inc. (ESP), the County's environmental consultant on the project, drove to the Oak Ridge High School library to advise any individuals at that location of the correct meeting location. No individuals were present at the Oak Ridge High School library. With confirmation that no individuals were present at the Oak Ridge High School library, DOT began the public meeting.

pedestrian path and traffic signals at Finders Way/Saratoga Way and Arrowhead Drive/Saratoga Way intersections depending on traffic warrants.

Mr. Carter noted that the parcels surrounding the project area were zoned residential and commercial/office and that the 2004 El Dorado County General Plan included the development of the Saratoga Way extension.

Mr. Carter explained that the earthwork for the ultimate project (Phase 2) would occur during Phase 1 construction activities. The roadway is being designed for 45 miles per hour, and the County is considering two options for a wetland crossing: a small bridge and a culvert.

Mr. Carter introduced Bob Delp of Environmental Stewardship & Planning, Inc. (ESP), the County's CEQA consultant for the Proposed Project.

Mr. Delp introduced Steve Peterson and Amanda Rose also from ESP. He then proceeded to explain that the purpose of the public meeting was to provide the public with an opportunity to provide oral comments on the Draft EIR. He explained that written comments would be accepted through 5 p.m. September 28, 2009. Once the Final EIR had been prepared, the Final EIR notice would be distributed to interested parties.

Mr. Delp indicated that his presentation would provide a description of the Proposed Project, a discussion of the environmental review process, an overview of the environmental impacts of the Proposed Project, and a summary of the Project alternatives. The meeting would conclude with public comments on the Draft EIR.

Mr. Delp explained that the Proposed Project is located in El Dorado Hills in western El Dorado County. The project area is located between El Dorado Hills Boulevard and Iron Point Road.

The project objectives include implementation of the Saratoga Way extension and widening as identified in the 2004 County General Plan; improving circulation between El Dorado Hills and the City of Folsom; providing parallel capacity north of U.S. 50; and installation of bicycle facilities consistent with the 2005 County Bicycle Transportation Plan. Mr. Delp noted that the project objectives were important in the development of the Project alternatives.

As discussed at the meeting, the Proposed Project would extend Saratoga Way to Iron Point Road, would widen Saratoga Way to four lanes under the ultimate project (Phase 2), would construct intersection improvements at project area intersections, would install bicycle and pedestrian facilities, and would be developed in two phases.

Mr. Delp explained that Phase 1 of the Proposed Project would extend Saratoga Way to Iron Point Road as a two-lane facility. Grading for the ultimate four-lane

widening would occur during Phase 1, and Phase 1 would also involve the installation of Class II bicycle lanes and sidewalk. Phase 1 would also include improvements at the Saratoga Way/Finders Way intersection.

Phase 2 of the Proposed Project would include widening Saratoga Way to four lanes from El Dorado Hills Boulevard to Iron Point Road. The following Phase 2 intersection improvements have been evaluated in the EIR: Saratoga Way at El Dorado Hills Boulevard; Saratoga Way at Mammouth Way; Saratoga Way at Arrowhead Drive; and Saratoga Way at Finders Way.

Mr. Delp explained that a fresh emergent wetland/intermittent stream transects the Proposed Project area. The County is considering two crossing options for the stream: a bridge that spans the stream and a culvert that channels the stream. Both crossing options were evaluated as part of the Proposed Project in the Draft EIR.

Mr. Delp noted that CEQA requires environmental review of proposed projects. For the Saratoga Way Extension Project, El Dorado County is the CEQA lead agency. The County determined that an environmental impact report would be the appropriate CEQA document to evaluate the project impacts. The purpose of the Project EIR is to evaluate and disclose the environmental effects of the Proposed Project, and the EIR would provide the public and decision-makers with information regarding the Proposed Project and would be used by decision-makers in considering Project approvals. The EIR identifies mitigation measures that are intended to avoid or reduce significant impacts, and the EIR identifies and evaluates alternatives to the Project.

Mr. Delp explained that the County had conducted EIR scoping to receive input on a range of issues to consider when preparing the EIR. The Draft EIR is in circulation for review and comment and will be reviewed by state agencies, organizations and individuals.

Mr. Delp explained that the Final EIR would be prepared after the Draft EIR has been circulated for review and comment. The Final EIR will include comments and responses to the comments received during the Draft EIR review and comment period, revisions to the Draft EIR, if necessary, and a Mitigation Monitoring and Reporting Program. The Final EIR would require certification by the Board of Supervisors prior to project approval.

Mr. Delp noted that the EIR evaluated multiple resource subjects. Each resource section described existing conditions, methods of evaluation and significance criteria, identified impacts and the significance of the project impacts, and identified mitigation measures for significant impacts.

Mr. Delp explained that impacts could be mitigated in a variety of ways, including project design modifications, imposing construction requirements, and minimizing disturbance of sensitive areas. The mitigation measures identified in the Draft EIR

avoid or reduce impacts to a less-than-significant level. When the Board of Supervisors is considering certification of the EIR, the Board will have the opportunity to assess the mitigation measures and can modify or reject mitigation measures deemed infeasible.

Mr. Delp explained that the Land Use Section of the Draft EIR evaluated the Project's consistency with the County General Plan, potential conflicts with adjacent land uses, and the Project's consistency with Board Resolution No. 29-2009 regarding environmental vision for El Dorado County.

Mr. Delp noted that the Utilities, Public Services and Safety Section of the Draft EIR evaluated the potential for utility relocations and service disruptions, potential for increased emergency response times during construction, the potential for increased crime due to improved access, and the potential for hazardous materials use and disturbance.

Mr. Delp explained that the Transportation and Circulation Section of the Draft EIR evaluated the Project's potential to result in traffic delays during construction, impede bicycle and pedestrian circulation during construction, impact transit system operations, impact traffic operations and levels of service under existing and future conditions, and increase traffic in adjacent neighborhoods.

Mr. Delp noted that the Noise Section of the Draft EIR evaluated construction noise contributed by the Project, traffic noise under existing and future conditions, and the Project's contribution to ground-borne vibration.

Mr. Delp explained that the Air Quality Section of the Draft EIR evaluated the Project's contribution to construction emissions, such as fugitive dust, ozone precursors, and diesel particulates, potential disturbance of naturally occurring asbestos, and the Project's contribution to motor vehicle emissions, such as carbon monoxide, carbon dioxide, and ozone precursors.

Mr. Delp noted that the Soils, Geology, and Water Quality Section of the Draft EIR evaluated the Project's proximity and exposure to known faults, the Project's potential for increased erosion, and the Project's potential for increased stormwater runoff and sedimentation.

Mr. Delp explained that the Biological Resources Section of the Draft EIR evaluated the Project's contribution to potential loss of annual grassland habitat, potential impacts to special-status plant species (Sanford's arrowhead), potential impacts to special-status bird species or habitat, potential impacts to valley elderberry longhorn beetle, the Project's contribution to fill and discharges into regulated waters and wetlands, and the Project's potential to damage one valley oak tree.

Mr. Delp noted that the Cultural Resources Section of the Draft EIR evaluated the Project's potential disturbance or destruction of rock walls within the Project area and the potential disturbance of unknown cultural resources.

Mr. Delp explained that the Visual Resources Section of the Draft EIR evaluated the Project's contribution to the potential change in the visual character of the Project site and the Project's potential new source of light and glare.

The Draft EIR also evaluated the Project's contribution to cumulative impacts. Pursuant to CEQA, the cumulative impacts were evaluated by combining the Project impacts with impacts from past, present and reasonably foreseeable future projects. Each Project impact was considered for contribution to cumulative impacts using the General Plan EIR analysis. The Draft EIR analysis identified that no Project-specific impacts would result in considerable contribution to cumulative impacts.

Mr. Delp noted that significant and unavoidable impacts are those impacts which cannot be feasibly mitigated to a less-than-significant level. Mitigation measures identified in the Project Draft EIR would avoid or reduce Project impacts to less-than-significant levels; therefore, the Draft EIR identifies that no significant and unavoidable impacts would occur.

Mr. Delp explained that the "No Project Alternative" was evaluated in the Draft EIR as required by CEQA. Mr. Delp noted that the "No Project Alternative" does not achieve the Project objectives. The County also considered and is continually considering other east/west connections from El Dorado County to Sacramento County; however, none of the alternative options achieve the Project objectives. Mr. Delp explained that during Project scoping, the County was considering a Wilson Boulevard extension/connection, which was evaluated in the traffic study prepared for the Project; however, the Wilson Boulevard extension was not necessary to achieve Project objectives and was not included in the EIR analysis.

Mr. Delp then solicited comments from the meeting attendees. The following summary provides the name of the commenters and a list of the Project-related issues raised by each at the meeting:

Margit Reichner

- Interested in knowing when traffic signals would be installed at Project area intersections.
- Does not think it makes sense for people to have to drive through the residential development in order to exit from Mammouth Way.

Rita Gatewood

- By eliminating left turns from Arrowhead Drive to Saratoga Way, it would be difficult for the entire neighborhood to exit the neighborhood by turning left

at Finders Way. Ms. Gatewood believed it would result in accidents and potentially deaths.

- Drivers will not observe 45 mile per hour speed limit.
- Believes there needs to be a stop sign or signal at Saratoga Way/Finders Way intersection.
- Most residential areas do not have sidewalks and children often play in the street and people walk in the street and by opening Finders Way, there will be more vehicles and people driving too fast creating a safety hazard.
- Concerned with smog, air, and noise.
- Believes the Silva Valley Parkway on- and off-ramps would be more cost effective for addressing traffic than the Saratoga Way extension. Feels the Silva Valley Parkway Interchange would take a lot of traffic from El Dorado Hills Boulevard.
- Requested that letters responding to comments be issued to commenters and all neighbors.
- Believed the comment period should be extended because many people were not able to attend the public meeting.

Clint Gatewood

- Wondered whether the proposed roadway extension would result in shaped slopes or retaining walls.
- Concerned about noise wall. Thinks a soundwall is necessary.
- Safety concerns along Finders Way. Concerns are elevated with the time change as there is diminished visibility and cars parked on the street obstructing drivers' views.

Robert Reynolds

- Wanted to know if the traffic study considered Arrowhead Drive having a school and park.

Hilary Krogh

- Questioned why an interior noise study was not conducted when the exterior noise levels at her residence exceeded County standards.
- Wondered whether it is a requirement to have 45 dB indoors if the exterior levels are 65 dB or more.
- Opposed to no left turn out of Mammouth Way.
- Questioned where drivers would be able to make a U-turn on Saratoga if they can't make a left turn on Mammouth.
- Asked what would become of the existing landscape adjacent to the existing wall when Saratoga Way was widened to four lanes.
- Referenced, as information to meeting attendees, the memorandum contained in the Draft EIR evaluating the cut-through traffic in the residential neighborhood.

- Traffic operations are down to level of service F, and a mitigation measure has identified no left turn at Mammouth Way. Feels mitigation measure is not acceptable.
- Mammouth Way is not adequately addressed in the EIR since business traffic will go through the neighborhood when the Mammouth Way left turn is prohibited, essentially blocking off traffic.

Doug Ogilby

- Questioned whether Finders Way was a public or private road and whether it would be possible to install a gate.
- Thinks speed bumps on Finders Way would prevent speeding for cut-through traffic.
- Asked if the bicycle lanes in El Dorado County would connect to the bicycle lanes in the City of Folsom.

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Responses to Comment Set 6

Response to Comment 6-1

Traffic signals will be installed at Project area intersections when traffic volumes at these intersections reach a level which meets signal warrants.

Response to Comment 6-2

Under future conditions with prohibited left turns from Mammouth Way onto Saratoga Way, several options will exist for motorists departing the area north of Saratoga Way who desire to travel east on Saratoga Way or access El Dorado Hills Boulevard. Motorists will be able to turn right on Saratoga Way from Mammouth Way and make a U-turn at the Arrowhead Drive signal. Motorists may also be able to make a U-turn at a signal between Arrowhead Drive and Mammouth Way if installed to serve future development in the commercial parcel east of Saratoga Way or within the two-way left turn lane in the median between Arrowhead Drive and Finders Way. Motorists may turn left from Arrowhead Drive onto eastbound Saratoga Way. Motorists may also choose alternative routes on streets north of Saratoga Way such as Acadia Way, or Park Drive from within the gated community to access El Dorado Hills Blvd via Lassen Lane. The traffic/safety impact of potential additional trips on residential streets is evaluated and disclosed in the Draft EIR (see Impact 3.4-6, pages 3-29 through 3-30) and is found to be less than significant.

Response to Comment 6-3

The Project will not prohibit left turns at the Saratoga Way/Arrowhead Drive intersection but will prohibit left turns at the Saratoga Way/Mammouth Way intersection in the future when warranted as a result of traffic volumes. Please see response to Comment 6-2, above.

Response to Comment 6-4

This comment regarding the potential for speed limit violations is noted; however, the comment does not raise an environmental issue that requires discussion in the EIR. The comment does not address the adequacy of the Draft EIR and no additional response to the comment is required.

Response to Comment 6-5

Intersection controls at the Saratoga Way/Finders Way intersection will be installed as determined necessary by DOT based on traffic volumes and other observed circumstances.

Response to Comment 6-6

The comment's expression of concern for safety on residential streets is noted. The Draft EIR includes an evaluation of potential residential neighborhood cut-through traffic and diverted trips using the Traffic Infusion on Residential Streets (TIRE) rating system (see Draft EIR, Impact 3.4-6, pages 3-29 through 3-30, and Dowling's Neighborhood Cut-Through Traffic

memorandum included in Draft EIR Appendix E). The analysis concluded that the predicted increase in the number of trips on residential streets would be less than significant in terms of the carrying capacity of these streets.

Response to Comment 6-7

The Draft EIR evaluates and documents the Project's potential air quality and noise impacts (see Draft EIR Sections 3.5 and 3.6 for impacts associated with these issues).

Response to Comment 6-8

The comment regarding the potential effects of the Silva Valley Interchange Project on addressing traffic is noted. The Silva Valley Interchange Project is being considered by the County as a separate project; however, traffic operations analyses conducted by the County indicate the need for both the Silva Valley Interchange Project and the Saratoga Way Extension Project, as well as other roadway improvement projects, to achieve required levels of service and traffic-related County objectives.

Response to Comment 6-9

This Final EIR, which includes the County's responses to all Draft EIR comments, will be noticed and made available to the public for review. Notices will be sent to individuals whom commented on the Draft EIR to advise that the Final EIR is available.

Response to Comment 6-10

The Draft EIR comment period was 45 days in compliance with the requirements of CEQA and CEQA Guidelines. The public meeting hosted by DOT on September 8, 2009 provided an opportunity for individuals and agency representatives to provide oral comments on the Draft EIR; providing an additional opportunity for public input. The County has determined that the 45-day review period provided an adequate and sufficient opportunity for individuals to review and comment on the Draft EIR.

Response to Comment 6-11

No retaining walls are proposed for the Project; however, the bridge crossing option would involve the installation of bridge abutments which would serve as retaining walls under and adjacent to the bridge crossing (see Draft EIR Project Description, beginning on page 2-2 for discussion of the bridge crossing option). The Project will result in shaped slopes along the new extension segment alignment and to a lesser degree along the existing Saratoga Way segment with Phase 2 widening to four lanes. The most substantial slope will be located on the northern side of Saratoga Way near the existing western terminus. (See Draft EIR pages 2-7 through 2-9 for additional information.)

Response to Comment 6-12

The noise analysis conducted for the Project determined that traffic noise levels would comply with the applicable standards of the El Dorado County General Plan and would not result in

significant impacts. As such, no noise mitigation (beyond that previously installed along the existing segment of Saratoga Way) is required. (See Impacts 3.5-2 and 3.5-3 on pages 3-38 through 3-41 of the Draft EIR for discussion of traffic-related noise impacts.)

Response to Comment 6-13

The comment regarding safety concerns associated with visibility and vehicles parked along Finders Way is noted; however, the comment does not raise an environmental issue or address the adequacy of the Draft EIR and no additional response to the comment is required.

Response to Comment 6-14

Traffic volumes within the residential area, which includes a school and park, are modeled based on actual traffic counts from the neighborhood and account for the existing uses, including the school and park.

Response to Comment 6-15

Please see response to Comment 8-1.

Response to Comment 6-16

Please see response to Comment 8-1.

Response to Comment 6-17

The comment's opposition to left-turn prohibition from Mammouth Way on to Saratoga Way is noted and will be considered by the Board in its deliberation of Project approval. Note that the left-turn prohibition from Mammouth Way on to Saratoga Way is not a component of the Phase 1 extension of Saratoga Way and would not be implemented until it is warranted based on traffic volumes at this location.

Response to Comment 6-18

Under future conditions with prohibited left turns from Mammouth Way onto Saratoga Way, motorists will be able to turn right on Saratoga Way from Mammouth Way and make a U-turn at the Arrowhead Drive signal. Motorists may also be able to make a U-turn at a signal between Arrowhead Drive and Mammouth Way if installed to serve future development in the commercial parcel east of Saratoga Way or within the two-way left turn lane in the median between Arrowhead Drive and Finders Way.

Response to Comment 6-19

Widening of Saratoga Way to four lanes will require grading and disturbance of portions of landscaped areas west and north of Saratoga Way between Arrowhead Drive and El Dorado Hills Boulevard. The existing landscaping, including tree planting adjacent to the existing noise barrier will be retained to the extent feasible during construction and landscaping in areas temporarily disturbed during construction will be replaced with ground cover and plantings

similar to that currently present. Although some of the existing landscaping adjacent to Saratoga Way will require removal for widening Saratoga Way to four lanes, existing landscaping immediately adjacent to the noise barrier will be retained.

Response to Comment 6-20

This comment was provided as an advisory to attendees at the September 8, 2009 meeting and no additional response is required.

Response to Comment 6-21

As the comment indicates, the Project traffic study predicts that under future conditions with increased traffic volumes the peak-hour delay for vehicles entering Saratoga Way from Mammouth Way would operate at unacceptable LOS F condition if no improvements are made at the intersection. Although a traffic signal at this location would improve operations, signalization of this intersection is not recommended by DOT due to the proximity to the Saratoga Way/El Dorado Hills Boulevard intersection. As such, prohibiting left turns to Saratoga Way from Mammouth Way is recommended in the Project traffic study and is included as a Phase 2 design element of the Project to achieve acceptable levels of service under future traffic volumes. Although the comment expresses that the left-turn prohibition is not acceptable, the comment does not provide a specific alternative mitigation or traffic control option for consideration.

Response to Comment 6-22

Please see response to Comment 8-4.

Response to Comment 6-23

Finders Way is a publicly (County) maintained road and, as such, may not be gated to restrict public access¹. Installation of a gate at Finders Way to prohibit public access from Saratoga Way or to restrict access from Saratoga Way to local residents is not required to improve traffic operations or mitigate a significant impact identified in the Draft EIR.

Response to Comment 6-24

The comment recommending the installation of speed bumps to address potential speeding by cut-through traffic on Finders Way is noted. El Dorado County does not permit the use of speed bumps on any public street for reasons that include the following: 1) speed bumps are not recognized by the State of California as an official traffic control device, 2) the use of speed

¹ California Vehicle Code section 21101.6 states: Notwithstanding Section 21101, local authorities may not place gates or other selective devices on any street which deny or restrict the access of certain members of the public to the street, while permitting others unrestricted access to the street. This section is not intended to make a change in the existing law, but is intended to codify the decision of the Court of Appeal in *City of Lafayette v. County of Contra Costa* (91 Cal. App. 3d 749).

bumps can result in significant liability, and 3) California courts have held public agencies liable for injuries sustained as a result of speed bumps.

Response to Comment 6-25

The Class II bicycle lanes to be installed along Saratoga Way will provide a connection with Class II bicycle lanes along Iron Point Road in the City of Folsom.

Comment Set 7 – Margaret Kidder

El Dorado County Department of Transportation
Atten: Janet Postlewait
1850 Fairlane Court
Placerville, CA 95667

RE: Saratoga Way Extension Project
Saratoga Way DEIR Comments

I am a home-owner at the El Dorado Hills Townhouses (3908 Hills Ct.) which borders Saratoga Way.

I oppose the extension of Saratoga Way to the city of Folsom. This project will bring several more cars per day on Saratoga Way. This means more noise, more danger to the residents in our area. I do not have double pane windows and the noise levels will be awful.

The inconvenience of no left turn from Mammoth Way onto Saratoga Way will cause traffic jams at Finders Way and Arrowhead Dr.

There is a school in our area. In case of an emergency where parents have to pick up their children there will be a big traffic jam.

This is a very bad plan!

Yours truly,



Margaret Kidder
Homeowner

2009 SEP 22 AM 11:41

RECEIVED
DOT

Responses to Comment Set 7

Response to Comment 7-1

The comment's opposition to the Project and concern over increased traffic volumes on Saratoga Way is noted and will be considered by the Board in its deliberation of Project approval. Section 3.4, Transportation and Circulation, of the Draft EIR (see Draft EIR pages 3-14 through 3-30) documents the analysis and discloses Project impacts associated with motor vehicle traffic. The comment does not address the adequacy of the analysis in the Draft EIR and no additional information in response to the Draft EIR's evaluation of traffic impacts is warranted as a result of the comment. See response to Comment 7-2 for discussion of traffic noise concerns raised in the comment.

Response to Comment 7-2

The comment's statement that the Project will bring several more cars per day on Saratoga Way, and that those additional cars will translate to more noise, is consistent with information presented in the Draft EIR. Tables 3-14 and 3-15 of the Draft EIR (Draft EIR pages 3-39 and 3-40) provide the Project-related traffic noise level increases for existing and future conditions, respectively. Those tables indicate that the Project will result in traffic noise level increases ranging from 0 to 1.6 dB Ldn relative to existing conditions, and 0 to 1.8 dB for future (2030) conditions. As a result, the Draft EIR does properly disclose that the Project will result in increases in traffic noise levels at existing residences located adjacent to Saratoga Way. However, the Draft EIR analysis concludes that those increases would not be significant relative to either El Dorado County noise standards or relative to traffic noise levels which would be present without the Project.

The comment also states that, "I do not have double-payne [*sic*] windows and the noise levels will be awful." In order to predict interior noise levels within the residence referenced in this comment, both the exterior noise levels at the second-floor building facades and the traffic noise reduction provided by those facades must be considered.

The residence referenced in the comment is located within the second row of residences from the realigned Saratoga Way. The nearest building facade of this residence is approximately 200 feet from the Saratoga Way centerline. By comparison, the nearest building facade of the first row of residences are approximately 80 feet from the centerline of Saratoga Way. Because traffic noise decreases with distance at a rate of approximately 4.5 dB per doubling of distance from the source, the difference in Saratoga Way noise levels between the first and second row of residences nearest to Saratoga Way would be approximately 6 dB (see March 18, 2010 BAC letter in Attachment C). This 6 dB reduction in Saratoga Way traffic noise levels at the second row residences (relative to the first row of residences), does not account for the additional shielding received at the second row residences by the first row residences themselves or the partial shielding provided by the existing noise barrier located along Saratoga Way. These factors would result in second row residences being exposed to Saratoga Way traffic noise levels more than 6 dB lower than noise levels at the first row of residences. Although a 6 dB reduction in Saratoga Way traffic noise is predicted as a result of the distance of the second row of

townhomes from Saratoga Way as compared to the first row, the combined reduction in traffic noise at the second row of townhomes when traffic noise from both Highway 50 and El Dorado Hills Boulevard is included is predicted to be approximately 4 dB less than that of the first row.

The maximum predicted future traffic noise levels at the second-floor exterior of the first row residences is 69 dB L_{dn} . The predicted 4 dB reduction resulting from the greater distance of the second row residences from Saratoga Way, future traffic noise levels at the second row residences would be approximately 65 dB L_{dn} at the second-floor facades of the more distant second row residences after accounting for the noise exposure from all three roadways (Highway 50, Saratoga Way, and El Dorado Hills Boulevard). Given a projected exterior noise level of 65 dB L_{dn} , a building facade noise level reduction of 20 dB would be required to ensure satisfaction with the County's 45 dB L_{dn} interior noise level standard within the second-row townhomes. (Note that for the purposes of this analysis, the interior noise levels and attenuation provided by building facades are based on windows and doors being fully closed which is consistent with the County's application of General Plan interior noise standards.)

To predict noise level reductions provided by townhome facades, BAC reviewed Brown-Buntin Associates (BBA) noise testing data for the townhomes that was conducted in association with the U.S. Highway 50/El Dorado Hills Boulevard Interchange Project in 2000 (see Attachment C). The BBA data indicates that, even with single-pane windows, building facade noise level reductions of the El Dorado Hills Townhomes are 24 to 26 dB, which is sufficient to reduce interior noise levels to below 45 dB L_{dn} at both first and second floors. Due to the similarities in the design and construction of the townhomes tested by BBA and other townhomes located on Scenic Court and Hills Court, it is reasonable to conclude that a similar exterior to interior noise reduction is provided by the building facades of townhomes which similarly have single-pane windows, including the specific townhome referenced in the comment.

As discussed above, an approximately 20 dB exterior to interior building facade noise reduction is necessary to achieve the County's interior noise standard for the second-row residences. The BBA analysis measured values of 24 to 26 dB exterior to interior noise reduction for townhomes with single-pane windows which exceeds the 20 dB noise level reduction needed to achieve the County's 45 dB L_{dn} interior noise level standard. Therefore, future interior noise levels within second-floor rooms of second row residences which have single-pane exterior windows are predicted to be below the County's 45 dB L_{dn} interior noise level standard, and no significant adverse noise impacts are predicted at this location. Interior areas on the first floor of these residences would experience lower noise levels than rooms on the second floor and would therefore also be below the County standard.

Response to Comment 7-3

The comment's concern regarding left-turn prohibition from Mammouth Way on to Saratoga Way is noted and will be considered by the Board in its deliberation of Project approval. The traffic operations analysis for the Project recommends intersection improvements and does not predict traffic congestion at the Saratoga Way/Finders Way or Saratoga Way/Arrowhead Drive intersections under future conditions with improvements at these intersections (including signal installation at the Saratoga Way/Arrowhead Drive intersection) and with left turns prohibited at

the Saratoga Way/Mammoth Way intersection. The comment does not provide information to support the assertion that such congestion would occur.

Response to Comment 7-4

Motor vehicle trip estimates for existing conditions and future conditions are based on trip generation rates for the area north of Saratoga Way and vehicle trips associated with the existing school are included in the projections. As such, the traffic analysis presented in the Draft EIR accounts for normal periods of motor vehicle access to and from the school, including those trips accessing Saratoga Way from Mammoth. In the case of a large event or emergency at the school that results in departing trips that exceed those assumed in the traffic operations analysis, increased delays at some intersections may occur. The potential for periodic increased delays associated with such occurrences does not alter the traffic operations impact conclusions of the Draft EIR.

Comment Set 8 – Hilary Krogh

September 20, 2009

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

**RE: Saratoga Way Extension Project, Draft Environmental Impact Report (DEIR)
Saratoga Way DEIR Comments**

Given the history of my concerns, it presents a great disappointment with the El Dorado County Department of Transportation (DOT) that I was not contacted for an interior noise study. Again, it is being left up to the lay person, such as me to demand that there is compliance with the County Noise Element. My receiver location (number 12) falls above the allowable 60 dB level according to Table 5, page 16 and Page 18 of the Environmental Noise Assessment Saratoga Way Extension Project by Bollard Acoustical Consultants. The noise for my family will increase to 63dB. Therefore, the DEIR is required to ensure us that the interior noise threshold of below 45dB is met.

The exterior noise levels can only be exceeded, if *exterior noise level reductions have been implemented and interior noise levels are in compliance* with Table 6-1 of El Dorado County General Plan Noise Element. The Bollard Acoustical Consultants **did not assess if interior noise would be in compliance**, which is required because the external noise would exceed the allowable 60 dB level. (See Table 5, page 16 and Page 18 Environmental Noise Assessment Saratoga Way Extension Project Bollard Acoustical Consultants). The county did not determined if the interior noise level threshold of 45 dB would be met.

The Board of Supervisors and the public is being misled by the reference to the noise barrier. The second floor of my home is not shielded by the "existing masonry noise barrier" referred to in the noise study. The bedroom has a clear unobstructed view of Saratoga Way. Consequently, the outside 65 dB threshold level is most likely exceeded too. A valid measurement of outside noise would include testing at the second story levels for receiver location 12, as well as others. This proposed valid measurement of the outside noise level alone should trigger necessary mitigation for noise.

My 83 year old father who resides in my townhouse *currently* points out that he can hear the noise during the night while he is trying to sleep in the upstairs bedroom. Unfortunately, it was DOT that authorized the removal of the sixteen trees that shielded some second stories in order to build Saratoga Way behind our homes in the first place. The Saratoga Way Extension Project Draft Environmental Report (DEIR) provides no exterior mitigation for noise in spite of the fact that it was negligent and void of any interior noise level assessment.

As a result of the project, there will be significant traffic and traffic circulation impacts. The prohibition of a left turn from Mammouth Way onto Saratoga Way forces my neighbors (as well as the business generated traffic from the Urgent Care, Placer Title Company, Umqua Bank, etc. that currently uses the Mammouth Court to Mammouth Way to left on Saratoga Way route) to take a more circumvented route *through the neighborhood*.

Saratoga Way DEIR Comments, Hilary Krogh page 2

I refuse to impact the safety of my Mammouth Way (as well as Arrowhead and Hills Court) neighbors in such a manner. Consequently, I would like the DEIR to explain: 1) After we make a *right* turn onto from Mammouth Way onto Saratoga Way (because a left turn will be prohibited), where will we be able to make a U turn on Saratoga Way in order to head toward our original intended direction? If a U turn is also prohibited, the DEIR did not address the safety and traffic issues when the traffic enters the driveway of the future Walgreens parking lot as a turn-around route onto Saratoga Way.

Secondly, as opposed to a more circumvented route through the neighborhood, I will encourage people to cut-through the Mammouth Court business parking lots to get to El Dorado Hills Boulevard. The DEIR did not address the impacts of the traffic that will be making a left on Mammouth Court (where the Urgent Care is located) to cut-through this parking lot, to gain access to El Dorado Hills Boulevard.

The proposed closure of the route from Mammouth onto Saratoga Way is in conflict with the Highway 50 Interchange/El Dorado Hills Boulevard-Latrobe Road Project judgment (CARE v. El Dorado County), which provided that Mammouth Way would remain open to Saratoga Way; that the neighborhood would not be routed in the opposite direction (through the Mammouth Way neighborhood street to Arrowhead Drive).

The Highway 50 Interchange/El Dorado Hills Boulevard-Latrobe Road Project did not disclose that the traffic would be prohibited from making a left turn from Mammouth Way onto Saratoga Way. EL Dorado County misled CARE and the public that this intersection at build-out (cumulative impacts) would operate sufficiently. CARE warned that the "realignment" of Saratoga Way would endanger the ability to connect Saratoga Way to the City of Folsom in that we would be unable to get out of the neighborhood. DOT did not disclose that there would be a problem with connecting Saratoga Way to the City of Folsom due to the problems with the Mammouth Way - Saratoga Way intersection. DOT denied the fact that intersections would fall to a Level of Service (LOS) F and three others to LOS E when Saratoga Way was constructed behind my home. DOT publically denied that there would be a need for a signal at the intersection of Arrowhead and Saratoga Way.

Forcing a circumvented route through the neighborhood is not a feasible option (or "mitigation"), as previously addressed through testimony at Board meetings and during litigation. El Dorado County did not disclose that there would be this issue (i.e., prohibiting a left turn from Mammouth Way onto Saratoga Way) when Saratoga Way was "realigned" in spite of the multiple hearings, Board approval of the Final EIR and testimony in Court.

At the September 8, 2009 El Dorado Hills Community meeting, it was confirmed that the Saratoga Way connection to Iron Point Road is the only Alternative in the DEIR. Certainly, DOT could identify more Alternatives, especially in light of the specific request by the public to do so. The DEIR ignored the public requests (Reference: El Dorado Hills Townhouses Association June 3, 2006 letter and Matthew Emrick letter, June 15, 2006) during the Notice of Preparation phase to identify Alternatives to the Project. It is therefore impossible to determine the most feasible or superior alternative. The DEIR does not meet the spirit of the California Environmental Quality Act (CEQA).

Saratoga Way DEIR Comments, Hilary Krogh page 3

The DEIR Public Notice announced the wrong public meeting address for September 8, 2009. I would not have known where to go, if it were not for the suggestion of my neighbor (who also arrived at the notice address on Harvard Way) that we should perhaps check with the local library. Unfortunately, we did not have time to wait at the wrong location for all the others that told me they had planned to attend. It was past the starting time for the meeting by the time DOT sent someone down to the Harvard Way address to redirect people.

The traffic and noise studies are fatally flawed. Both projections of noise and traffic impacts operate under invalid assumptions about other roadways. If these other roadways (White Rock Road improvements) and projects (e.g. Silva Valley Interchange, Russell Ranch interchange) are not in place due to projected financial constraints, the DEIR is flawed.

What are the impacts if the Saratoga Way extension occurs before or without the construction of the other roadways and projects that were assumed for the traffic DEIR studies? What are the significant impacts of noise, safety, cut-through traffic and traffic of the Saratoga Way project if the Silva Valley Interchange is not constructed? What are the significant impacts of noise, safety, cut-through traffic and traffic of the Saratoga Way Extension Project if the Russell Ranch Interchange is not constructed? For example, the El Dorado Hills Boulevard Interchange has not been constructed in spite of the fact that Saratoga Way has been realigned behind our homes in 2005.

I have owned my home in El Dorado Hills since 1980. The original western most end location of Saratoga Way (i.e., parallel to the Highway 50) changed. The impacts of the connection to the City of Folsom changed when DOT re-routed Saratoga Way within 20 feet of our back doors in a north-south curve (i.e., parallel to the backs of our homes). This "realigned" location of Saratoga Way was not considered when the connection to the City of Folsom was conceived. As a result, the County is now faced with creating significant impacts to residential areas. Consequently, I oppose the extension of Saratoga Way to the City of Folsom. The Project will bring more than 15,000 cars per day on Saratoga Way; create neighborhood cut-through traffic (January 15, 2009 Memorandum, Dowling Associates to DOT) neighborhood safety impacts, air quality impacts, and noise levels above the maximum allowable noise exposure by the El Dorado County General Plan.

I am requesting written notification of any and all public meetings and hearings related to the Saratoga Way Extension Project. I incorporate by reference any and all comments and hearings on the Highway 50/El Dorado Hills Boulevard- Latrobe Road Interchange Project, including the Citizens Against Roadway Encroachment (CARE) v. El Dorado County documents and outcomes. I am in agreement with the letters submitted by the El Dorado Hills Townhouses Association (Association) on this issue. I disagree that there are no requirements for mitigations related to noise, cut-through traffic, and traffic.

Sincerely,



Hilary Krogh, (916) 212-0456
P.O. Box 3117
Diamond Springs, CA 95619

CC: Board of Supervisors

Responses to Comment Set 8

Response to Comment 8-1

The statement in this comment that future traffic noise levels will exceed 60 dB L_{dn} at the referenced location (referenced as Receptor 12 in the Draft EIR) is consistent with information presented in the Draft EIR. Table 3-15 of the Draft EIR (page 3-40) shows a future plus Project traffic noise level of 63 dB L_{dn} at the primary outdoor activity area (backyard) of that receptor. The comment is correct that the County noise standard applicable to primary outdoor activity areas of residential uses is 60 dB L_{dn} . However, the County noise standard also provides that 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 the County standard (45 dB L_{dn}). (See 2004 General Plan Table 6-1 and note 1 on page 264, and see footnote 3 of Draft EIR Table 3-11 on page 3-35.)

The existing noise barrier between Saratoga Way and residences located on Scenic Court and Hills Court represents the best available noise-reduction measure for exterior traffic noise at these residences.

In response to the statement in this comment that the County did not determine if the interior noise level threshold of 45 dB L_{dn} would be met, the County requested that Bollard Acoustical Consultants (BAC) provide additional information documenting predicted interior noise levels. BAC's findings determined that interior noise levels would not exceed the 45 dB L_{dn} interior standard at residences within the study area. The following information is provided in support of this conclusion and additional information is available in the March 18, 2010 BAC letter to the County included in Attachment C of this Final EIR.

Future traffic noise levels at elevated second-floor exterior will be higher than noise levels predicted for ground-floor primary outdoor activity areas due to the reduced effectiveness of existing noise barriers at those elevated positions.

The first row residences nearest to Saratoga Way (Draft EIR Receptors 10, 11 and 12), will be exposed to ground floor exterior noise levels predicted to be 65, 64 and 63 dB L_{dn} , respectively (see Draft EIR Table 3-15 on page 3-40). The exterior noise exposures at the second-floors of Receptors 10, 11 and 12 were computed by BAC to be 69, 68, and 67 dB L_{dn} , respectively, for future (2030) plus Project conditions (see attachment C of this Final EIR).

To predict townhome building facade noise level reductions, BAC reviewed Brown-Buntin Associates (BBA) noise testing data for the townhomes that was conducted in association with the U.S. Highway 50/El Dorado Hills Boulevard Interchange Project in 2000 (see Attachment C of this Final EIR). The BBA data indicates that, even with single-pane windows, building facade noise level reduction of the El Dorado Hills Townhomes is 24 to 26 dB. (Note that interior noise levels and attenuation provided by building facades are based on windows and doors being fully

closed which is consistent with the County's application of General Plan interior noise standards.)

Given the highest first-floor exterior noise exposure level of 65 dB L_{dn} (Receptor 10) and a minimum building facade noise level reduction of 24 dB, interior noise levels would be 41 dB. Given the highest second-floor exterior noise exposure of 69 dB L_{dn} (Receptor 10) and a minimum building facade noise level reduction of 24 dB L_{dn} , interior noise levels would be 65 dB L_{dn} . As such, the predicted interior noise levels would meet the County noise standard. (Of the three townhome representative receptor locations, Receptors 10, 11 and 12, Receptor 10 represents the townhome with the highest predicted noise levels. Receptor 12 is predicted to experience noise levels approximately 2 dB below those of Receptor 10.)

In addition, the residence referenced in the comment (Receptor 12) was retrofitted with dual-pane windows on the second floor as part of the previous mitigation program for the U.S Highway 50/El Dorado Hills Boulevard Interchange Project. As a result of that retrofit, an exterior to interior traffic noise reduction of approximately 30 dB can be expected at the second floor for this residence, resulting in an interior noise level of approximately 37 dB L_{dn} at the second floor.

Response to Comment 8-2

It is recognized that the existing noise barrier constructed along Saratoga Way primarily provides shielding to ground floor facades and primary outdoor activity areas. As discussed in the response to Comment 8-1, under future conditions with the Project exterior noise levels at the second floor of Receptor 10 are predicted to be 69 dB L_{dn} . (Of the three townhome representative receptor locations, Receptors 10, 11 and 12, Receptor 10 represents the worst-case scenario and Receptor 12 is predicted to experience noise levels approximately 2 dB below those of Receptor 10.) However, the County's exterior noise level standards apply to clearly defined outdoor activity areas when such areas exist. The County considers the ground level yard areas of the townhomes, including the residence referenced in this comment (Receptor 12), to be the relevant "outdoor activity area" for the purposes of applying the General Plan exterior noise standards. As presented in the Draft EIR, the ground level exterior noise levels at Receptor 12 are predicted to be 63 dB and within the County standard. Because the clearly defined outdoor activity area of the residence referred to in this comment is the ground level yard area, exceedance of 65 dB L_{dn} on second floor balconies does not constitute exceedance of the General Plan noise standard.

Response to Comment 8-3

Please see response to Comment 8-1 for discussion of predicted interior noise levels.

Response to Comment 8-4

The comment's concern regarding left-turn prohibition from Mammouth Way on to Saratoga Way is noted and will be considered by the Board in its deliberation of Project approval. The traffic operations analysis in the Draft EIR evaluates potential traffic impacts on streets in the neighborhoods north of Saratoga Way and determines that the impact on neighborhood streets will not be significant (see Draft EIR Impact 3.4-6, page 3-29 through 3-30). The comment does

not provide evidence regarding the adequacy of the analysis to dispute the methodology or conclusion in the Draft EIR with regard to neighborhood traffic.

Response to Comment 8-5

Traffic controls along Saratoga Way under future conditions will be partially dependent on commercial development that may occur within currently undeveloped parcels adjacent to the existing segment of Saratoga Way. It is currently anticipated that under future conditions with left turns prohibited at the Saratoga Way/Mammoth Way intersection, U-turns from westbound Saratoga to eastbound Saratoga would be permitted at a signalized Saratoga Way/Arrowhead Drive intersection. U-turns may also be accommodated at an intersection between Arrowhead Drive and Mammoth Way if installed in the future to serve development within the commercial parcel east of this segment of Saratoga Way or within the two-way left-turn lane in the median between Arrowhead Drive and Finders Way.

Response to Comment 8-6

The comment provides no evidence to support the suggestion that there is a potential for unacceptable traffic operations or other traffic-related impacts to occur at the Mammoth Way/Mammoth Court intersection.

Response to Comment 8-7

The comment notes traffic impact related differences between the conclusions of the proposed project and the conclusions of the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Project, including the Mammoth Way/Saratoga Way intersection and proposed signalization and asserts they are in conflict. The Saratoga Way Extension Project is a separate and distinct project from the Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Project, which has a previously approved certified EIR. The Saratoga Way Extension Project is not in conflict with the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Project conclusions or judgment.

The traffic operations analysis conducted for the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Project in 1998, including the Saratoga Way realignment component of that project, used the then-current traffic modeling assumptions through year 2020. The traffic operations analysis for the Saratoga Way Extension Project was conducted approximately nine years later and uses an updated traffic model, a four-lane Saratoga Way, and a 2030 future analysis year which includes additional growth over that time period which therefore includes, by its nature, different conclusions.

The U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Project did not identify a need for traffic controls or the prohibition of left turns at the Saratoga Way/Mammoth Way intersection under its future analysis year of 2020 as a two-lane road because it was not needed in the 2020 year analysis of the interchange project. The current project identified the need to restrict left turns in the 2030 future analysis year under different assumptions than those used for the interchange, including the widening of Saratoga Way to four lanes and an additional 10 years of traffic growth.

The EIR prepared for the interchange project acknowledged the need for future environmental review, including traffic analysis, at the time the County considers additional improvements to Saratoga Way. Specifically, Impact 7.3 of the interchange project EIR stated:

It should be noted that the El Dorado County General Plan shows Saratoga Way extending west to the City of Folsom as a four-lane road. The proposed project will relocate Saratoga Way as a two-lane road. If and when the county Board of Supervisors decides as a future action, unrelated to this project, to widen Saratoga Way to four lanes, improved operations could be achieved under the No Project and With Project conditions in 2020. If a specific proposal for widening and extending Saratoga Way is introduced in the future, such a proposal would undergo separate environmental review. (U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Project Final EIR, Volume 1, page 7-22)

The Project does not propose to close the route from Mammouth Way onto Saratoga as noted in the comment. The project does propose to prohibit left turns from Mammouth onto Saratoga by the 2030 analysis year.

The Saratoga Way Extension Project predicts that under future conditions in year 2030, as a four-lane road, with increased traffic volumes the peak-hour delay for vehicles entering Saratoga Way from Mammouth Way would operate at unacceptable LOS F condition if no improvements are made at the intersection. Although a traffic signal at this location would improve operations, signalization of this intersection is not recommended by DOT due to the proximity to the Saratoga Way/El Dorado Hills Boulevard intersection. As such, prohibiting left turns to Saratoga Way from Mammouth Way is recommended in the Project traffic study and is included as a Phase 2 design element of the Project to achieve acceptable levels of service under future traffic volumes. Prohibiting left turns from Mammouth Way onto Saratoga Way does not prohibit access from Mammouth Way to Saratoga Way. Access to Saratoga Way will be available from Mammouth Way, with access to eastbound/northbound Saratoga Way from Mammouth Way requiring motorists to turn right on to Saratoga and make a U-turn at the Saratoga Way/Arrowhead Driver intersection or within the two-way left turn lane in the median between Arrowhead Drive and Finders Way.

The comment asserts that the Saratoga Way Extension Project would result in the closure of the route from Mammouth Way to Saratoga Way in conflict with the judgment in *CARE v. El Dorado County*. The Project is not in conflict with the judgment. The October 2, 2002 El Dorado Superior Court Peremptory Writ of Mandate in *Citizens Against Roadway Encroachment (CARE) v. El Dorado County Board of Supervisors* directed, in relevant part, that the Board shall:

1. Exercise its discretion either to:

- (a) Adopt a decision not to enlarge the [U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange] project to implement cul-de-sacs on roads intersecting Saratoga Way and finding that they are not part of the subject project and are not a considered or reasonably certain project; or,

(b) If it determines that cul-de-sacs should take place, order a supplement to the EIR/EA be prepared, circulated, and returned to it analyzing the environmental impact of such cul-de-sacs on the environment including public safety. (El Dorado Superior Court October 2, 2002 Peremptory Writ of Mandate, CARE v. El Dorado County Board of Supervisors)

On November 5, 2002, in response to and in compliance with the October 2, 2002 writ, the Board determined that it was not necessary to enlarge the U.S. Highway 50/El Dorado Hills Boulevard Interchange Project to implement cul-de-sacs on roads intersecting with Saratoga Way. The Saratoga Way Extension Project would not implement a cul-de-sac on any road intersecting with Saratoga Way. The elimination of left-turn movements from Mammouth Way to Saratoga Way is not equivalent to installation of a cul-de-sac and would not preclude access to Saratoga Way. The preparation of this EIR analyzes the effects of the future elimination of left turns from Mammouth Way to Saratoga Way consistent with the Court's direction at item "b".

The comment also states that forcing a circumvented route through the neighborhood is not a feasible option. The Saratoga Way Extension Project EIR evaluates potential impacts associated with diverted and cut-through traffic within residential areas north of Saratoga Way and determined that the projected change in traffic volumes on residential streets would be less than significant (see Draft EIR Impact 3.4-6, pages 3-29 through 3-30).

Response to Comment 8-8

The Draft EIR fully evaluates the proposed Project and the No Project Alternative. Chapter 5 of the Draft EIR discusses the alternatives development process and identifies alternatives considered but eliminated from further analysis (see Draft EIR Section 5.2, pages 5-1 through 5-5). Comments on the EIR Notice of Preparation pertaining to Project alternatives were considered and to the extent the comments provided specific recommendations regarding an alternative, the recommendation is discussed in Section 5.2 of the Draft EIR. The comment asserts that the alternatives analysis is inadequate, but does not provide evidence disputing the conclusions in Section 5.2 of the Draft EIR, where several alternatives were rejected including off-site alternatives, additional Saratoga Way connections and roadway configurations, design alternatives and options, intersection improvement options and construction phasing options. These alternatives were eliminated for a variety of reasons discussed in the Draft EIR, including failure to achieve the Project objectives, failure to reduce one or more environmental impacts as compared to the proposed Project and cost considerations. The comment does not suggest one or more specific additional alternatives recommended for consideration. CEQA only mandates that the public entity consider a "reasonable range of feasible alternatives". Where, as here, the goal is to connect two existing roadways in an area that is largely built out, the range of alternatives is necessarily limited. The EIR considers alternatives presented during the NOP process, including recommendations to consider off-site or alternative east-west connections and connection of Saratoga Way to Wilson Boulevard (with and without Saratoga Way extension to Iron Point Road), and the EIR explains why these alternatives were rejected. The number of alternatives considered in the EIR represents a reasonable range for a project of this type. The comment fails to identify any feasible alternative that would meet the Project objectives and reduce any significant impacts of the Project.

Response to Comment 8-9

The County was not required to conduct a public meeting or hearing on the Draft EIR to receive public input. The September 8, 2009 public meeting was held at the discretion of DOT staff to provide an additional opportunity for public comment on the Draft EIR. The Draft EIR was circulated for 45 days as required by CEQA and ample opportunity for review and comment on the document was provided in accordance with CEQA.

The comment is correct in noting that the address listed for the September 8, 2009 public meeting was incorrect on the Notice of Availability and meeting announcement. Prior to the 5 PM meeting start time, it was noted that the Notice of Availability correctly stated that the meeting would be held at the El Dorado Hills Library but that an incorrect address for the meeting location was included on the notice. The address listed on the Notice of Availability was for the Library at Oak Ridge High School which is approximately ¾ mile from the El Dorado Hills Library where the meeting was held. Staff of Environmental Stewardship & Planning, Inc. (ESP), the County's environmental consultant on the project, drove to the Oak Ridge High School library to advise any individuals at that location of the correct meeting location. No individuals were present at the Oak Ridge High School library. With confirmation that no individuals were present at the Oak Ridge High School library, DOT began the public meeting. Subsequent to the meeting, DOT staff decided that in the event that staff was contacted (contact information was available on the Notice of Availability) by one or more individuals who were unable to participate in the September 8 public meeting due to the address error, staff would meet with the individual(s) to hear their comments on the Draft EIR and would treat those comments as if they had been provided at the public meeting. No individuals contacted DOT staff during the remainder of the Draft EIR comment period.

The County regrets the error on the Notice of Availability; however, the County believes that the actions taken to remedy this situation on the night of the meeting and subsequent to the meeting were appropriate and adequate to ensure that all persons wanting to provide oral comments on the Draft EIR directly to DOT staff were afforded an opportunity to do so.

Response to Comment 8-10

The assumed roadway improvements were based on the data available from the County Department of Transportation and the City of Folsom for roadway improvements at the time of preparation and are reasonable. The traffic operations study for the Project (included as Appendix D of the Draft EIR) identifies the future roadway improvements assumed to be in place for analysis of the interim (2015) condition and the long-term or future (2030) condition (see Traffic Operations Study pages 26 and 44).

The comment mentions assumed construction of the Silva Valley and Russell Ranch Interchanges. (The name "Russell Ranch Interchange" is not used in the traffic operations study, but the commenter's reference to the Russell Ranch Interchange is assumed to be the Empire Ranch Interchange noted in the traffic operations study.) The traffic operations study conducted for the proposed Project assumes that both the Silva Valley Interchange and Empire Ranch Interchange will be constructed and in operation by the EIR's future year analysis (2030). Both projects have certified environmental documents and were included in their respective agencies

capital improvement plans, which makes the presence of these improvements a reasonable assumption for the future year analysis.

The comment specifically mentions assumed improvements to White Rock Road. The traffic operations study does not assume improvements to White Rock Road. However, the traffic operations study does assume that a connection from the proposed Empire Ranch Interchange south to White Rock Road will be installed by 2030. The 2030 analysis year is beyond the City of Folsom's capital improvement plan time period. However, there are well publicized proposals for development south of the proposed Empire Ranch Interchange that include this connection. Based these proposals and the 2030 analysis year it is a reasonable assumption that the existing segment of Empire Ranch Road north of U.S. 50 will ultimately connect to White Rock Road south of U.S. 50.

The assumptions were used for future conditions both with and without the Saratoga Way Extension Project to provide comparative data for the proposed Project and No Project Alternative analyses.

In the event that the improvements assumed to be in place in 2015 and 2030 are not completed, traffic volumes on study area roadway segments and at study area intersections would be expected to vary from those identified in the traffic operations analysis. However, the traffic operations analysis, and the Draft EIR's incorporation of that analysis, represent the most reasonable future scenario assumptions and are appropriate for analyzing and disclosing the potential impacts of the Project.

The traffic noise analysis conducted for the Draft EIR utilized motor vehicle trip data from the traffic operations analysis. For the reasons explained above regarding the traffic operations analysis scenarios, the traffic noise analysis is considered to represent the most reasonable future scenario.

The comment does not present evidence the analysis is flawed. The comment does not present evidence that the future roadway improvement assumptions are unreasonable and therefore invalid or that an alternative analysis scenario would provide more meaningful traffic operations or traffic noise information than that presented in the Draft EIR.

Response to Comment 8-11

The assumed roadway improvements were based on the data available from the County Department of Transportation and the City of Folsom for planned roadway improvements at the time of preparation and are reasonable. The comment does not present evidence the analysis is flawed. The comment does not present evidence that the future roadway improvement assumptions are unreasonable and therefore invalid or that an alternative analysis scenario would provide more meaningful traffic operations or traffic noise information than that presented in the Draft EIR.

Response to Comment 8-12

The comment's expressed opposition to the Project is noted and will be considered by the Board in its Project approval deliberation. The Draft EIR analyzes Project impacts associated with

overall traffic volumes and neighborhood traffic (see Draft EIR Section 3.4, pages 3-14 through 3-30), safety (see Draft EIR Section 3.3, pages 3-10 through 3-14), air quality (see Draft EIR Section 3.6, pages 3-42 through 3-64) and noise (see Draft EIR Section 3.5, pages 3-31 through 3-42) and finds that, with the implementation of mitigation measures identified in the Draft EIR, impacts associated with these issues would be avoided or reduced to levels of less-than-significant. The comment does not provide evidence to support the assertion that the Project would result in significant impacts associated with these issues.

Response to Comment 8-13

The County will continue to publish public notices as required by law.

Response to Comment 8-14

The comment's attempted incorporation by reference of any and all comments and hearings on the Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Project, including the CARE v. El Dorado County documents and outcomes is hereby noted. However, the County does not agree that these previous documents and litigation files may be properly incorporated into these comments on this EIR. The Saratoga Way Extension Project is a separate and distinct project from the Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Project which has a separate, approved and valid EIR as readopted by the Board in accordance with the Writ of Mandate. All comments received on those documents were responded to at the time the documents were approved.

Response to Comment 8-15

Please see response to Comment Set 9 in this Final EIR for responses to comments and issues raised by the El Dorado Hills Townhouses Association.

Response to Comment 8-16

The comment disagreeing with the Draft EIR conclusion that no mitigation measures are necessary for impacts associated with noise, cut-through traffic and traffic is noted. The comment does not provide evidence of a significant impact that is not disclosed in the Draft EIR and the comment does not provide recommendations for specific mitigation measures that should be considered for less-than-significant impacts associated with these issues as identified in the Draft EIR. As such, no additional mitigation beyond that identified in the Draft EIR is required.

Comment Set 9 – El Dorado Townhouses Association

EL DORADO HILLS TOWNHOUSES ASSOCIATION
P.O. Box 4572
El Dorado Hills, CA. 95762

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

September 20, 2009

RE: Saratoga Way Extension Project, Draft Environmental Impact Report / DEIR Comments

The El Dorado Hills Townhouses Association (Association) opposes the extension of Saratoga Way to the City of Folsom. The Project will bring more than 15,000 cars per day on Saratoga Way; create neighborhood cut-through traffic (January 15, 2009 Memorandum, Dowling Associates to DOT) neighborhood safety impacts, air quality impacts, and noise levels above the maximum allowable noise exposure by the El Dorado County General Plan. Saratoga Way was moved from its original location (parallel to Highway 50) to behind our homes in 2005. As a result, Saratoga Way is no longer a frontage road. Its extension to the City of Folsom is no longer a feasible idea in that the resulting impacts are significant to our neighborhood.

This is a formal request by the Association that interior noise levels be evaluated. The exterior noise levels can only be exceeded, if *exterior noise level reductions have been implemented and interior noise levels are in compliance* with Table 6-1 of El Dorado General Plan Noise Element. The Saratoga Way Extension Project Draft Environmental Report (DEIR) provides no exterior mitigation for noise. The Bollard Acoustical Consultants **did not assess if interior noise would be in compliance**, which is required because the external noise would exceed the allowable 60 dB level. (See Table 5, page 16 and Page 18 Environmental Noise Assessment Saratoga Way Extension Project, Bollard Acoustical Consultants).

In spite of the fact the noise will exceed standards even when measured at ground levels, an assessment of noise from the ground level is invalid for measuring the full impacts. It is unclear why El Dorado County Department of Transportation (DOT) did not inform Bollard Acoustical Consultants to contact the Association or individual homeowners for access to our homes and outside balconies. Given the history of our concerns, it presents a great disappointment with the DOT. None of the two story homes are shielded by the noise barrier referred to in the noise study. These homes have bedrooms on the upper floor, which rise above the wall with a clear unobstructed view of Saratoga Way. The Association requests that the outside noise be tested at the second story level at receiver locations 10, 11 and 12.

In addition, the Association is requesting that additional homes be tested. The "existing masonry noise barrier" located along the townhouses does not shield the townhouses that are substantially elevated without the benefit of a barrier. The Bollard Acoustical Consultants **did not assess these receiver locations**. Therefore, it can only be assumed that the noise levels for the elevated homes are even higher than those adjacent to the wall (receivers number 10, 11 and 12). Consequently, the 65 dB level is most likely exceeded at locations within the Association. Unfortunately, sixteen full grown trees which previously provided some barrier to noise were removed by DOT when Saratoga Way was "realigned" behind our homes.

As a result of the project, there will be significant traffic and traffic circulation impacts. Three intersections will fall to a Level of Service (LOS) F and three others to LOS E. The prohibition of a left turn from Mammouth Way onto Saratoga Way forces a more circumvented route through the neighborhood and 80 cars per day on Arrowhead Drive. The proposed closure of the route from Mammouth onto Saratoga Way is in conflict with the Highway 50 Interchange/El Dorado Hills Boulevard-Latrobe Road Project judgment (CARE v. El Dorado County), which provided that Mammouth Way would remain open to Saratoga Way; that the neighborhood would not be routed in the opposite direction (through the Mammouth Way neighborhood street to Arrowhead Drive).

EL DORADO HILLS TOWNHOUSES ASSOCIATION page 2

At the September 8, 2009 El Dorado Hills Community meeting, it was confirmed that the Saratoga Way connection to Iron Point Road is the only Alternative in the DEIR. The laziness of representatives of El Dorado County DOT was apparent in their curt response that the No Project Alternative was sufficient. Certainly, DOT could identify more Alternatives, especially in light of the specific request by the public to do so. The DEIR ignored the public requests (Reference: El Dorado Hills Townhouses Association June 3, 2006 letter and Matthew Emrick letter, June 15, 2006) during the Notice of Preparation phase to identify Alternatives to the Project. It is therefore impossible to determine the most feasible or superior alternative. The DEIR does not meet the spirit of the California Environmental Quality Act (CEQA).

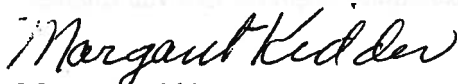
We are requesting written notification of any and all public meetings and hearings related to the Saratoga Way Project. The Association incorporates by reference any and all comments and hearings on the Highway 50/El Dorado Hills Boulevard- Latrobe Road Interchange Project, including the Citizens Against Roadway Encroachment (CARE) v. El Dorado County documents and outcomes. We disagree that there are no requirements for mitigations related to noise, cut- through traffic, and traffic.

Forcing a circumvented route through the neighborhood is not a feasible option, as previously addressed through testimony at Board meetings and during litigation. El Dorado County did not disclose that there would be this issue (i.e., prohibiting a left turn from Mammouth Way onto Saratoga Way) when Saratoga Way was "realigned" in spite of the multiple hearings, Board approval of the EIR and testimony in Court.

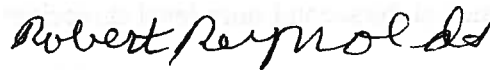
The DEIR Public Notice misled the public by announcing the wrong address for the location of the public meeting held September 8, 2009. Consequently, there was no alternative but to personally disclose the issues on a door-to-door basis. Enclosed are some of the petitions from residents opposing the Saratoga Way extension due to the significant traffic, noise and safety impacts, along with the prohibition of a left turn onto Saratoga Way from Mammouth.

Sincerely,

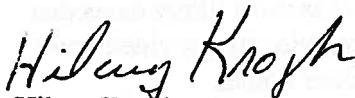
EL Dorado Hills Townhouses Association Board of Directors



Margaret Kidder
President

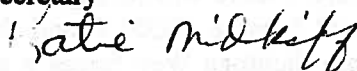


Robert Reynolds
Vice President



Hilary Krogh
Treasurer

Katie Midkiff
Secretary



Enclosures: Petition to El Dorado County Board of Supervisors - 7 pages (copies)
cc: El Dorado County Board of Supervisors (original petitions)

Petition to El Dorado County Board of Supervisors - Saratoga Way Extension Project



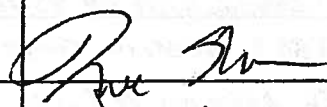
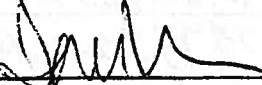
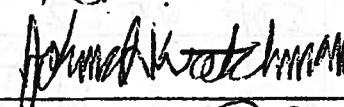
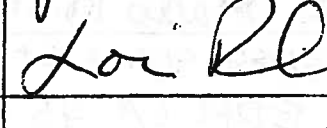
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We demand that interior noise levels be evaluated. The exterior noise levels can only be exceeded, if exterior noise level reductions have been implemented and interior noise levels are in compliance with Table 6-1 of El Dorado County General Plan Element. Saratoga Way Extension Project Draft Environmental Report (DEIR) provides no exterior mitigation for noise. The Bollard Acoustical Consultants did not assess if interior noise would be in compliance, which is required because the external noise would exceed the allowable 60 dB level. (Reference: Bollard Acoustical Consultants report for the DEIR).

As a result of the project, three intersections will fall to a Level of Service (LOS) F and three others to LOS E. The prohibition of a left turn from Mammoth Way onto Saratoga Way forces a more circumvented route through the neighborhood and 80 cars per day on Arrowhead Drive. The proposed closure of the route from Mammoth onto Saratoga Way is in conflict with the U.S. Highway 50 Interchange Project decisions (see: CARE v. El Dorado County), which provided that Mammoth Way would remain open to Saratoga so that the neighborhood would not be routed in the opposite direction (through the Mammoth Way neighborhood street to Arrowhead Drive).

The DEIR ignored the public requests (Reference: El Dorado Hills Townhouses Association June 3, 2006 letter and Matthew Emrick letter, June 15, 2006) during the Notice of Preparation phase to identify Alternatives to the Project, as required by CEQA. It is therefore impossible to determine the most feasible or superior alternative.

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PRINT NAME	SIGNATURE/ DATE	ADDRESS	PHONE
TERRY FRESSEMAN	 9-20-09	959 MAMMOTH WAY	916 939 3732
SCOTT FRESSEMAN	SCOTT FRESSEMAN		
SCOTT FRESSEMAN	 9/20/09	959 MAMMOTH WAY	916 939 3732
Dave Skorer		958 MAMMOTH WAY	916-939-3521
Donna Kretchman		951 Mammoth Way	916 941-9155
Johanna Kretchman		951 Mammoth Way	916-941-9155
Lori Riley		950 Mammoth Way	916-933-6674

Petition to El Dorado County Board of Supervisors - Saratoga Way Extension Project

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PRINT NAME	SIGNATURE/ DATE	ADDRESS	PHONE
Linda Cook	Linda Cook	3884 Scenic Ct EDH CA 95762	530/363-8341
Donna Brown	D. Brown	3892 Scenic Ct EDH CA 95762	916-358-3732
Margaret GoForth	Margaret GoForth 9-18-09	3892 Scenic Ct EDH CA 95762	916-358-3732
James Stephens	James Stephens	3882 Scenic Ct. El Dorado Hills CA 95762	(916) 933-8051
ANDREW KROGH	Andrew Krogh 9-18-09	3883 SCENIC COURT EL DORADO HILLS	(916) 933-9511
Maria Martin	Maria Martin	3879 Scenic Ct EDH 95762	916 933 9505
Kathy McIntosh	Kathy McIntosh	3891 Scenic Ct El Dorado Hills CA 95762	(916) 276-7642
Dane Cook	Dane Cook	3884 Scenic Ct. EDH CA 95762	530-647-6621

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PRINT NAME	SIGNATURE/ DATE	ADDRESS	PHONE
Midkiff, Katie	<i>Katie Midkiff</i> 9-23-09	3913 Hills Court	916-933-3341
Robert Reynolds	<i>Robert Reynolds</i> 9-23-09	3905 Hills Ct	916-941-6312
Katherine Woodworth	<i>Katherine Woodworth</i> 9-23-09	3901 Hills Ct	916-410-8761
Craig Cahill	<i>Craig Cahill</i> 9-23-09	3915 Hills Ct	530-948-7783
David Mecher	<i>David Mecher</i> 9-23-09	3908 Hills Ct	916-717-1788
Blonia McAdon	<i>Gloria McAdon</i> 9-23-09	3900 Hills Ct.	916 933-2207
Jos Vega	<i>Jos Vega</i>	3914 Hills Ct	933-9415

Petition to El Dorado County Board of Supervisors - Saratoga Way Extension Project

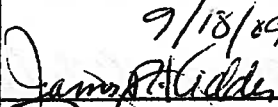

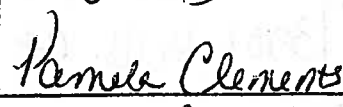

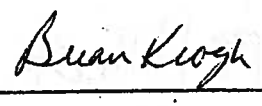
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PRINT NAME	SIGNATURE/ DATE	ADDRESS	PHONE
JAMES R. KROGH	 9/18/09	5326 BANTRY PLACE EL DORADO HILLS, CA	916-939-1561
Robert Clements		3213 FOUR SEASONS DR EL DORADO HILLS	916-933-4605
Pamela Clements	 Pamela Clements	3213 FOUR SEASONS DR, EL DORADO HILLS,	916-933-4605
Hilary Krogh	 Hilary Krogh 9/24/09	P.O. Box 3117 Diamond Springs, CA	916-212-0456
BRIAN KROGH	 Brian Krogh	P.O. Box 3117 Diamond Springs CA 95619	530 306 1067

Petition to El Dorado County Board of Supervisors - Saratoga Way Extension Project

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PRINT NAME	SIGNATURE/ DATE	ADDRESS	PHONE
Margaret Kidder	Margaret Kidder	5326 Bantry, El Dorado Hills	916-939 1561
TOM ADAMS PA	Tom Adams	941 Kings Canyon Dr.	916-933-1374
Anne Adams	Anne Adams	941 Kings Canyon Dr.	916- 933-1374
Cathy Paris	Cathy Paris	902 Kings Canyon	530 306-2315
JAMES TALLON	Jenna Tallon	3251 KNOWLEDGE DR EDH	916 933-0539
Bill Hulsey	Bill Hulsey	3625 Eagleview	677-4152
BEVERLY HARRIS	Beverly Harris	3350 Fairway Dr	677-4344
EDNA YEE	Edna Yee	2089 Rank Bluff	916 933-7418
Shirley Beyer	Shirley Beyer	3430 Fairway	530 676-4952

Petition to El Dorado County Board of Supervisors - Saratoga Way Extension Project

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PRINT NAME	SIGNATURE/ DATE	ADDRESS	PHONE
SUZANNE SPAS	<i>Suzanne Spas</i> 9/18/09	1116 Uplands Dr. E.D.H., CA	916 933 0529
JOAN CASHMAN	<i>Joan Cashman</i>	3026 Saratoga Way Cameron Park, CA	530-679-2391
Debra S. McArthur	<i>Debra S. McArthur</i>	3012 Cambridge Dr Cameron Park, CA 95682	530-276-7812
TRACY EL	<i>Tracy El</i> 9/18/09	22839-RANCH BLVD EL DORADO HILLS, CA	916 999-7418
CALVIN J. HANSON	<i>Calvin J. Hanson</i> 9/18/09	3502 FAIRWAY DR CAMERON PARK, CA 95682	530/677-1152
Joe Peltola	<i>Joe Peltola</i> 9/18/09	3781 Stone Dr Shingle Springs, CA	530/677-6922
ALICE	<i>Alice</i>	3252 ANNESTOWN DR CAMERON PARK, CA	677 907
Diane Allner	<i>Diane Allner</i>	1324 promontory Pt El Dorado Hills, CA	916 941-4947
MITCH THOMAS	<i>Mitch Thomas</i>	12499 FOLSOM BLVD #296 RANCHO CONCORD, CA	831-801-4086

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We the undersigned oppose the extension of Saratoga Way to the City of Folsom as it will bring more than 15,000 cars per day on Saratoga Way (Reference: DEIR on U.S. Highway 50/El Dorado Hills Blvd./Saratoga Way Realignment); create neighborhood cut-through traffic (Reference: January 15, 2009 Memorandum, Dowling Associates to DOT), significant neighborhood safety impacts, air quality impacts, and noise levels above the maximum allowable noise exposure by the El Dorado County General Plan.

We demand that interior noise levels be evaluated. The exterior noise levels can only be exceeded, if exterior noise level reductions have been implemented and interior noise levels are in compliance with Table 6-1 of El Dorado County General Plan Element. Saratoga Way Extension Project Draft Environmental Report (DEIR) provides no exterior mitigation for noise. The Bollard Acoustical Consultants did not assess if interior noise would be in compliance, which is required because the external noise would exceed the allowable 60 dB level. (Reference: Bollard Acoustical Consultants report for the DEIR).

As a result of the project, three intersections will fall to a Level of Service (LOS) F and three others to LOS E. The prohibition of a left turn from Mammoth Way onto Saratoga Way forces a more circumvented route through the neighborhood and 80 cars per day on Arrowhead Drive. The proposed closure of the route from Mammoth onto Saratoga Way is in conflict with the U.S. Highway 50 Interchange Project decisions (see: CARE v. El Dorado County), which provided that Mammoth Way would remain open to Saratoga so that the neighborhood would not be routed in the opposite direction (through the Mammoth Way neighborhood street to Arrowhead Drive).

The DEIR ignored the public requests (Reference: El Dorado Hills Townhouses Association June 3, 2006 letter and Matthew Emrick letter, June 15, 2006) during the Notice of Preparation phase to Identify Alternatives to the Project, as required by CEQA. It is therefore impossible to determine the most feasible or superior alternative.

The DEIR Public Notice misled the public as to the location (the wrong address) of the community meeting held September 8, 2009.

PRINT NAME	SIGNATURE/ DATE	ADDRESS	PHONE
Leslie Turney	Leslie Turney 9-24-09	3841 Arrowhead Dr	939-6928
Joan Rene	Joan Rene 9/24/09	3777 Arrowhead Ct EDH	916-941-1471
Linda McWilliams	Linda McWilliams 9-24-09	3747 Park Drive EDH	916 939 9525

Responses to Comment Set 9

Response to Comment 9-1

The comment's expressed opposition of the Project for reasons of traffic, neighborhood safety, air quality and noise is noted. Impacts associated with these issues are evaluated and disclosed in the Draft EIR.

Response to Comment 9-2

The comment's asserts that the Project is not feasible as a result of significant impacts. The Draft EIR concludes that, with implementation of mitigation measures identified in the Draft EIR, the Project would not result in significant and unavoidable impacts and the comment does not provide evidence to the contrary.

Response to Comment 9-3

The comment's request for additional information pertaining to interior noise levels is noted. As discussed in the responses to Comments 7-2 and 8-1, above, additional information pertaining to future plus project interior noise environments has been provided which indicates that interior noise level standards within residences located along the Project corridor are not predicted to be exceeded as a result of the Project. Because this comment is very similar to Comment 8-1, please refer to the detailed response provided to that comment.

Response to Comment 9-4

This comment raises issues similar to those raised in comments 8-1 and 8-2. Please refer to the detailed responses provided to Comments 8-1 and 8-2, above, for information pertaining to exterior and interior noise levels at second floor locations and for discussion of noise considerations association with outdoor activity areas.

Response to Comment 9-5

The comment's assertions that additional noise measurements should be conducted outside of the referenced residence is noted. Similar views were expressed in Comments 8-1 and 8-2; please refer to the response provided to those comments. With respect to the townhomes referred to in the comment which are setback from and elevated relative to the existing barrier the following additional information is provided. (For additional discussion relevant to this issue, please see response to Comment 7-2.)

The townhomes located adjacent to the existing noise barrier, represented by Receptors 10, 11 and 12 in the Draft EIR, are approximately 80 feet from the centerline of Saratoga Way. The second row of residences which are referred to in this comment are approximately 200 feet from the Saratoga Way centerline. At a sound decay rate of 4.5 dB per doubling of distance from the noise source, the reduction in traffic noise due to distance alone between the first and second-row townhomes would be approximately 6 dB.

In addition, the two-story first-row townhomes would act as localized noise barriers themselves, providing partial shielding of traffic noise at second-row townhomes. The combined noise reduction associated with the additional distance between the second-row townhomes and the roadways, and the partial shielding of second-row townhomes by first-row townhomes, would more than offset any increase in noise levels which may result from those second-row townhomes being elevated. Specifically, Saratoga Way traffic noise levels are predicted to be at least 6 dB lower at second row townhomes than at first row townhomes. Although a 6 dB reduction in Saratoga Way traffic noise is predicted as a result of the distance of the second row of townhomes from Saratoga Way as compared to the first row, the combined reduction in traffic noise at the second row of townhomes when traffic noise from both Highway 50 and El Dorado Hills Boulevard is included is predicted to be approximately 4 dB less than that of the first row. As a result, future plus Project traffic noise levels at primary outdoor activity areas and interior spaces of the second-row townhomes referenced in the comment are predicted to be lower than the noise exposure predicted for the first-row townhomes represented by Receptors 10, 11 and 12 in the Draft EIR. Therefore, no adverse noise impacts associated with the Project are identified at the second-row of townhomes referred to in the comment, regardless of the elevation of those units.

Response to Comment 9-6

The Draft EIR evaluates and discloses the potential effects of the Project on traffic operations and concludes that with installation of intersection improvements included as components of the Project, levels of service will achieve acceptable levels of service (E or better) pursuant to County standards.

The Saratoga Way Extension Project predicts that under future conditions in year 2030, as a four-lane road, with increased traffic volumes the peak-hour delay for vehicles entering Saratoga Way from Mammouth Way would operate at unacceptable LOS F condition if no improvements are made at the intersection. Although a traffic signal at this location would improve operations, signalization of this intersection is not recommended by DOT due to the proximity to the Saratoga Way/El Dorado Hills Boulevard intersection. As such, prohibiting left turns to Saratoga Way from Mammouth Way is recommended in the Project traffic study and is included as a Phase 2 design element of the Project to achieve acceptable levels of service under future traffic volumes.

The comment states that the prohibition of left turns from Mammouth Way onto Saratoga Way forces a more circumvented route through the neighborhood. Prohibiting left turns from Mammouth Way onto Saratoga Way would not preclude access from Mammouth Way to eastbound/northbound Saratoga Way. Access to eastbound/northbound Saratoga Way from Mammouth Way would be available, but would require motorists to turn right onto southbound/westbound Saratoga Way and make a U-turn at the Saratoga Way/Arrowhead Drive intersection. Nonetheless, it is anticipated that some motorists would use alternative routes to access northbound/eastbound Saratoga Way when left turns from Mammouth Way to Saratoga Way are prohibited. The EIR evaluates potential impacts associated with diverted and cut-through traffic within residential areas north of Saratoga Way that could occur as a result of prohibiting left turns from Mammouth Way to Saratoga Way. The analysis evaluates a “worst case” scenario which assumes that all trips from Mammouth Way to northbound/eastbound

Saratoga Way would use neighborhood streets within the residential areas north of Saratoga Way to access Arrowhead Drive where left turns on Saratoga Way would be available. Based on this assumption, the analysis determined that the projected change in traffic volumes on residential streets would be less than significant (see Draft EIR Impact 3.4-6, pages 3-29 through 3-30).

The comment asserts that the Saratoga Way Extension Project would result in the closure of the route from Mammouth Way to Saratoga Way in conflict with the judgment in CARE v. El Dorado County. Because this comment is very similar to Comment 8-7, the commenter is referred to the detailed response provided to that comment.

Response to Comment 9-7

The Draft EIR fully evaluates the proposed Project and the No Project Alternative. Chapter 5 of the Draft EIR discusses the alternatives development process and identifies alternatives that were considered but eliminated from further analysis (see Draft EIR Section 5.2, pages 5-1 through 5-5) for a variety of reasons discussed in the Draft EIR, including failure to achieve the Project objectives, failure to reduce one or more environmental impacts as compared to the proposed Project and cost considerations. Comments on the EIR Notice of Preparation pertaining to Project alternatives were considered and to the extent the comments provided specific recommendations regarding an alternative, the recommendation is discussed in Section 5.2 of the Draft EIR. The comment asserts that the alternatives analysis is inadequate, but does not provide evidence disputing the elimination of alternatives discussed in Section 5.2 of the Draft EIR and the comment does not suggest one or more specific alternatives recommended for consideration. In the absence of identification of a feasible alternative which achieves the Project objectives, the alternatives analysis in the Draft EIR is considered adequate.

Response to Comment 9-8

The County will continue to publish public notices as required by law.

The comment's attempted incorporation by reference of any and all comments and hearings on the Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Project, including the CARE v. El Dorado County documents and outcomes is hereby noted. However, the County does not agree that these previous documents and litigation files may be properly incorporated into these comments on this EIR. The Saratoga Way Extension Project is a separate and distinct project from the Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Project which has a separate, approved and valid EIR as readopted by the Board in accordance with the Writ of Mandate. All comments received on those documents were responded to at the time the documents were approved.

Response to Comment 9-9

The comment's expressed disagreement that there are no requirements for mitigations related to noise, cut-through traffic and traffic is noted. However, the comment does not provide evidence which indicates that noise, neighborhood traffic or traffic operations require mitigation beyond that either previously installed or included as a component of the Project.

Response to Comment 9-10

Please see response to Comment 9-6.

Response to Comment 9-11

Please see response to Comment 8-9.

Response to Comment 9-12

Responses to comments included in the attached petition are provided at responses to Comment 9-13 through 9-17, below.

Response to Comment 9-13

The comment's expressed opposition of the Project for reasons of traffic, neighborhood safety, air quality and noise is noted. Impacts associated with these issues are evaluated and disclosed in the Draft EIR.

Response to Comment 9-14

Please see responses to Comments 8-1 and 9-5.

Response to Comment 9-15

Please see response to Comment 9-6.

Response to Comment 9-16

Please see response to Comment 9-7.

Response to Comment 9-17

Please see response to Comment 8-9.

Response to Comment 9-18

Please see responses to Comments 9-13 through 9-16.

Response to Comment 9-19

Please see responses to Comments 9-13 through 9-17.

Response to Comment 9-20

Please see responses to Comments 9-13 through 9-17.

Response to Comment 9-21

Please see responses to Comments 9-13 through 9-17.

Response to Comment 9-22

Please see responses to Comments 9-13 through 9-17.

Response to Comment 9-23

Please see responses to Comments 9-13 through 9-17.

Comment Set 10 – Phil Montejano

Phil montejano
<montejano1011@yahoo.com>
09/25/2009 11:46 AM

To janet.postlewait@edcgov.us
cc
Subje Saratoga Project DEIR Comments
ct

Hello Janet, I have some concerns over the Saratoga Extension Project. My first concern is a stop sign at the intersection of Finders and Saratoga. Due to the high volume of traffic, I feel a traffic light should be installed or at least a four way stop. However a four way stop would lead to more congestion. As a resident in Crescent Ridge off Platt Circle, turning onto Saratoga Way from Finders would be difficult as the speed of the flow of traffic would be unsafe. A stop light is safer .

Also, an Exit from Hiway 50 to Silva Valley should be completed as this would reduce the traffic on EDH Blvd. Why was this not demanded by council or DOT.

Regards

PHIL MONTEJANO

Responses to Comment Set 10

Response to Comment 10-1

The comment's request for intersection control (preferably a stop light/signal or a stop sign) is noted and will be considered by the Board in its deliberation of Project approval. Phase 2 of the Project includes installation of a traffic signal at the Saratoga Way/Finders Way intersection and a determination of the timing of signal installation will be made by DOT based on future traffic volumes and signal warrant analysis.

Response to Comment 10-2

A new U.S. Highway 50 interchange at Silva Valley Parkway is a planned project in the County's Capital Improvement Program. Construction of the interchange is anticipated to begin in the 2012/2013 fiscal year. Traffic operations analyses conducted for the planned interchange at Silva Valley Parkway do identify a reduction in traffic at the El Dorado Hills Interchange when the Silva Valley Interchange is opened.

Comment Set 11 – Iris Vega

September 28, 2009

Attn: Janet Postlewait
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5900

RE: Saratoga Way Project DEIR comments

Dear Ms. Postlewait

I oppose the extension of Saratoga as it will bring more than 15,000 cars per day on the Saratoga Way (Reference: DEIR on U.S. Highway. 50/El Dorado Hills Blvd./Saratoga Way Realignment); this will create neighborhood cut-through traffic, would prohibit left turns from Mammoth Way onto Saratoga Way. In addition, I'm very concern that property values will go down due to the heavy traffic and noise.

I would surely like to see left turn to continue on Mammoth Way onto Saratoga Way. I ask to please consider my/ our ~~community~~^{dv} concerns please look at the cut through traffic and what a mess it will create if no left turn is made on Mammoth Way onto Saratoga Way. Allowing for a left turn be made on Mammoth Way onto Saratoga Way would help reduce the impact of noise and heavy traffic. The exterior noise can be evaluated. I like to see an alterative and if so, please include in the draft EIR. It was a take on leave it proposition. In addition, it would be nice if Silva Valley interchange be built first.

I ask to please consider my concerns as well as others who live in this ~~community~~^{dv}. Look at the cut through traffic and what a mess it will create. One issue resolve would be to allow left turn to continue on Mammoth Way onto Saratoga Way.

I look forward to hearing from you and hope that there will be a better resolution.

I can be reached in writing at, Iris Vega, PO Box 5036, EDH, CA 95762.

Thank You for your understanding and consideration in this matter.

Iris Vega

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Responses to Comment Set 11

Response to Comment 11-1

Opposition to the Project due to potential neighborhood traffic and the future prohibition of left turns from Mammouth Way onto Saratoga Way is noted. Impacts associated with these issues are evaluated and disclosed in the Draft EIR and the comment does not speak to the adequacy of the analysis or conclusions in the Draft EIR.

Response to Comment 11-2

Concern of reduced property values as a result of traffic and noise impacts associated with the Project is noted. Impacts associated with traffic and noise are evaluated and disclosed in the Draft EIR (see Sections 3.4 and 3.5, pages 3-14 through 3-42). A change in property values is not an environmental issue and does not warrant discussion in the EIR unless that change may result in environmental impacts. The comment does not provide evidence that a reduction in property values is reasonably foreseeable as a result of the Project nor does the comment provide evidence that a change in property values would result in one or more environmental impacts.

Response to Comment 11-3

The Project's potential to increase traffic on neighborhood streets as a result of diverted and cut-through trips is evaluated and documented in the Draft EIR (see Impact 3.4-6, pages 3-29 through 3-30). The comment's request to maintain a left-turn option from Mammouth onto Saratoga Way is noted.

Response to Comment 11-4

An evaluation of exterior noise levels was conducted and is documented in the Draft EIR (see Impacts 3.5-2 and 3.5-3, pages 3-38 through 3-41). The analysis evaluates predicted noise levels under existing and future conditions both with and without the Project at 13 representative receptor locations.

Response to Comment 11-5

The comment advises that the commenter would like to see an alternative in the Draft EIR, but does not provide a specific recommendation for an alternative. The Draft EIR fully evaluates the proposed Project and the No Project Alternative. Chapter 5 of the Draft EIR discusses the alternatives development process and identifies alternatives considered but eliminated from further analysis (see Draft EIR Section 5.2, pages 5-1 through 5-5).

Response to Comment 11-6

Please see response to Comment 10-2.

Response to Comment 11-7

The County has reviewed and considered comments received on the Draft EIR and responses are provided here. Please see response to Comment 11-3 for discussion of the Saratoga Way/Mammoth Way intersection.

Comment Set 12 - Kirk Bone, Serrano Associates, LLC



ELECTRONIC TRANSMISSION SERRANO

September 28, 2009

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

Re: Draft Environmental Impact Report
Saratoga Way Extension Project ("Project")

Dear Janet,

Serrano Associates appreciates the opportunity to review and comment on the above-mentioned.

The Project partially lies adjacent to Assessor's Parcel Number 120-690-04 (formerly 120-070-04) owned by Serrano Associates, an undeveloped parcel generally lying on the east and west sides of Finder's Way.

The DEIR identifies the need for the County to acquire temporary construction, slope and/or drainage easements from a number of parcels, including Serrano Associates' parcel. Please retain my name as a point of contact for acquisition of the required easements prior to construction of the Project.

We also ask that the County coordinate and keep us informed of the Project's final design for opportunities to coordinate cut/fill slopes, drainage improvements, environmental permitting, etc. between the Project and potential development of our undeveloped parcel.

If you have any questions, please do not hesitate to contact me at (916) 939-4060.

Best Regards,

SERRANO ASSOCIATES, LLC


Kirk Bone
Director of Governmental Affairs
KB:amh

SERRANO ASSOCIATES, LLC
4525 SERRANO PARKWAY EL DORADO HILLS, CALIFORNIA 95762
916-939-3333 FAX 916-939-4049

Responses to Comment Set 12

Response to Comment 12-1

The comment's requests are noted and the County will coordinate with property owners as necessary for acquisition of temporary construction, slope and/or drainage easements from adjacent properties and will inform these adjacent property owners of the Project status, as appropriate, separate from the environmental review process.

Comment Set 13 – Clinton F. and Rita E. Gatewood

Saratoga Project DEIR Comments

1. For the Phase 1 extension of Saratoga Way to Iron Point Road, the current plan provides a turn lane into Finders Way for traffic eastbound on the extension and a "turn-then-merge" lane for traffic turning left from Finders Way into the eastbound lane of the extension. Phase 2 allows for a traffic light at this intersection. The proposed speed limit for the extension is 45 miles per hour.

Our Concern: Upon completion of Phase 1, this route will quickly become a frequently-used alternative to U.S. 50, in both directions, between El Dorado Hills and Folsom. Peak hours on U.S. 50 will only serve to increase the traffic and congestion levels on this new extension. The speed limit will be pushed by many to well in excess of 45 miles per hour, especially without some intervening device to force a slowdown.

Our Request: Include under Phase 1 an All-Way Stop Sign at the intersection of Finders Way and Saratoga Way. The need for a traffic light at this same location can later be determined by traffic flow measurements. Make the posted speed limit 35 miles per hour under Phase 1 for the section of the extension from El Dorado Hills Boulevard to 100 yards west of Finders Way, 45 miles per hour elsewhere.

2. Sound barriers are already in place following the realignment of Saratoga Way, and the widening of U.S.50 will only serve to increase the amount of traffic, the speed of that traffic, and the attendant noise of that traffic.

Our Concern: Upon opening of the extension to traffic, noise levels will probably increase, not only due to an increase in traffic flow on both U.S. 50 and Saratoga Way, but also due to portions of that increased traffic being closer to residences between Finders Way and El Dorado Hills Boulevard.

Our Request: The existence of the current sound barriers is an explicit acknowledgement of the fact and level of current noise. Upon completion of Phase 1, implement a study to determine the adequacy of existing noise abatement/reduction techniques and the need to extend/modify them to reduce noise to acceptable *measured* levels.

3. Saratoga Way is currently used by pedestrians, bicyclists, joggers, and families simply walking with their strollers. The extension plans include a pedestrian walkway on the north side of the extension from Finders Way to the county line.

Our Concern: Persons using the new walkway will not have a matching walkway from Finders Way to Arrowhead Drive. They will be forced to walk through adjoining neighborhoods or continue their journey in the bike lane, unprotected.

Our Request: Continue the pedestrian walkway from Finders Way to Arrowhead Drive so there is a continuous protected path for pedestrians and joggers.

4. We understand that the Saratoga Project DEIR is meant to address only that project, but we also recognize that this project competes for funding with many other projects, and that each of these projects impacts the others based upon schedules of completion. For example, the completion of the Saratoga Way extension, if completed ahead of the Silva Valley Parkway/U.S. 50 interchange, would impact that project by changing traffic patterns. The reverse is also true.

Our Concern: Some of the traffic that would flow through the Saratoga Way extension would probably be reduced by the completion of the interchange project, since many would choose to use U.S. 50 over the less direct and more time-consuming route that includes El Dorado Hills Boulevard/Saratoga Way.

Our Request: Consider completing the Silva Valley Parkway/U.S. 50 interchange project before the Saratoga Way Phase 2 extension project. It may turn out that Phase 1 of the Saratoga Way extension is all that is required, at least for quite a while.

Respectfully submitted,

Clinton F. and Rita E. Gatewood
660 Platt Circle
El Dorado Hills CA 95762

Responses to Comment Set 13

Response to Comment 13-1

The request for an all-way stop sign control at the Saratoga Way/Finders Way intersection in Phase 1 and for a posted speed limit of 35 miles per hour on Saratoga Way between El Dorado Hills Boulevard and 100 yards west of Finders Way is noted and will be considered by the County. The comment does not address the adequacy of the Draft EIR and no additional response to the comment is required.

Response to Comment 13-2

The comment's statement that the "noise levels will probably increase" as a result of the Project is consistent with information presented in the Draft EIR. Tables 3-14 and 3-15 of the Draft EIR provide the Project-related traffic noise level increases for existing and future conditions, respectively. Those tables indicate that the Project will result in traffic noise level increases ranging from 0 to 1.6 dB L_{dn} relative to existing conditions, and 0 to 1.8 dB for future (2030) conditions. As a result, the Draft EIR does properly disclose that the project will result in increases in traffic noise levels at existing residences located along the project corridor, but the Draft EIR analysis concludes that those increases would not be significant relative to either El Dorado County noise standards or relative to traffic noise levels which would be present without the proposed extension of Saratoga Way.

The comment's statement that the "existence of the current sound barriers is an explicit acknowledgement of the fact and level of current noise" is partially correct. The noise barriers located along Saratoga Way were constructed as a component of the Saratoga Way realignment portion of the US Highway 50 / El Dorado Hills Boulevard Interchange project and were designed to achieve compliance with applicable traffic noise standards using future traffic volumes for the design analysis. While it is recognized that the existing noise barriers do provide a noticeable reduction in existing traffic noise levels, they were actually designed to mitigate future traffic noise levels at ground-floor primary outdoor activity areas to acceptable levels as well.

The impact analysis for the Saratoga Way Extension Project was similarly based on analysis of future traffic noise conditions predicted for traffic volumes in the year 2030. That analysis determined that, because the Project-related increase in traffic noise levels is predicted to be low relative to existing and future conditions without the Project, the existing noise barriers are adequate to reduce future traffic noise levels with the Saratoga Way Extension Project to acceptable levels as well. Although measured levels indicate that the existing noise barriers adequately reduce existing noise levels sufficient to comply with applicable standards, the design of those barriers is based on predicted future traffic conditions.

Response to Comment 13-3

The request for installation of a pedestrian walkway between Finders Way and Arrowhead Drive is noted and will be considered by the County.

Response to Comment 13-4

Please see response to Comment 10-2 regarding the U.S. Highway 50/Silva Valley Interchange Project. As noted in the Draft EIR (see Section 2.4, Preliminary Construction Schedule, Table 2-2), the timing of Phase 2 will be determined based on actual future traffic volumes and levels of service, which are affected by cumulative growth and individual local development projects. Installation of the U.S. Highway 50/Silva Valley Interchange Project, as well as other roadway improvement projects, and the rate of future growth/development within the Project area and other areas of the County, will affect the need and timing of Phase 2 improvements.

Comment Set 14 - Dianna Hillyer, El Dorado Hills CSD

September 28, 2009

El Dorado County DOT
Attn: Ms. Janet Postlewait
2850 Fairlane Court
Placerville, CA 95667



RE: Saratoga Project DEIR Comments

Dear Ms. Postlewait;

Thank you for the opportunity to provide comments on the Draft EIR being circulated for the Saratoga Way Extension Project. The El Dorado Hills Community Services District is primarily responsible for providing public parks and recreation programs, administration and operation management of Landscape and Lighting Assessment Districts (LLADs), design review, CC&R enforcement and enforcement of franchise agreements to provide solid waste and cable television broadcasting.

The District manages the North Commercial Roadway LLAD which includes the area that Saratoga Avenue will extend through. It is the District's expectation that the existing North Commercial LLAD will have be amended to account for new landscaping in Phase 2 of the Saratoga Way Extension Project. There currently isn't any mechanism within the existing LLAD to create an account to accumulate funds that will pay to install new landscaping. The District expects the future residential development to pay for the installation of new landscaping, which the District can then maintain through the LLAD.

The continuation of Class II bike lanes in both directions and the sidewalk on the north side of Saratoga are good opportunities to advance the County's desire to provide continuous bicycle and pedestrian facilities.

If you have any questions or would like to discuss this matter more, please feel free to contact me directly at 916-614-3210.

Sincerely,

A handwritten signature in black ink, appearing to read "Dianna Hillyer", written over a horizontal line.

Dianna Hillyer
Project Manager

Responses to Comment Set 14

Response to Comment 14-1

The comment regarding the role and funding parameters for future lighting and landscaping along Saratoga Way is noted. The comment does not address the adequacy of the EIR and no additional response to the comment is required.

Response to Comment 14-2

The comment regarding the Project components of continuation of Class II bicycle lanes and the sidewalk on the north side of Saratoga Way (between Finders Way and Iron Point Road) and the contribution of these Project components to providing continuous bicycle and pedestrian facilities in the County is noted. The comment does not address the adequacy of the EIR and no additional response to the comment is required.

Comment Set 15 - Scott Morgan, State Clearinghouse



STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

September 29, 2009

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

Subject: Saratoga Way Extension
SCH#: 2006052125

Dear Janet Postlewait:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 28, 2009, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

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

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

Sincerely,

fn: Scott Morgan
Acting Director, State Clearinghouse

Enclosures
cc: Resources Agency

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**Document Details Report
State Clearinghouse Data Base**

SCH# 2006052125
Project Title Saratoga Way Extension
Lead Agency El Dorado County

Type EIR Draft EIR
Description Two phase project - Phase 1- Construction of ~0.5 mile segment of road to provide for improved circulation between western El Dorado County and eastern Sacramento County. Phase 2- Widen ~1 mile segment of same roadway to 4 lanes. Project includes intersection improvements, traffic control and bicycle/pedestrian facilities.

Lead Agency Contact

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

Project Location

County El Dorado
City
Region
Lat / Long
Cross Streets
Parcel No. Multiple
Township 9N **Range** 8E **Section** 10 **Base** Clarksvi

Proximity to:

Highways 50
Airports
Railways
Waterways
Schools Nearest-William Brooks Elementary
Land Use Present: Vacant, undisturbed
Z & GPD: High Density Residential (1-5 DU/acre)

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Geologic/Seismic; Growth Inducing; Landuse; Noise; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Wildlife

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

Date Received 08/13/2009 **Start of Review** 08/13/2009 **End of Review** 09/28/2009

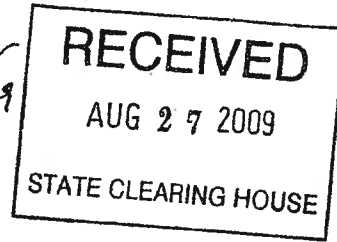
NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax



August 25, 2009

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9-28-09
e



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

RE: SCH# 2006052125 – Saratoga Way Extension; El Dorado County

Dear Ms. Postlewait:

The Native American Heritage Commission has reviewed the Notice of Completion (NOC) regarding the above referenced project. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **Sacred Lands File check completed, no sites indicated**
 - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Public

Sincerely,

Katy Sanchez
~~Rob Wood~~
Environmental Specialist III
~~(916) 653-4040~~

CC: State Clearinghouse

Responses to Comment Set 15

Response to Comment 15-1

The County has received and reviewed comments on the Project from the Native American Heritage Commission (NAHC) forwarded by the State Clearinghouse. The NAHC comment letter and the County's response to the issues raised in the letter are included in this Final EIR at Comment Set 2.

Attachment A
Draft EIR Notice of Availability
and Notice of Completion



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://co.el-dorado.ca.us/dot>

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



**NOTICE OF AVAILABILITY
FOR THE
SARATOGA WAY EXTENSION PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT**

DATE: August 12, 2009
TO: Interested Agencies and Individuals
FROM: El Dorado County Department of Transportation

The El Dorado County Department of Transportation (DOT) has prepared a Draft Environmental Impact Report (Draft EIR) for the proposed extension of Saratoga Way in western El Dorado County. The Draft EIR is available for review and comment by interested persons and public agency representatives. Comments pertaining to the impact analysis, criteria and thresholds, mitigation measures and alternatives presented in the Draft EIR will be considered by the County during preparation of the Final EIR. The Final EIR will include copies of comments and the County's responses to comments pertaining to the environmental review and Draft EIR.

This Draft EIR is available for public and agency review for a 45-day period beginning August 13, 2009 and ending September 28, 2009. The Draft EIR is available for review at the following locations:

DOT Engineering Division Office
4505 Golden Foothill Parkway
El Dorado Hills, CA 95762
Phone: (916) 358-3550

El Dorado Hills Branch Library
7455 Silva Valley Parkway
El Dorado Hills, California 95762

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

DOT Internet website
<http://www.edcgov.us/DOT/ceqa.htm>

Written comments on the Draft EIR must be submitted by 5:00 p.m. on September 28, 2009, and must be submitted in hard copy to El Dorado County DOT, Attn: Janet Postlewait, 2850 Fairlane Court, Placerville, CA 95667 or via email to janet.postlewait@edcgov.us. Written comments submitted via email must either 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: "Saratoga Project DEIR Comments". Comments will be included in the Final EIR and will become a part of the publicly accessible administrative record.

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

Individuals and organization/agency representatives are invited to provide oral comments on the Draft EIR at a public meeting on September 8, 2009 at 5:00 p.m. in the El Dorado Hills Library at 1120 Harvard Way, El Dorado Hills. 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 project is located in western El Dorado County in the unincorporated community of El Dorado Hills. See Location Map to right.

PROJECT DESCRIPTION: The Project would extend Saratoga Way as a two-lane road to Iron Point Road at the western border of El Dorado County. A second phase of the Project would widen the entire length of Saratoga Way between El Dorado Hills Boulevard and Iron Point Road to four lanes. In Phase 1, the County would extend Saratoga Way approximately 2,300 feet from its existing western terminus to Iron Point Road as a two-lane facility.

Improvements would also be made to the existing segment of Saratoga Way from the current western terminus to approximately 1,200 feet east of Finders Way to provide turn lanes on Saratoga Way at Finders Way.

Phase 1 would include the installation/replacement of Class II bicycle lanes along the entire Phase 1 segment of Saratoga Way and a paved pedestrian path from Finders Way to the County line.

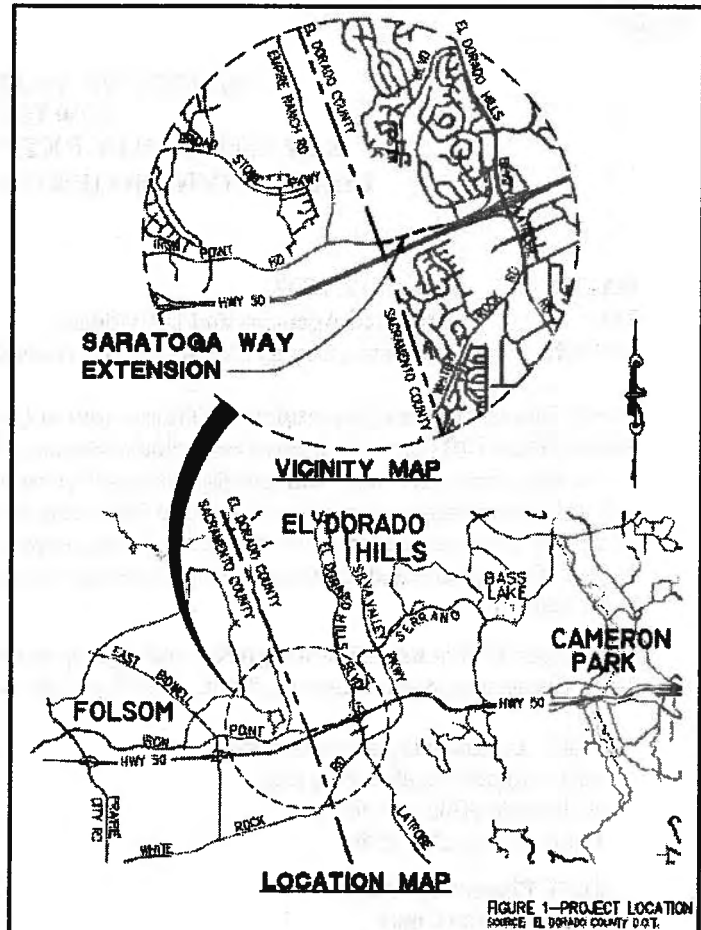
Phase 2 of the Project would widen Saratoga Way to four lanes between El Dorado Hills Boulevard and Iron Point Road. Phase 2 would also include Class II bicycle lanes along the entire segment of Saratoga Way and a pedestrian walkway along the northern side of Saratoga Way from Finders Way to the County line. Phase 2 would install traffic signals at Finders Way and

Arrowhead Drive and would prohibit left turns from Mammouth Way onto Saratoga Way.

The project would require the County's acquisition of right-of-way and may also require that temporary construction easements be obtained for access or construction activities within adjacent properties. The Project would include provisions for the future extension of utilities within the roadway rights-of-way and would install drainage structures, as necessary to generally maintain existing stormwater runoff patterns.

ENVIRONMENTAL REVIEW: Environmental issues addressed in the Draft EIR 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/circulation; public services and utilities; and cultural resources.

EIR PROCESS AND PUBLIC INPUT: The Draft EIR describes the proposed Project and alternatives (including a *no project* alternative as required by CEQA), discloses the potential environmental impacts of the project and defines mitigation measures to minimize or avoid significant impacts. The County will consider all comments received during the 45-day Draft EIR circulation period and will prepare a Final EIR which identifies any necessary changes to the Draft EIR and provides responses to all comments on the Draft EIR. The County Board of Supervisors will consider certification of the Final EIR prior to Project approval.



Notice of Completion & Environmental Document Transmittal

Appendix C

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 # 2006052125

Project Title: Saratoga Way Extension

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: N/A Zip Code: 95762
Assessor's Parcel No.: Multiple Section: 10 Twp.: 9 North Range: 8 East Base: Clarksville
Within 2 Miles: State Hwy #: 50 Waterways: N/A
Airports: N/A Railways: N/A Schools: Nearest - William Brooks Elem (.5 mi.)

Document Type:

- CEQA: [] NOP [x] Draft EIR NEPA: [] NOI Other: [] Joint Document
[] Early Cons [] Supplement/Subsequent EIR [] EA [] Final Document
[] Neg Dec (Prior SCH No.) [] Draft EIS [] Other
[] Mit Neg Dec [] Other [] FONSI

Local Action Type:

- [] General Plan Update [] Specific Plan [] Rezone [] Annexation
[] General Plan Amendment [] Master Plan [] Prezone [] Redevelopment
[] General Plan Element [] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [] Site Plan [] Land Division (Subdivision, etc.) [x] Other Road Construction

Development Type:

- [] Residential: Units _____ Acres _____ [] Water Facilities: Type _____ MGD _____
[] Office: Sq.ft. _____ Acres _____ Employees _____ [x] Transportation: Type Road Construction
[] Commercial: Sq.ft. _____ Acres _____ Employees _____ [] Mining: Mineral _____
[] Industrial: Sq.ft. _____ Acres _____ Employees _____ [] Power: Type _____ MW _____
[] Educational _____ [] Waste Treatment: Type _____ MGD _____
[] Recreational _____ [] Hazardous Waste: Type _____
Total Acres (approx.) _____ [] Other: _____

Project Issues Discussed In Document:

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

Present Land Use/Zoning/General Plan Designation:

Present: Vacant, undisturbed. GP Designation(Zoning): High-Density Residential (1 - 5 DU/acre)

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

Two phase project - Phase 1 - Construction/extension of approximately 0.5-mile segment of road to provide for improved circulation between western El Dorado County and eastern Sacramento County. Phase 2 - Widen approximately 1-mile segment of same roadway to four lanes. Project includes intersection improvements, traffic control and bicycle/pedestrian facilities.

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.

Reviewing Agencies Checklist

Appendix C, continued

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

- | | |
|-------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Air Resources Board | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Parks & Recreation |
| <input checked="" type="checkbox"/> Caltrans District # <u>3</u> | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Planning (Headquarters) | <input type="checkbox"/> Reclamation Board |
| <input type="checkbox"/> Coachella Valley Mountains Conservancy | <input checked="" type="checkbox"/> Regional WQCB # <u>5b</u> |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> S.F. Bay Conservation & Development Commission |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers and Mtns Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> Santa Monica Mountains Conservancy |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input checked="" type="checkbox"/> Fish & Game Region # <u>2</u> | <input type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Food & Agriculture, Department of | <input type="checkbox"/> SWRCB: Water Rights |
| <input type="checkbox"/> Forestry & Fire Protection | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> General Services, Department of | <input type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> Housing & Community Development | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Integrated Waste Management Board | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Native American Heritage Commission | |
| <input type="checkbox"/> Office of Emergency Services | |

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

Starting Date August 13, 2009 Ending Date September 28, 2009

Lead Agency (Complete if applicable):

Consulting Firm: <u>Environmental Stewardship & Planning, Inc.</u>	Applicant: <u>El Dorado County (Lead Agency)</u>
Address: <u>1621 13th Street</u>	Address: <u>2850 Fairlane Court</u>
City/State/Zip: <u>Sacramento, CA 95814</u>	City/State/Zip: <u>Placerville, CA 95667</u>
Contact: <u>Bob Delp</u>	Phone: <u>530-621-5993</u>
Phone: <u>916-455-1115 ext. 101</u>	

Signature of Lead Agency Representative *Janet Postlewait* Date: 8-12-09

Attachment B
Mitigation Monitoring Plan

ATTACHMENT B

Mitigation Monitoring Plan
for the
Saratoga Way Extension Project

El Dorado County
Department of Transportation

May 2010

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Saratoga Way Extension Project Mitigation Monitoring Plan

El Dorado County has prepared an Environmental Impact Report (EIR) for the Saratoga Way Extension Project (Project) pursuant to the California Environmental Quality Act (CEQA). The May 2010 Final EIR for the Project identifies significant and potentially significant adverse environmental effects of the Project. The Final EIR also identifies mitigation measures for each significant and potentially significant impact that would serve to avoid or reduce these impacts to a less-than-significant level.

This Mitigation Monitoring Plan (MMP) has been prepared pursuant to Section 15097 of CEQA Guidelines to provide a mechanism for implementation, monitoring and verifying implementation of the mitigation measures identified in the Final EIR. The MMP defines the implementation, responsibilities and reporting for the mitigation measures identified in the Final EIR.

The specific objectives of this MMP are to:

- Assign responsibility for implementation and funding of mitigation measures identified in the Final EIR;
- Assign responsibility for and provide for verification of compliance with mitigation measures; and
- Provide the mechanism to identify areas of non-compliance and the need for enforcement action before irreversible environmental damage occurs.

The following tables include the mitigation measures identified in the Final EIR and list the parties responsible for funding, implementing and verifying that mitigation measures have been implemented.

Note that the numbering of each mitigation measure herein is consistent with the impact and corresponding mitigation numbering in the Final EIR. Because the Final EIR identified impacts that were less than significant for which no mitigation was required, the numbering of each mitigation measure is not sequential. This MMP includes all twelve of the mitigation measures identified in the Final EIR.

In addition to the mitigation measures identified herein, the County is required to obtain and comply with all state and federal regulatory permitting requirements and all applicable federal, state and local rules and regulations pertaining to the Project and Project construction activities. Chapter 3 of the Draft EIR (as incorporated by reference to the Final EIR) includes a discussion of regulatory requirements pertaining to environmental resources. It shall be the responsibility of the El Dorado County DOT to confirm and obtain all required permits and comply with all applicable regulatory requirements.

Mitigation Measure 3.3-5

The County shall conduct a Phase 1 ESA of the Project study area and shall implement appropriate remediation to ensure worker and public safety in the event that hazardous materials or conditions are identified.

Prior to the acquisition of right-of-way for the Project, the County shall conduct a Phase 1 Environmental Site Assessment (ESA) to determine the potential presence of hazardous materials or substances within the Project site. In the event that the Phase 1 ESA identifies the presence or potential presence of hazardous materials or substances, the County shall develop a remedial action plan to remove and properly dispose of contaminated soils or other hazardous materials. All such remediation shall be conducted in accordance with federal, state and local laws pertaining to the use, handling, transportation and disposal of hazardous materials. No other Project-related construction activities shall occur on the site until appropriate remediation has occurred.

<p>Funded by: El Dorado County.</p>	<p>Implemented by: El Dorado County DOT and its construction contractors.</p>	<p>Implementation timing: Prior to acquisition of right-of-way.</p>	<p>Verified by: El Dorado County DOT Name: Title: Date:</p>	<p>El Dorado County DOT notes regarding implementation and effectiveness of measure:</p>
------------------------------------------------	------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------

Mitigation Measure 3.4-2

<p>The Project traffic management plan shall contain provisions for safe and efficient bicycle and pedestrian movement.</p> <p>The County shall require that the Project traffic management plan include provisions for bicycle and pedestrian movement through the Project area during construction or shall provide efficient and convenient alternative route options. Signage with warnings of lane sharing or unsafe conditions shall be posted at all times during construction. In the event that alternative access or detour routing is required, detour routing shall be of the shortest distance practicable and shall be clearly indicated with signage.</p>					
<p>Funded by: El Dorado County.</p>	<p>Implemented by: El Dorado County DOT and its construction contractors.</p>	<p>Implementation timing: Prior to and during Project construction activities (Phase 1 and Phase 2).</p>	<p>Verified by: El Dorado County DOT</p> <table border="1"> <tr> <td> <p>Phase 1 Verification</p> <p>Name:</p> <p>Title:</p> <p>Date:</p> </td> <td> <p>Phase 2 Verification</p> <p>Name:</p> <p>Title:</p> <p>Date:</p> </td> </tr> </table> <p>El Dorado County DOT notes regarding implementation and effectiveness of measure:</p>	<p>Phase 1 Verification</p> <p>Name:</p> <p>Title:</p> <p>Date:</p>	<p>Phase 2 Verification</p> <p>Name:</p> <p>Title:</p> <p>Date:</p>
<p>Phase 1 Verification</p> <p>Name:</p> <p>Title:</p> <p>Date:</p>	<p>Phase 2 Verification</p> <p>Name:</p> <p>Title:</p> <p>Date:</p>				

Mitigation Measure 3.5-1

The County shall require that construction contractors comply with all applicable local regulations regarding noise suppression and attenuation and shall require that engine-driven equipment be fitted with mufflers according to manufacturers' specifications.

The County shall require that construction contractors comply with all applicable local regulations regarding noise suppression and attenuation and shall require that engine-driven equipment be fitted with mufflers according to manufacturers' specifications. The following requirements shall be included in the construction specifications:

- a. Limit construction activities to the hours of 7:00 a.m. to 7:00 p.m. on weekdays and the hours of 8:00 a.m. to 5:00 p.m. on weekends and federally recognized holidays except as required to alleviate traffic congestion or safety hazards;
- b. Locate fixed construction equipment such as compressors and generators at distances no less than 250 feet from sensitive receptors (including occupied residential property boundaries);
- c. Shroud or shield impact tools, and muffle or shield intake and exhaust ports on power construction equipment; and
- d. Construction equipment using internal combustion engines shall be in proper tune.

<p>Funded by: El Dorado County.</p>	<p>Implemented by: El Dorado County DOT and its construction contractors.</p>	<p>Implementation timing: During Project construction activities (Phase 1 and Phase 2).</p>	<p>Verified by: El Dorado County DOT Phase 1 Verification Name: Title: Date: Phase 2 Verification Name: Title: Date:</p>	<p>El Dorado County DOT notes regarding implementation and effectiveness of measure:</p>
------------------------------------------------	------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------

Mitigation Measure 3.7-2

<p>The County shall prepare an erosion control plan containing specific provisions for best management practices (BMPs) for reducing and controlling erosion from areas of excavation, fill, vegetation clearing and grading during and following Project construction.</p> <p>1) An erosion control plan for the Project shall be prepared and implemented. The erosion control plan shall include both temporary and permanent erosion control best management practices (BMPs) appropriate for avoiding or minimizing erosion potential from areas of excavation, fill, vegetation clearing and grading required for Project construction. (The erosion control plan may be prepared in conjunction with the stormwater pollution prevention plan (SWPPP) required for the Project pursuant to Mitigation Measure 3.8-1.) The erosion control plan shall include BMPs contained within the Western El Dorado County Stormwater Management Plan (2005), Sections 4.4 and 4.5, and shall include BMPs for controlling surface and fluvial erosion from cut and fill slopes during and after construction.</p> <p>2) Construction specifications and design shall include measures for controlling sediment delivery to Drainage Area 1 (see Draft EIR, Figure 3-11) from the adjacent road cuts. Recommendations made by Youngdahl (2007), including construction of sediment barriers (i.e., toe and brow ditch) along the base of cut slopes greater than 10 feet high to help trap sediment before it is delivered to the road ditch and to aid cut slope stabilization, shall be implemented.</p>			
<p>Funded by: El Dorado County.</p>	<p>Implemented by: El Dorado County DOT and its construction contractors.</p>	<p>Implementation timing: Prior to and during Project construction activities (Phase 1 and Phase 2).</p>	<p>Verified by: El Dorado County DOT</p>
			<p>El Dorado County DOT notes regarding implementation and effectiveness of measure:</p>
		<p>Phase 1 Verification</p> <p>Name:</p> <p>Title:</p> <p>Date:</p>	
		<p>Phase 2 Verification</p> <p>Name:</p> <p>Title:</p> <p>Date:</p>	

Mitigation Measure 3.8-1

The County shall prepare a stormwater pollution prevention plan (SWPPP) containing specific provisions for best management practices (BMPs) for reducing and controlling erosion from areas of excavation, fill, vegetation clearing and grading during and following Project construction.

1) A Stormwater Pollution Prevention Plan (SWPPP) for the Project shall be prepared and implemented. The SWPPP shall include both temporary and permanent best management practices (BMPs) appropriate for avoiding or minimizing erosion and stormwater contamination and runoff from areas of excavation, fill, vegetation clearing and grading required for Project construction. (The SWPPP may be prepared in conjunction with the erosion control plan required for the Project pursuant to Mitigation Measure 3.7-2.) The SWPPP shall be prepared by a qualified engineer or erosion control/stormwater specialist and implemented before, during and following construction as needed to construct, monitor and maintain the BMPs required for the Project.

2) The Project SWPPP shall comply with Regional Water Quality Control Board requirements for general construction activities and Project construction plans and specifications shall follow County SWMP BMPs that are designed to control stormwater runoff. Objectives of the SWPPP shall include: (1) identifying pollutant sources that may affect the quality of stormwater associated with construction activity; and (2) identifying, constructing, and implementing stormwater pollution prevention measures to reduce pollutants in stormwater after construction.

3) During construction of the Project, stormwater runoff shall be controlled using temporary runoff control structures on fill and cut slopes and at stormwater drains.

4) Project design shall include the following design measures:

- a. Drain terraces on fill slope to stable ditch and outlet;
- b. Rock cut slope terraces if final slope exposes soil rather than bedrock; and
- c. Provide channel/ditch gradient control when channels are over 50 feet in length.

5) Following construction of the Project, erosion control and stormwater runoff control measures shall be implemented for slope stabilization and runoff control that include, but are not necessarily limited to, the following:

- a. Mulch and seed disturbed ground, including fill slopes, using native species to the extent possible;
- b. Provide channel/ditch gradient control when the affected length is greater than 50 feet; and
- c. Place straw wattles or comparable erosion control material on cut and fill slopes to break up surface, install as specified by manufacturer or at a minimum of 10 feet apart on slopes greater than 2:1.

<p>Funded by: El Dorado County.</p>	<p>Implemented by: El Dorado County DOT and its construction contractors.</p>	<p>Implementation timing: Prior to and during Project construction activities (Phase 1 and Phase 2).</p>	<p>Verified by: El Dorado County DOT Phase 1 Verification Name: Title: Date: Phase 2 Verification Name: Title: Date:</p>	<p>El Dorado County DOT notes regarding implementation and effectiveness of measure:</p>
------------------------------------------------	------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------

Mitigation Measure 3.9-2

The County shall avoid disturbance of the fresh emergent wetland to the greatest extent practicable, and the County shall conduct pre-construction surveys for Sanford's arrowhead and transplant any individuals that would be affected during Project construction.

1) Disturbance to the fresh emergent wetland/intermittent stream shall be avoided to the greatest extent practicable. If disturbance to the fresh emergent wetland is completely avoided (e.g., no ground disturbance within the fresh emergent wetland drainage channel), no further mitigation is necessary. If disturbance to the fresh emergent wetland cannot be completely avoided, the following measure shall be implemented.

2) Pre-construction botanical surveys to determine the presence/absence of Sanford's arrowhead shall be conducted during the identifiable period for this species (approximately May to October, dependent on environmental conditions). If Sanford's arrowhead is absent from the Project area, no further mitigation is necessary. If Sanford's arrowhead is present within the Project area, the following measure shall be implemented.

3) Direct impacts to areas occupied by Sanford's arrowhead shall be minimized to the maximum extent practicable. A qualified biologist (monitoring biologist) shall be present during the initiation of construction activities within all areas occupied by Sanford's arrowhead. The monitoring biologist shall inform the construction workers of the presence of the sensitive plant species and monitor construction activities to minimize the potential for avoidable plants to be unintentionally disturbed. If determined to be practicable by the monitoring biologist, any Sanford's arrowhead plants that can not be avoided shall be salvaged and transplanted to suitable nearby habitats.

<p>Funded by: El Dorado County.</p>	<p>Implemented by: El Dorado County DOT and its construction contractors.</p>	<p>Implementation timing: Prior to and during Project construction activities (Phase 1).</p>	<p>Verified by: El Dorado County DOT Name: Title: Date:</p>	<p>El Dorado County DOT notes regarding implementation and effectiveness of measure:</p>
------------------------------------------------	------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------

Mitigation Measure 3.9-3

The County shall avoid construction activities between March and July to the extent practicable, conduct pre-construction surveys for active raptor nests within 250 feet of construction areas, establish construction-free buffer zones and implement other measures to avoid or minimize potential impacts on special-status bird species.

- 1) If practicable, construction activities (especially removal of woody vegetation) shall be conducted outside of the nesting season (i.e., conduct construction from August to February). If construction activities are conducted outside of the nesting season, no further mitigation is necessary. If construction activities are to occur during the nesting season, the following measures shall be implemented.
- 2) Pre-construction surveys for active raptor nests within 250 feet of the project area shall be conducted by a qualified biologist within 15 days prior to the initiation of construction activities. Areas to be surveyed shall be limited to those areas subject to increased disturbance as a result of construction activities (i.e., areas where existing traffic, human activity, etc. is greater or equal to construction-related disturbance need not be surveyed). If any active raptor nests are identified, appropriate conservation measures (as determined by a qualified biologist in coordination with the CDFG) shall be implemented. These measures may include, but are not limited to: establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities in the vicinity of the active nest site until the young have fledged.
- 3) Pre-construction surveys for active migratory bird nests within the project area shall be conducted by a qualified biologist within 15 days prior to the initiation of construction activities. If active nests (more than half completed) are identified within the Project area, appropriate conservation measures (as determined by a qualified biologist) shall be implemented. These measures may include, but are not limited to: establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities in the vicinity of the active nest site until the young have fledged.
- 4) If construction activities will involve direct disturbance to the box culvert under Saratoga Way (just east of Finders Way), any existing unoccupied and inactive nests shall be removed by February 15 of the construction year. Removal of empty or unfinished nests shall be repeated as frequently as necessary (up to three times per week can be necessary) to prevent nest completion or until a nest exclusion device is installed (e.g., netting or similar mechanism that keeps birds from building nests). Exclusion efforts shall be continued until actual construction work begins. Within 48 hours prior to construction activity affecting the box culvert, a final inspection for occupied nests shall be conducted by a qualified biologist. If occupied nests are found, no disturbance to the nests shall occur until the young have fledged.

Funded by: El Dorado County.	Implemented by: El Dorado County DOT and its construction contractors.	Implementation timing: Prior to and during Project construction activities (Phase 1 and Phase 2).	Verified by: El Dorado County DOT			EI Dorado County DOT notes regarding implementation and effectiveness of measure:
			Phase 1 Verification Name: Title: Date: Phase 2 Verification Name: Title: Date:			

Mitigation Measure 3.9-4

<p>The County shall conduct pre-construction surveys for western burrowing owls within 500 feet of the Project study area, and as needed a buffer area shall be established, passive relocation shall be used and suitable foraging habitat or credits shall be acquired.</p> <p>1) <i>Pre-construction surveys for western burrowing owl within 500 feet of the Project area (where possible and appropriate based on habitat) shall be conducted by a qualified biologist no more than 30 days prior to the initiation of construction activities. Survey protocol shall follow the guidelines set forth in the CDFG's October 17, 1995 Staff Report on Burrowing Owl Mitigation, (California Department of Fish and Game 1995) as determined appropriate by the qualified biologist. If no western burrowing owls are detected, no further mitigation is necessary. If burrows used by western burrowing owls are identified within the 500-foot buffer, the following measures shall be implemented.</i></p> <p>2) <i>Burrows occupied by western burrowing owl, and a 250-foot buffer surrounding the burrows, shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.</i></p> <p>3) <i>If burrowing owls must be moved away from the Project area, passive relocation techniques (e.g., one-way doors) shall be used rather than trapping. All passive relocation measures shall be implemented by a qualified biologist. Construction activities within 250 feet of burrows (formerly occupied by burrowing owl) containing passive relocation devices shall not be initiated for a minimum of 15 days after installation or as determined appropriate by the qualified biologist in coordination with the CDFG, based on observation of the owls successfully relocating to alternate burrows.</i></p> <p>4) <i>If burrowing owls are identified within 500 feet of the Project area any permanent loss of burrowing owl foraging and nesting habitat within the Project area shall be offset by either (a) acquiring and permanently protecting off-site, at a location satisfactory to El Dorado County, a minimum of 6.5 acres of suitable foraging habitat per pair or unpaired resident owl, or (b) purchasing the requisite number of acres of credit at a CDFG-approved mitigation bank.</i></p>				
<p>Funded by: El Dorado County.</p>	<p>Implemented by: El Dorado County DOT and its construction contractors.</p>	<p>Implementation timing: Prior to and during Project construction activities (Phase 1 and Phase 2).</p>	<p>Verified by: El Dorado County DOT</p>	<p>El Dorado County DOT notes regarding implementation and effectiveness of measure:</p>
			<p>Phase 1 Verification Name: Title: Date:</p>	

Mitigation Measure 3.9-5

<p>The County shall conduct pre-construction surveys of elderberry shrubs within the Project study area and, if presence is detected, shall obtain and comply with appropriate authorizations from the U.S. Fish and Wildlife Service prior to the removal of the elderberry shrub.</p> <p>1) A qualified biologist shall inspect the elderberry shrubs for evidence of the presence of the VELB within 30 days prior to any construction activities within 100 feet of the elderberry shrubs to determine the current status of VELB presence/absence. If evidence of VELB presence is detected, no direct impacts (i.e., removal) shall occur until appropriate authorizations have been obtained from the USFWS and compensatory mitigation (i.e., replacement plantings and/or mitigation bank credits) has been implemented.</p> <p>2) Protective fencing shall be installed around all avoided elderberry shrubs. Protective fencing shall be installed at the maximum distance practicable from the dripline of the elderberry shrubs, and should be a minimum distance of 20 feet from the dripline of the shrubs. No construction activities shall be allowed within the fenced area. The protective fencing shall be in place prior to any ground disturbance within 100 feet of the elderberry shrubs and shall be maintained through the duration of ground-disturbing activities within 100 feet of the shrubs.</p> <p>3) If the elderberry shrub designated for removal shows signs of VELB occupation, it shall be transplanted to an appropriate location (e.g., near the avoided elderberry shrubs). Transplanting of the elderberry shrubs shall occur when the plants are dormant, approximately November through the first two weeks in February, after they have lost their leaves. Transplanting procedures shall follow the guidance provided in the USFWS Conservation Guidelines for the Valley Elderberry Longhorn Beetle (USFWS 1999).</p>			
<p>Funded by: El Dorado County.</p>	<p>Implemented by: El Dorado County DOT and its construction contractors.</p>	<p>Implementation timing: Prior to and during Project construction activities (Phase 1 and Phase 2).</p>	<p>Verified by: El Dorado County DOT</p> <p>Phase 1 Verification Name: Title: Date:</p> <p>Phase 2 Verification Name: Title: Date:</p>
			<p>El Dorado County DOT notes regarding implementation and effectiveness of measure:</p>

Mitigation Measure 3.9-6

<p>The County shall obtain and meet the conditions of all required permits and authorizations associated with direct and indirect impacts to waters of the U.S. and shall implement sediment control measures.</p> <p>1) All required permits and authorizations shall be obtained from the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Game prior to any direct impacts to waters of the United States. All terms and conditions of the required permits and authorizations shall be met.</p> <p>2) To the extent practicable, all construction activities that involve direct impacts to waters of the United States shall be conducted during the dry season (i.e., periods of low to no stream flow) to minimize the potential for erosion.</p> <p>3) Permanent loss of waters of the United States shall be limited to the minimum area and linear distance necessary to construct the road crossings. Any permanent loss of the fresh emergent wetland shall be offset by purchasing credits (1:1 acreage ratio) at a U.S. Army Corps of Engineers-approved mitigation bank or by payment of in-lieu fees to a U.S. Army Corps of Engineers-approved in-lieu fee program (according to current fee schedule).</p> <p>4) All waters of the United States temporarily impacted by construction activities shall be restored, as close as practicable, to pre-construction contours and conditions.</p> <p>5) Appropriate sediment control measures (e.g., silt fences, catch basins, etc.) shall be in place prior to the onset of construction activities within waters of the United States and in Project areas where there is a potential for surface runoff to drain into waters of the United States. Sediment control measures shall be monitored and maintained until construction activities have ceased. Temporary stockpiling of excavated or imported material shall be placed as far away from waters of the United States as practicable. Excess excavated soil shall be used on site or disposed of at a regional landfill or other appropriate facility. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion (e.g., silt fences, straw bales).</p>				
<p>Funded by: El Dorado County.</p>	<p>Implemented by: El Dorado County DOT and its construction contractors.</p>	<p>Implementation timing: Prior to and during Project construction activities (Phase 1 and Phase 2).</p>	<p>Verified by: El Dorado County DOT</p>	<p>El Dorado County DOT notes regarding implementation and effectiveness of measure:</p>
			<p>Phase 1 Verification Name: Title: Date:</p>	

Mitigation Measure 3.9-7

<p>The root zone of the valley oak tree (<i>Quercus lobata</i>) in the Project study area shall be clearly identified by a qualified arborist prior to construction, construction equipment operation and earthmoving shall avoid the valley oak tree root zone to the extent feasible, root impact minimization techniques shall be implemented and an assessment of the tree's survivability shall be conducted by a qualified arborist if work within the root zone cannot be avoided, and replacement trees shall be planted to offset the loss of the oak tree if the tree cannot be preserved.</p> <p>1) <i>if practicable, all construction activities within the dripline of the valley oak tree north of the existing western terminus of Saratoga Way shall be avoided. If construction activities are to occur within 50 feet of the dripline of the tree, 4- to 6-foot tall, brightly colored fencing (typically orange or yellow), shall be installed as far as practicable outside the dripline of the tree. No encroachment of construction equipment, activities or personnel into the fenced areas shall be allowed (with the exception of that specifically required for assessment or protection of the oak tree) and the fencing shall remain in place until all construction activities within 50 feet of the dripline of the tree have been completed. If all construction activities within the dripline of the tree are avoided, no further mitigation is necessary. If avoidance is not practicable, the following measures shall be implemented.</i></p> <p>2) <i>if construction activities within the dripline of the tree cannot be avoided, any tree roots to be severed shall be severed at the maximum practicable distance from the trunk. Any roots over 1-inch in diameter that are damaged as a result of construction activities shall be traced back and cleanly cut (by hand) behind any split, cracked, or damaged area.</i></p> <p>3) <i>if construction activity encroachment into the dripline occurs within more than 50 percent of the dripline or more than three roots in excess of 3 inches in diameter are severed due to necessary construction, a certified arborist shall be consulted to determine the severity of impacts to the tree and its potential for survival and its risk of failure. Based on that assessment, the County shall consider and implement, if feasible, any recommendations made by the consulting arborist.</i></p> <p>4) <i>if removal of the tree becomes necessary as a result of excessive damage to the root zone, the loss of the tree shall be offset by planting replacement trees. Replacement trees shall be native oak species. The size and number of replacement trees shall be appropriate for the replacement planting site(s) and shall be determined by the County, in consultation with a qualified arborist. At a minimum, the number and size of replacement trees planted shall be sufficient to replace the amount of canopy cover lost by removal of the existing tree at a 2:1 ratio (as measured at maturity of the replacement trees). Replacement trees shall be planted on-site (e.g., within the Project right-of-way), if feasible, or at another location as approved by the County Planning Department.</i></p>			
<p>Funded by: El Dorado County.</p>	<p>Implemented by: El Dorado County DOT and its construction contractors.</p>	<p>Implementation timing: Prior to and during Project construction activities (Phase 1).</p>	<p>Verified by: El Dorado County DOT Name: Title: Date:</p>
			<p>El Dorado County DOT notes regarding implementation and effectiveness of measure:</p>

Mitigation Measure 3.10-2

<p>The County shall incorporate cultural resources and human remains inadvertent discovery programs into construction contract documents.</p> <p>1) Project construction contract documents shall specify that in the event that concentrations of subsurface archaeological resources, or materials that have potential to be considered archaeological resources, are encountered during Project construction, DOT staff shall be notified immediately. All ground-disturbing work in the immediate area shall be suspended. A qualified archaeologist shall be retained by DOT to evaluate the materials and recommend appropriate action, if any. Construction shall not recommence until appropriate actions to preserve, excavate or document the resource are completed, as may be necessary depending on the significance of the find.</p> <p>2) Project construction contract documents shall specify that in the event that human remains are found in the study area during earth-moving or other activities, all ground-disturbing work shall be suspended, and the remains shall be treated in a manner consistent with Section 7050.5 of the California Health and Safety Code. The El Dorado County Coroner's Office shall be contacted to determine whether further investigations are warranted, and the remains shall be entrusted to the Coroner who may contact the Native American Heritage Commission (NAHC) and Native American representatives as required or appropriate. Treatment of the remains shall be conducted in accordance with the direction of the County Coroner or the NAHC, as appropriate.</p>			
<p>Funded by: El Dorado County.</p>	<p>Implemented by: El Dorado County DOT and its construction contractors.</p>	<p>Implementation timing: Prior to and during Project construction activities (Phase 1 and Phase 2).</p>	<p>Verified by: El Dorado County DOT</p>
			<p>Phase 1 Verification Name: Title: Date:</p> <p>Phase 2 Verification Name: Title: Date:</p>
			<p>El Dorado County DOT notes regarding implementation and effectiveness of measure:</p>

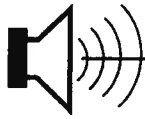
Attachment C

**Bollard Acoustical Consultants, Inc. (BAC) Input Regarding
Noise-Related Comments on the Saratoga Way Extension
Project DEIR (March 18, 2010)**

and

**Environmental Noise Analysis – Traffic Noise Reduction:
El Dorado Hills Blvd/SR 50 (March 3, 2000)**

**Bollard Acoustical Consultants, Inc. (BAC) Input Regarding
Noise-Related Comments on the Saratoga Way Extension
Project DEIR (March 18, 2010)**



BOLLARD ACOUSTICAL CONSULTANTS, INC.

Acoustics ► Vibration ► Noise Control Engineering

March 18, 2010

Mr. Bob Delp
Environmental Stewardship and Planning
Transmitted Via E-mail: bob@esp.nu

Subject: Bollard Acoustical Consultants, Inc. (BAC) Input regarding noise-related comments on the Saratoga Way Extension Project DEIR.

Dear Mr. Delp:

This letter contains BAC's input regarding noise-related comments on the above-referenced DEIR. The specific comments for which BAC was requested to provide input to ESP are 7-2, 8-1, 9-3 through 9-5, and 13-2. Our input, in the form of draft responses for your consideration, is as follows:

Input Regarding Comment 7-2

The comment's statement that the project will bring several more cars per day on Saratoga Way, and that those additional cars will translate to more noise, is consistent with information presented in the DEIR.

Table 3-14 and 3-15 of the DEIR provide the project-related traffic noise level increases for existing and future conditions, respectively. Those tables indicate that the project will result in traffic noise level increases ranging from 0 to 1.6 dB Ldn relative to existing conditions, and 0 to 1.8 dB for future (2030) conditions. As a result, the DEIR does properly disclose that the project will result in increases in traffic noise levels at existing residences located along the project corridor. However, the DEIR analysis concludes that those increases would not be significant relative to either El Dorado County noise standards or relative to traffic noise levels which would be present without the proposed extension project.

The comment also states that, "I do not have double-pane windows and the noise levels will be awful."

In response to DEIR comments pertaining to traffic noise impacts at townhomes on Hills Court and Scenic Court, DOT has considered previous studies conducted within the Project area and developed supplemental information pertaining to both interior and exterior noise levels at representative townhome locations, and has used this information to assess interior noise levels at the townhome referenced in the comment.

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In order to predict interior noise levels within the residence referenced in this comment, both the exterior noise levels at the second-floor building facades and the traffic noise reduction provided by those facades must be considered.

According to the project DEIR, the first row residences nearest to Saratoga Way (DEIR Receptors 10, 11 and 12), will be exposed to ground floor exterior noise levels ranging from 63-65 dB Ldn (DEIR Table 3-15). In developing information in response to this comment, the exterior noise exposures at the second-floor building facades of Receptors 10, 11 and 12 were computed by BAC to be 69, 68, and 67 dB Ldn, respectively, for future (2030) plus project conditions. These predicted second-floor façade noise exposures represent the combined contribution of traffic noise from El Dorado Hills Boulevard, Saratoga Way, and Highway 50 at these receptor locations. Each of these receptors has varying degrees of exposure to these roadways, but the overall difference in first and second-story noise levels was predicted by BAC to be approximately 4 dB Ldn.

Although shielding provided by the property line noise barrier was not included in the calculations of second-floor noise levels at receptors 10-12, partial shielding of Highway 50 and El Dorado Hills Boulevard by intervening structures and topography was accounted for in the projections of second-floor noise levels. The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) input and results sheets used to calculate the second-floor noise exposure are attached to this letter.

To check the accuracy of BAC's second floor traffic noise level forecasts, BAC referred to the results of testing of exterior noise levels at second story facades of select townhomes on Scenic Court and Hills Court conducted by Brown-Buntin Associates in 2000 as part of an assessment to determine the exterior to interior noise level reduction provided by second-floor building facades. The March 3, 2000 BBA report, entitled *Environmental Noise Analysis – Traffic Noise Reduction: El Dorado Hills Blvd/SR 50* (attached), determined that the highest increase in second-floor noise levels relative to first-floor levels measured by BBA was 4 dB at 3913 Hills Court. This 4 dB difference is consistent with the computations conducted by Bollard Acoustical Consultants for the Saratoga Way Extension Project DEIR and supplemental analysis conducted for the FEIR.

The residence referenced in the comment is located within the second row of residences from the realigned Saratoga Way. The nearest building façade of this residence is approximately 200 feet from the Saratoga Way centerline. By comparison, the nearest building façade of the first row residences are approximately 80 feet from the centerline of Saratoga Way. Because traffic noise decreases with distance at a rate of approximately 4.5 dB per doubling of distance from the source, the difference in Saratoga Way noise levels between

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the first and second row of residences nearest to Saratoga Way would be approximately 6 dB. This 6 dB reduction in Saratoga Way traffic noise levels at the second row residences (relative to the first row of residences), does not account for the additional shielding received at the second row residences by the first row residences themselves or the partial shielding provided by the existing noise barrier located along Saratoga Way. These factors would result in second row residences being exposed to Saratoga Way traffic noise levels of more than 6 dB lower than those received at first row residences. Although a 6 dB reduction in Saratoga Way traffic noise is predicted as a result of the distance of the second row of townhomes from Saratoga Way as compared to the first row, the combined reduction in traffic noise at the second row of townhomes when traffic noise from both Highway 50 and El Dorado Hills Boulevard is predicted to be approximately 4 dB less than that of the first row.

Given predicted future traffic noise levels of 69 dB Ldn or less at second-floor facades of the first-row residences and the predicted 4 dB reduction resulting from the greater distance of the second row residences from Saratoga Way, future traffic noise levels at the second row residences would be approximately 65 dB Ldn at the second-floor facades of the more distant second row residences after accounting for the noise exposure from all three roadways (Highway 50, Saratoga Way, and El Dorado Hills Boulevard). Given a projected exterior noise level of 65 dB Ldn, a building façade noise level reduction of 20 dB would be required to ensure satisfaction with the County's 45 dB Ldn interior noise level standard within the second-row townhomes. (Note that for the purposes of this analysis, the interior noise levels and attenuation provided by building facades are based on windows and doors being fully closed.)

As mentioned previously in this response, exterior to interior noise testing was specifically conducted within the El Dorado Hills Townhomes by Brown-Buntin Associates in 2000 to quantify the building façade noise reduction received within second-floor rooms which had single-pane windows. Relevant information from that report (*Environmental Noise Analysis – Traffic Noise Reduction: El Dorado Hills Blvd / SR 50*, Brown-Buntin Associates, March 3, 2000) has been used in preparing this response, as referenced herein. Three of the residences tested for the March 2000 study had single-pane windows at the time of testing (3883 Scenic Court, 3913 Hills Court, and 970 Kings Canyon Road). The measured exterior to interior noise reduction for those rooms with single-pane windows was reported in the BBA analysis to average 24-26 dB. Due to the similarity in design and construction of the townhomes tested by BBA and other townhomes located on Scenic Court and Hills Court, it is reasonable to conclude that a similar exterior to interior noise reduction is provided by the building façades of townhomes which similarly have single-pane windows, such as that represented by the comment.

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As discussed above, approximately 20 dB exterior to interior building façade noise reduction is necessary to achieve the County's interior noise standard for the second-row residences nearest to Saratoga Way. The BBA analysis measured values of 24-26 dB exterior to interior noise reduction for townhomes with single-pane windows exceeds this 20 dB noise level reduction needed to achieve the County's 45 dB Ldn interior noise level standard. Therefore, future interior noise levels within second-floor rooms of second row residences which have single-pane exterior windows are predicted to be below the County's 45 dB Ldn interior noise level standard, and no significant adverse noise impacts are predicted at this location. Although this comment is specific to a second-row residence with single-pane windows, it should be noted that interior noise levels within second-row residences which have dual-pane windows would be even lower.

Response to Comments 8-1 through 8-3

The statement in this comment that future plus project traffic noise levels will exceed 60 dB Ldn at the referenced location (Receptor #12) is consistent with information presented in the DEIR.

Table 3-15 of the DEIR shows a future plus project traffic noise level of 63 dB Ldn at the primary outdoor activity area (backyard) of that receptor. The County noise standard applicable to primary outdoor activity areas of residential uses is 65 dB Ldn, not 60 dB Ldn, in cases where it is not possible to reduce transportation noise in outdoor activity areas to 60 dB Ldn or less using a practical application of the best available noise-reduction measures (please refer to footnote 3 of DEIR Table 3-11) and where interior noise levels will not exceed 45 dBA Ldn. The existing noise barrier between Saratoga Way and residences located on Scenic Court and Hills Court was constructed as a component of the Saratoga Way realignment portion of the US Highway 50 / El Dorado Hills Boulevard Interchange project. The noise barrier represents the best available noise-reduction measure for exterior traffic noise at these residences. As a result, the exterior noise standard applicable to Receptor 12 is 65 dB Ldn, and the predicted future (2030) plus project exterior noise exposure of 63 dB Ldn at the primary outdoor activity area of this receptor would satisfy that standard.

In response to the statement in this comment that the County did not determine if the interior noise level threshold of 45 dB Ldn would be met, the following information is provided.

Given a first-floor exterior noise exposure of 63 dB Ldn, a first-floor building façade noise level reduction of 18 dB would be required to ensure compliance with the County's 45 dB Ldn interior noise level standard. It is recognized that future traffic noise levels at elevated second-floor facades will be higher than those predicted for ground-floor primary outdoor activity areas due to the reduced effectiveness of existing noise barriers at those elevated positions. As such, this portion of this response first discusses predicted exterior noise levels at the second floor of the referenced townhome location and then discusses the predicted interior noise levels at this location.

According to the project DEIR, the first row residences nearest to Saratoga Way (DEIR Receptors 10, 11 and 12), will be exposed to ground floor exterior noise levels ranging from 63-65 dB Ldn (DEIR Table 3-15). In developing information in response to this comment, the exterior noise exposures at the second-floor building facades of Receptors 10, 11 and 12 were computed by BAC to be 69, 68, and 67 dB Ldn, respectively, for future (2030) plus project conditions. These predicted second-floor façade noise exposures represent the combined contribution of traffic noise from El Dorado Hills Boulevard, Saratoga Way, and Highway 50 at these receptor locations. Each of these receptors has varying degrees of exposure to these roadways, but the overall difference in first and second-story noise levels was predicted by BAC to be approximately 4 dB Ldn.

Although shielding provided by the property line noise barrier was not included in the calculations of second-floor noise levels at receptors 10-12, partial shielding of Highway 50 and El Dorado Hills Boulevard by intervening structures and topography was accounted for in the projections of second-floor noise levels. The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) input and results sheets used to calculate the second-floor noise exposure are attached to this letter.

To check the accuracy of BAC's second floor traffic noise level forecasts, BAC referred to the results of testing of exterior noise levels at second story facades of select townhomes on Scenic Court and Hills Court conducted by Brown-Buntin Associates in 2000 as part of an assessment to determine the exterior to interior noise level reduction provided by second-floor building facades.

The March 3, 2000 BBA report, entitled *Environmental Noise Analysis – Traffic Noise Reduction: El Dorado Hills Blvd/SR 50* (attached), determined that the highest increase in second-floor noise levels relative to first-floor levels measured by BBA was 4 dB at 3913 Hills Court. This 4 dB difference is consistent with the computations conducted by Bollard Acoustical Consultants for the Saratoga Way Extension Project DEIR and supplemental analysis conducted for the FEIR. As such, the future second story exterior traffic noise level at the residence

represented by Receptor 12 is predicted to be 4 dB higher than first story levels, or approximately 67 dB Ldn.

Given a second-floor exterior noise exposure of 67 dB Ldn, a second-floor building façade noise level reduction of 22 dB would be required to ensure compliance with the County's 45 dB Ldn interior noise level standard. (Note that for the purposes of this analysis, the interior noise levels and attenuation provided by building facades are based on windows and doors being fully closed.)

As part of the US Highway 50 / El Dorado Hills Boulevard Interchange Project, Saratoga Way was realigned to make way for the interchange improvements. The EIR for that project identified potential interior noise impacts at the second-floor rooms of two-story residences located adjacent to the realigned segment of Saratoga Way. These residences were specifically comprised of those having single-pane windows *and* located on the first row (those nearest Saratoga Way) of Platt Circle, Kings Canyon Drive, Hills Court, and Scenic Court.

As mitigation for the Saratoga Way realignment portion of the US Highway 50 / El Dorado Hills Boulevard Interchange Project, the County established a program to replace existing second-story single-pane windows with dual-pane windows to provide added noise insulation at these residences. All of the eligible residences on Kings Canyon Drive, Hills Court, and Scenic Court had their second story single-pane windows replaced with dual-pane windows with an STC rating of at least 30. With these second-floor window assemblies, a building façade traffic noise reduction of approximately 30 dB can be expected. The 30 dB traffic noise reduction provided by the replaced window assemblies satisfies the 22 dB exterior to interior noise level requirement for the residence represented by this comment. As a result, no adverse noise impacts are identified for either first or second-floor rooms of this residence, as interior noise levels within those rooms are predicted to be well within compliance with the County's 45 dB Ldn interior noise level standard.

In response to the statement in this comment that the existing noise barrier does not shield second floor facades, so that the 65 dB threshold is most likely being exceeded at the exterior facades of second-floor rooms, the following response is provided.

It is recognized that the noise barrier constructed along Saratoga Way as part of the Highway 50/El Dorado Hills Boulevard Interchange project primarily provides shielding to ground floor facades and primary outdoor activity areas. However, because the County's exterior noise level standards are intended to be applied to clearly defined outdoor activity areas (footnote 1 of DEIR Table 3-11), and because the clearly defined outdoor activity area of the residence referred to in

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this comment is the backyard, exceedance of 65 dB Ldn at exterior second floor facades does not constitute exceedance of the General Plan noise standard. As discussed previously in this response, the analysis of predicted exterior and interior noise levels accounts for the reduced effectiveness of the noise barrier at these elevated locations.

In response to the statement in this comment that additional measurement of exterior noise levels at Receptor 12 would trigger additional noise mitigation, the following information is provided.

As noted in the previous response, the County's exterior noise level standards are applied at clearly defined outdoor activity areas, not second-floor facades. As such additional measurements conducted at exterior second-floor facades would not provide information which would trigger findings of additional noise impacts or the need for additional mitigation measures.

Exterior noise level measurements at second-floor facades would be of value if the noise reduction of second-floor building facades was unknown, and interior noise level measurements were conducted concurrently within second-floor rooms. However, such testing of exterior noise levels at second story facades of select townhomes on Scenic Court and Hills Court was conducted by Brown-Buntin Associates in 2000 as part of an assessment to determine the exterior to interior noise level reduction provided by second-floor building facades. As noted previously, that testing resulted in the development of noise mitigation which required replacement of single-pane windows of second-floor rooms with dual pane assemblies, including replacement of second-floor windows in the residence referred to in this comment. Because such testing had previously been conducted and appropriate noise mitigation measures implemented as a result of that testing, additional testing of exterior noise exposure for this project is not warranted.

For additional supporting information on this conclusions, consider that a second-floor façade future exterior noise exposure of 67 dB Ldn would require a building façade noise level reduction of 22 dB Ldn to achieve satisfaction with the El Dorado County 45 dB Ldn residential interior noise level standard. The previously described BBA noise testing data indicates that, even with single-pane windows, building façade noise level reductions of the El Dorado Hills Townhomes averaged 24-26 dB, which would be sufficient to reduce interior noise levels to below 45 dB Ldn and in compliance with County noise standards at this residence. In addition, the residence referenced in the comment (3883 Scenic Court), was retrofitted with dual-pane windows as part of the previous mitigation program for the Eldorado Hills Boulevard / Highway 50 interchange project. As a result of that retrofit, an exterior to interior traffic noise reduction of

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approximately 30 dB can be expected for this residence, resulting in an interior noise level of approximately 37 dB Ldn within the residence referenced in the comment. The 37 dB Ldn interior noise level is predicted interior noise level is well below the County's 45 dB Ldn interior noise standard at this residence.

Response to Comment 9-3

The comment's request for additional information pertaining to interior noise levels is noted.

As noted in the responses to Comments 7-2 and 8-1 above, additional information pertaining to future plus project interior noise environments has been provided which indicates that interior noise level standards within residences located along the project corridor are not predicted to be exceeded as a result of the proposed project. Because this comment is very similar to Comment 8-1, please refer to the detailed response provided to that comment.

Response to Comment 9-4

The comment's statement that future plus project traffic noise levels "will exceed standards even when measured at ground levels" is incorrect.

Table 3-15 of the DEIR shows a future plus project traffic noise levels ranging from 63 to 65 dB Ldn at the primary outdoor activity areas (i.e., the backyards of these residences) of residences represented by Receptors 10-12, which represent residences within the El Dorado Hills Townhouses referenced in this comment. It is important to note that the County noise standard applicable to primary outdoor activity areas of residential uses is 65 dB Ldn, not 60 dB Ldn, in cases where it is not possible to reduce transportation noise in outdoor activity areas to 60 dB Ldn or less using a practical application of the best available noise-reduction measures (please refer to footnote 3 of DEIR Table 3-11) and where interior noise levels will not exceed 45 dBA Ldn. The existing noise barrier between Saratoga Way and residences located on Scenic Court and Hills Court was constructed as a component of the Saratoga Way realignment portion of the US Highway 50 / El Dorado Hills Boulevard Interchange project. The noise barrier represents the best available noise-reduction measure for exterior traffic noise at these residences. As a result, the exterior noise standard applicable to this receptor would be 65 dB Ldn, and the predicted future (2030) plus project exterior noise exposure of 65 dB Ldn or less at the primary outdoor activity areas of residences represented by Receptors 10-12 would satisfy that standard.

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In addition, the actual noise level increase associated with the project (0.7 to 1.7 dB Ldn as indicated in DEIR Table 3-15), is considered an imperceptible increase. Therefore, exterior noise impacts at the primary outdoor activity area of residences represented by Receptors 10-12 (El Dorado Hills Townhouses) are predicted to be less than significant relative to both El Dorado County and California Environmental Quality Act (CEQA) thresholds.

With respect to the statement in this comment that none of the two story homes are shielded by the noise barrier and that these homes have bedrooms on the second floor, which also have an unobstructed view of Saratoga Way, the following response is provided.

This comment is very similar to statements made in comment 8-1. Please refer to the detailed response provided to Comment 8-1 for information pertaining to exterior and interior noise levels at second floor locations.

Response to Comment 9-5

The comment's assertions that additional noise measurements should be conducted outside of the referenced residence is noted.

Similar views were expressed in Comment 8-1, please refer to the response provided to that comment.

With respect to the townhomes referred to in the comment which are setback from and elevated relative to the existing barrier the following additional information is provided.

The townhomes located adjacent to the existing noise barrier, represented by Receptors 10-12 in the DEIR, are approximately 80 feet from the centerline of Saratoga Way. The second row of residences which are referred to in this comment are approximately 200 feet from the Saratoga Way centerline. At a sound decay rate of 4.5 dB per doubling of distance from the noise source, the reduction in traffic noise due to distance alone between the first and second-row townhomes would be approximately 6 dB.

In addition, the two-story first-row townhomes would act as localized noise barriers themselves, providing partial shielding of traffic noise at second-row townhomes (please see attached photo). The combined noise reduction associated with the additional distance between the second-row townhomes and the roadways, and the partial shielding of second-row townhomes by first-row townhomes, would more than offset any increase in noise levels which may result from those second-row townhomes being elevated. Specifically, Saratoga Way traffic noise levels are predicted to be at least 6 dB lower at second row

townhomes than at first row townhomes. As a result, future plus project traffic noise levels at primary outdoor activity areas and interior spaces of the second-row townhomes referenced in the comment are predicted to be lower than the noise exposure predicted for the first-row townhomes represented by Receptors 10-12 in the DEIR. Therefore, no adverse noise impacts associated with the project are identified at the second-row of townhomes referred to in the comment, regardless of the elevation of those units.

Response to Comment 13-2

The comment's statement that the "noise levels will probably increase" as a result of the project is consistent with information presented in the DEIR.

Table 3-14 and 3-15 of the DEIR provide the project-related traffic noise level increases for existing and future conditions, respectively. Those tables indicate that the project will result in traffic noise level increases ranging from 0 to 1.6 dB Ldn relative to existing conditions, and 0 to 1.8 dB for future (2030) conditions. As a result, the DEIR does properly disclose that the project will result in increases in traffic noise levels at existing residences located along the project corridor, but the DEIR analysis concludes that those increases would not be significant relative to either El Dorado County noise standards or relative to traffic noise levels which would be present without the proposed extension project.

The comment's statement that the "existence of the current sound barriers is an explicit acknowledgement of the fact and level of current noise" is partially correct.

The noise barriers located along Saratoga Way were constructed as a component of the Saratoga Way realignment portion of the US Highway 50 / El Dorado Hills Boulevard Interchange project and were designed to achieve compliance with applicable traffic noise standards using future traffic volumes for the design analysis. While it is recognized that the existing noise barriers do provide a noticeable reduction in existing traffic noise levels, they were actually designed to mitigate future traffic noise levels at ground-floor primary outdoor activity areas to acceptable levels as well.

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Environmental Stewardship and Planning
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The impact analysis for the Saratoga Way Extension project was similarly based on analysis of future traffic noise conditions predicted for traffic volumes in the year 2030. That analysis determined that, because the project-related increase in traffic noise levels is predicted to be low relative to existing and future conditions without the project, the existing noise barriers are adequate to reduce future traffic noise levels with the Saratoga Extension Project to acceptable levels as well. Although measured levels indicate that the existing noise barriers adequately reduce existing noise levels to a state of compliance with applicable standards, the design of those barriers is based on predicted future traffic conditions.

This concludes BAC's responses to noise-related comments on the DEIR. Please contact me at 916-663-0500 or paulb@bacnoise.com if I can be of further assistance.

Sincerely,

Bollard Acoustical Consultants, Inc.



Paul Bollard
President

attachments



Photo illustrating height of existing barrier relative to backyard fence at townhomes.



Photo illustrating height of existing barrier relative to backyard fence at townhomes.



Photo illustrating effectiveness of both existing barrier and first-row townhomes in intercepting line-of-sight to Saratoga Way traffic at positions removed from and elevated relative to the existing noise barrier.

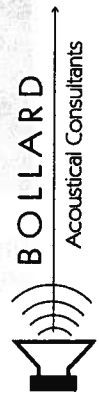


Photo illustrating effectiveness of existing Saratoga Way barrier in providing shielding to adjacent townhomes.

**FEIR Response to Comments Attachment 1
 FHWA-RD-77-108 Highway Traffic Noise Prediction Model
 Data Input Sheet**

Project #: 2006-038 Saratoga Way Extension
 Description: 2030 with Saratoga Extension
 Ldn/CNEL: Ldn
 Hard/Soft: Soft

Receiver	Roadway Name	Segment Description	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hwy. Trucks	Speed	Distance	Offset (dB)
10	El Dorado Hills Blvd	Saratoga Way to US 50 WB Off-Ramp	43,120	70		30	2	1	35	405	-3
11	El Dorado Hills Blvd	Saratoga Way to US 50 WB Off-Ramp	43,120	70		30	2	1	35	325	-3
12	El Dorado Hills Blvd	Saratoga Way to US 50 WB Off-Ramp	43,120	70		30	2	1	35	315	-3
10	US 50	West of El Dorado Hills Blvd/Latrobe Road	160,500	70		30	3	4	65	625	-3
11	US 50	West of El Dorado Hills Blvd/Latrobe Road	160,500	70		30	3	4	65	835	-5
12	US 50	West of El Dorado Hills Blvd/Latrobe Road	160,500	70		30	3	4	65	1125	-5
10	Saratoga Way	Arrowhead Drive to Mammoth Way	17,410	70		30	2	1	35	90	0
11	Saratoga Way	Arrowhead Drive to Mammoth Way	17,410	70		30	2	1	35	75	0
12	Saratoga Way	Arrowhead Drive to Mammoth Way	17,410	70		30	2	1	30	70	0



**FEIR Response to Comments Attachment 2
 FHWA-RD-77-108 Highway Traffic Noise Prediction Model
 Predicted Levels**

Project #: 2006-038 Saratoga Way Extension
 Description: 2030 with Saratoga Extension
 Ldn/CNEL: Ldn
 Hard/Soft: Soft

Receiver	Roadway Name	Segment Description	Autos	Medium Trucks	Heavy Trucks	Total
10	El Dorado Hills Blvd	Saratoga Way to US 50 WB Off-Ramp	54.5	47.4	49.6	56.3
11	El Dorado Hills Blvd	Saratoga Way to US 50 WB Off-Ramp	56.0	48.8	51.0	57.8
12	El Dorado Hills Blvd	Saratoga Way to US 50 WB Off-Ramp	56.2	49.0	51.2	58.0
10	US 50	West of El Dorado Hills Blvd/Latrobe Road	65.0	56.2	60.9	66.8
11	US 50	West of El Dorado Hills Blvd/Latrobe Road	61.1	52.3	57.0	62.9
12	US 50	West of El Dorado Hills Blvd/Latrobe Road	59.2	50.4	55.1	61.0
10	Saratoga Way	Arrowhead Drive to Mammoth Way	63.4	56.2	58.4	65.2
11	Saratoga Way	Arrowhead Drive to Mammoth Way	64.6	57.4	59.6	66.4
12	Saratoga Way	Arrowhead Drive to Mammoth Way	63.1	56.8	60.9	65.8



**Environmental Noise Analysis – Traffic Noise Reduction:
El Dorado Hills Blvd/SR 50 (March 3, 2000)**

ENVIRONMENTAL NOISE ANALYSIS

TRAFFIC NOISE REDUCTION: EL DORADO HILLS BLVD/SR 50

El Dorado County, California

BBA Project No. 00-208

Prepared For

**HDR Engineering, Inc.
271 Turn Pike Drive
Folsom, CA 95630**

March 3, 2000

Prepared By

**Brown-Buntin Associates, Inc.
Fair Oaks, California**

INTRODUCTION

Previously, Brown-Buntin Associates, Inc. (BBA) prepared an acoustical study for the El Dorado Hills Boulevard/U. S. 50 Interchange Modification Project, which was revised on January 13, 1999. Based upon the project Draft Environmental Impact Report (DEIR), the County of El Dorado has requested an acoustical analysis to determine whether traffic noise would cause interior noise levels at representative homes in the project area to exceed acceptable limits. Specifically, the County has requested that an analysis be prepared to show the relationship between exterior and interior noise levels in five homes, in living areas where communication and sleep are critical.

CRITERIA

The Noise Element of the El Dorado County General Plan establishes an interior noise level standard of 45 dB L_{dn}^1 . The Federal Highway Administration (FHWA) has established an interior noise level standard of 52 dB L_{eq} . These standards were applied in the DEIR for the El Dorado Hills Boulevard/U. S. 50 Interchange Modification Project.

EVALUATION OF THE NOISE ENVIRONMENT

Site Description:

The study area is located in the northwest quadrant of the El Dorado Hills Boulevard/U. S. 50 Interchange Modification Project. See Figure 1 for a site description.

Traffic Noise Levels:

According to the Draft Environmental Impact Report (DEIR), predicted future exterior noise levels at the homes in the study area are in the range of 67 to 69 dB L_{eq} , and 68 to 70 dB L_{dn} .

Noise Level Measurements:

Interior and exterior sound level measurements and concurrent traffic counts were conducted at the selected homes on February 22, 25, and 28 of the year 2000 (see Figure 1). The exterior noise measurements were conducted in the adjacent yards at heights of 5 feet and 14 feet above the ground to represent both the ground-level and upper-floor receivers. The interior noise measurements were conducted in the living rooms and/or bedrooms which were most affected by noise due to traffic on U. S. 50 or El Dorado Hills Boulevard. The purpose of the noise measurements was to determine the noise reduction provided by the building facades.

Sound measurement equipment consisted of Larson Davis Model 820 and Model 870 precision sound level meters. The measurement equipment was calibrated in the field immediately before

¹ For an explanation of terms used in this report, see Appendix A.

use, and meets the specifications of the American National Standards Institute (ANSI) and the International Electrotechnical Institute (IEC) for Type 1 (precision) sound measurement systems. The noise measurements for each site consisted of two 15-minute simultaneous inside/outside samples. The measured average noise levels (L_{eq}) and the one-second time histories were collected for later analysis.

The noise measurement sites are listed below. The Receiver number corresponds to the designation of each home in the DEIR noise studies.

3883 Scenic Court (Receiver 1)

This measurement site was a residential town house. Traffic noise measurements were conducted on the afternoon of February 28, 2000. Weather conditions were fair and the pavement was dry. From this location, traffic on El Dorado Hills Boulevard and U. S. 50 was visible and audible.

Noise measurements were performed inside the downstairs living room and the upstairs east bedroom. Both rooms overlooked El Dorado Hills Boulevard, which was the dominant noise source inside these rooms. All glass doors and windows had single-pane glazing, with the exception of the window on the south facade in the living room, which had dual-pane glazing.

3913 Hills Court (Receiver 4)

This measurement site was a residential town house. Traffic noise measurements were conducted on the morning of February 25, 2000. Weather conditions were fair and the pavement was dry. From this location, traffic on U. S. 50 was visible and audible.

Noise measurements were performed inside the downstairs living room and the upstairs southeast bedroom. Both rooms overlooked U. S. 50 and a small section of El Dorado Hills Boulevard. Highway 50 was the dominant noise source inside these rooms. All glass doors and windows had single-pane glazing.

970 Kings Canyon (Receiver 5)

This measurement site was a two-story residence. Traffic noise measurements were conducted on the morning of February 22, 2000. Weather conditions were cloudy, with wind between 0-5 mph. The pavement on U. S. 50 was damp due to light showers, but no spray was visible from the traffic, and the frequency content of the traffic noise was unaffected by the moisture. From this location, traffic on U. S. 50 was visible and audible.

Noise measurements were performed inside the downstairs south bedroom, upstairs southeast bedroom, and the upstairs south bathroom. The downstairs bedroom and the upstairs bathroom overlooked U. S. 50, and the facade of the upstairs bedroom was perpendicular to U. S. 50. All glass doors and windows had single-pane glazing, with the exception of the window on the east facade of the upstairs bedroom, which has dual-pane glazing.

721 Platt Circle (Receiver 13A)

This measurement site was a two-story residence. Traffic noise measurements were conducted on the morning of February 22, 2000. Weather conditions were cloudy, with wind between 0-5 mph, and light showers toward the end of the second 15-minute measurement sample. The pavement on U. S. 50 was damp due to light showers, but no spray was visible from the traffic, and the frequency content of the traffic noise was unaffected by the moisture. From this location, which is below grade with U. S. 50, traffic on U. S. 50 was visible and audible.

Noise measurements were performed inside the downstairs living room, the southeast bedroom, and the master bedroom were tested. All of the rooms tested overlooked U. S. 50. All glass doors and windows in the rooms that were tested had dual-pane glazing and were covered with solar screens.

357 Platt Circle (Receiver 14)

This measurement site was a tri-level residence. Traffic noise measurements were conducted on the early morning of February 25, 2000. Weather conditions were good and the pavement was dry. From this location, which was above grade with U. S. 50, traffic on U. S. 50 was visible and audible.

Noise measurements were performed inside the downstairs living room, the east bedroom, the master bedroom. The living room and the master bedroom overlooked U. S. 50, and the most affected facade of the east bedroom was perpendicular to U. S. 50. All glass doors and windows had dual-pane glazing.

RESULTS

Table I shows the traffic counts during each measurement sample. The purpose of these counts was to document traffic conditions during the tests. Traffic was free-flowing during all of the measurement periods.

Table II shows the measured noise levels and the differences between the interior and exterior noise levels. In some cases, extraneous activities affected noise levels inside the tested rooms, as revealed by the one-second time histories. Where this occurred, BBA deleted the affected portion of the sample, and re-calculated the average noise levels outside and inside the home for the remaining portion of the sample. In two cases, the interference occurred throughout the sample, and could not be deleted.

**TABLE I
15-MINUTE TRAFFIC COUNTS
El Dorado Hills Boulevard/U. S. 50 Interchange Modification Project**

Roadway	Date	Time	Autos	Medium Trks.	Heavy Trks.
3883 Scenic Court (Receiver 1)					
El Dorado Hills Boulevard	2/28/00	14:23	320	8	9
		14:41	300	4	3
U. S. 50 (through traffic)	2/28/00	14:23	650	22	14
		14:41	706	15	17
U. S. 50 (eastbound off-ramp traffic)	2/28/00	14:23	158	5	2
		14:41	190	3	1
3913 Hills Court (Receiver 4)					
U. S. 50 (through traffic)	2/25/00	10:08	502	26	16
		10:23	657	25	17
970 Kings Canyon (Receiver 5)					
U. S. 50	2/22/00	8:40	1548	15	14
		8:55	1275	16	13
721 Platt Circle (Receiver 13A)					
U. S. 50	2/22/00	10:36	899	27	23
		10:53	822	38	22
357 Platt Circle (Receiver 14)					
U. S. 50	2/25/00	8:23	1072	25	24
		8:42	1085	34	20

**TABLE II
MEASURED TRAFFIC NOISE LEVEL REDUCTIONS
El Dorado Hills Boulevard/U. S. 50 Interchange Modification Project**

Room Description	L _{eq} dB			
	Exterior, dB	Interior, dB	Noise Level Reduction, dB	
			Per Test	Average
3883 Scenic Court (Receiver 1)				
Living Room	56.6/58.3*	33.6	23.0	24.1
	59.0/60.9*	33.8	25.2	
East Bedroom	58.4	35.6	22.8	23.7
	60.2	35.6	24.6	
3913 Hills Court (Receiver 4)				
Living Room	58.7	42.2	16.5**	25.5
	59.4	33.9	25.5	
South Bedroom	62.2	37.3	24.9	24.9
	62.7	37.8	24.9	
970 Kings Canyon (Receiver 5)				
South Bedroom	65.1	40.8	24.3	24.3
	65.2	40.9	24.3	
Southeast Bedroom	65.6	37.8	27.8	28.3
	65.7	36.9	28.8	
Bathroom	65.6	36.3	29.3	29.8
	65.7	35.5	30.2	
721 Platt Circle (Receiver 13A)				
Den	66.1	46.9	19.2**	26.3
	66.1	39.8	26.3	
Master Bedroom	67.7	38.9	28.8	28.7
	67.6	39.0	28.6	
Southeast Bedroom	67.7	39.5	28.2	29.5
	67.6	36.9	30.7	

**TABLE II
MEASURED TRAFFIC NOISE LEVEL REDUCTIONS
El Dorado Hills Boulevard/U. S. 50 Interchange Modification Project**

Room Description	L _{eq} , dB			
	Exterior, dB	Interior, dB	Noise Level Reduction, dB	
			Per Test	Average
357 Platt Circle (Receiver 14)				
Den	64.9	35.5	29.4	29.2
	64.6	35.7	28.9	
East Bedroom	67.0	32.7	34.3	34.7
	66.8	31.7	35.1	
Master Bedroom	67.0	36.3	30.7	30.8
	66.8	35.9	30.9	
* - This microphone was near the south facade aimed toward U. S. 50. ** - Resident activity inside room invalidated sample.				

It is common for traffic noise levels to differ between upper and lower floors of buildings because of differences in the view of the roadway and the character of the intervening surfaces. To quantify these differences at the homes in this study, exterior noise measurements were conducted at two heights. Table III shows the differences between noise levels at each height.

**TABLE III
FIRST FLOOR AND SECOND FLOOR EXTERIOR NOISE LEVELS
El Dorado Hills Boulevard/U. S. 50 Interchange Modification Project**

Site	L _{eq} , dB			
	First Floor, dB	Second Floor, dB	Difference, dB	
			Per Test	Average
3883 Scenic Court (receiver 1)	56.6	58.4	1.8	1.5
	59.0	60.2	1.2	
3913 Hills Court (receiver 4)	58.7	62.2	3.9	3.6
	59.4	62.7	3.3	
970 Kings Canyon (receiver 5)	65.1	65.6	0.5	0.5
	65.2	65.7	0.5	
721 Platt Circle (receiver 13A)	66.1	67.7	1.6	1.6
	66.1	67.6	1.5	
357 Platt Circle (receiver 14)	64.9	67.0	2.1	2.2
	64.6	66.8	2.2	

CONCLUSIONS

Assuming the average measured noise level reduction values, and the predicted future exterior noise levels, it is possible to estimate the resulting interior noise levels due to the El Dorado Hills Boulevard/U. S. 50 Interchange Modification Project. Table IV provides these estimates, including the appropriate correction for upper floor receivers.

TABLE IV					
ESTIMATED FUTURE INTERIOR NOISE LEVELS					
El Dorado Hills Boulevard/U. S. 50 Interchange Modification Project					
Home/Room	Predicted Future Exterior L_{dn} , dB			Average Noise Level Reduction, dB	Resulting Interior Noise Level, dB
	From DEIR	Height Correction	Total		
3883 Scenic Court (Receiver 1)					
Living Room	68	0	68	24.1	43.9
East Bedroom	68	1.5	69.5	23.7	45.8
3913 Hills Court (Receiver 4)					
Living Room	70	0	70	25.5	44.5
South Bedroom	70	3.6	73.6	24.9	48.7
970 Kings Canyon (Receiver 5)					
Downstairs South Bedroom	70	0	70	24.3	45.7
Upstairs Bedroom	70	0.5	70.5	28.3	42.2
Upstairs Bathroom	70	0.5	70.5	29.8	40.7
721 Platt Circle					
Den	70	0	70	26.3	43.7
Master Bedroom	70	1.6	71.6	28.7	42.9
Southeast Bedroom	70	1.6	71.6	29.5	42.1
357 Platt Circle					
Den	67	0	67	29.2	37.8
East Bedroom	67	2.2	69.2	34.7	34.5
Master Bedroom	67	2.2	69.2	30.8	38.4

The noise measurements indicate that the County interior noise standard of 45 dB L_{dn} will be satisfied inside two of the tested homes. At the upper floors of the homes at 3883 Scenic Court and 3913 Hills Court, and at the downstairs south bedroom of 970 Kings Canyon, the interior noise standard will be exceeded. Since the L_{dn} values for this project are within 1 dB of the hourly L_{eq} values used by Caltrans, it may also be concluded that the predicted interior noise levels in all of the tested homes will comply with the Caltrans interior noise standard of 52 dB L_{eq} .

The noise measurements also show that the use of energy-efficient dual-pane glazing may be expected to provide a significant improvement in the acoustical performance of the building facades, as illustrated by the results at 357 Platt Circle. Such glazing typically provides a Sound Transmission Class (STC) rating of about 30, as compared to standard older single pane glazing, which has a typical STC rating of about 26. If the County chooses to install new glazing as a noise mitigation measure in homes which are likely to be impacted, the specifications for the glazing should include a requirement that the glazing provide an STC rating of at least 30.

Respectfully submitted,
Brown-Buntin Associates, Inc.



Jim Buntin
Vice President

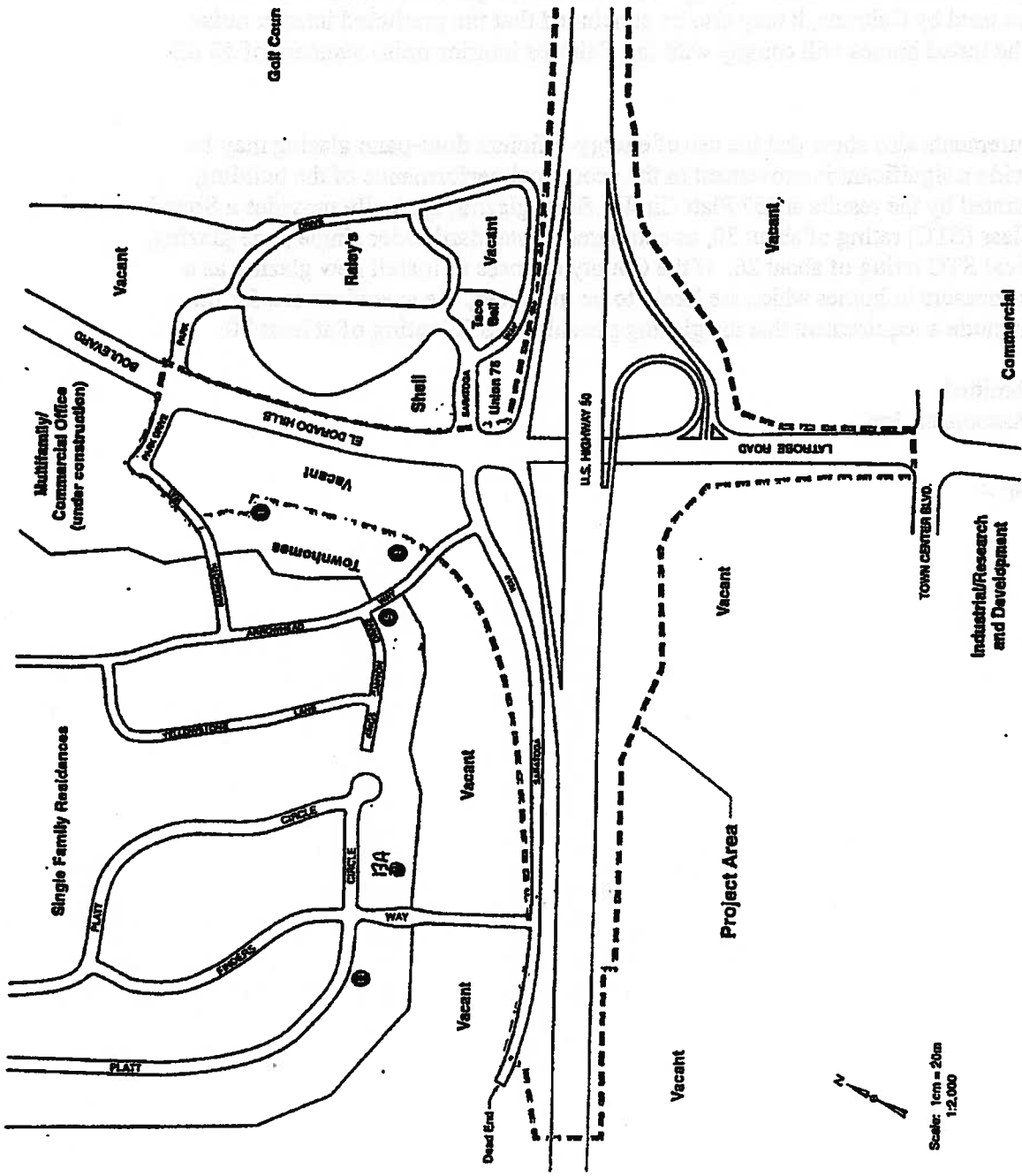


FIGURE 1
NOISE MONITORING SITES
El Dorado Hills Traffic Noise Study