Traffic Information Reissuance for the Diamond Springs Parkway Project Draft Environmental Impact Report

State Clearinghouse No. 2007122033

El Dorado County Department of Transportation

July 7, 2010

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11-0448.D.1

Traffic Information Reissuance for the Draft Environmental Impact Report Diamond Springs Parkway Project County of El Dorado, California

State Clearinghouse No. 2007122033

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July 7, 2010

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The digital version of this Traffic Information Reissuance to the Draft Environmental Impact Report and Appendix M are available on the CD affixed to the back cover.

List of Tables

List of Exhibits

PREFACE

On June 18, 2010, the Diamond Springs Parkway Project Draft Environmental Impact Report (EIR) (State Clearinghouse Number 2007122033) was released by the Lead Agency, the El Dorado County Department of Transportation (DOT), for public comments. The initial circulation period was scheduled to be closed on August 11, 2010. However, DOT has issued corrections and additions to the Draft EIR that are included in this Traffic Information Reissuance document. Although the revisions to the Draft EIR are relatively minor, DOT determined it necessary to reissue three portions of the document: Section 3, Project Description; Section 4.12, Traffic and Transportation; and Appendix M, Traffic Impact Analysis The corrections and additional information included in this document are not "significant" as defined by Section 15088.5 of the California Environmental Quality Act (CEQA), and do not result in a significant new environmental impact, substantial increase in the severity of an environmental impact, or significantly different mitigation or alternatives. The information provided herein is intended to clarify or replace existing information provided in the Draft EIR.

Recirculation of the entire document was deemed unnecessary because, other than changes made to the sections mentioned above, the remainder of the document remains unchanged. In accordance with Section 15088(f) of the CEQA Guidelines, DOT will notify all Draft EIR commentors of this Traffic Information Reissuance document and will respond to substantive comments received on either document. The end of the public comment period has been extended to August 23, 2010 to allow for a 45-day public review period from the issuance of this Traffic Information Reissuance.

This Reissuance is provided because an updated version of the Traffic Impact Analysis (TIA) was completed in May 2010, but was not included in the Draft EIR. DOT has included all mitigation from the TIA as a part of the proposed project. Minor lane configuration mitigation changes occurred in the May 2010 TIA. Therefore, minor revisions to the Draft EIR were required to appropriately include information from the May 2010 TIA. Changes to lane configurations occurred at the Diamond Springs Parkway/Missouri Flat Road, Diamond Springs Parkway/Diamond Road (SR-49), and Diamond Road (SR-49)/Pleasant Valley Road Intersections. In accordance with Section 15088.5(g) of the CEQA Guidelines, the following is a summary of the revisions that have been made to the previously publicly released Draft EIR.

Summary of Revisions to the Draft EIR Text and Exhibits

Section 3: Project Description

3.1 - Introduction

A typographical error was corrected by replacing the word "Chapter" with "Section" in the last sentence of the first paragraph.

3.4.3 - Roadway and Intersection Improvements

Diamond Springs Parkway

A sentence referencing eleven new exhibits were added to the paragraph describing the Diamond Spring Parkway. The new exhibits illustrate the proposed right-of-ways for the Parkway and other roads constructed or altered as part of the proposed project. Note that the addition of these exhibits were not a direct result of the updated TIA, but were included as additional information to clarify proposed right-of-way acquisition.

Diamond Springs Parkway/Diamond Road (SR-49) Intersection

As a result of the May 2010 TIA, the proposed lane geometry at the Diamond Springs Parkway/Diamond Road (SR-49) intersection was changed. Accordingly, a sentence describing dual right turn lanes for eastbound traffic on the Parkway was removed. Eastbound lanes on the Parkway at the Diamond Road (SR-49) intersection will consist of one right turn lane and one left turn lane.

Diamond Road (SR-49) and Pleasant Valley Road

As a result of the May 2010 TIA, the proposed lane geometry at the Diamond Road (SR-49) and Pleasant Valley Road intersection was changed. Accordingly, a sentence describing dual right turn lanes form westbound Pleasant Valley Road was removed. The intersection will be constructed with a single westbound right turn lane from Pleasant Valley Road.

Exhibits

Exhibits 3-5c

Exhibit 3-5c was inadvertently left out of the printed version of the Draft EIR and, in its place, a second Exhibit 3-6 appeared. Accordingly, Exhibit 3-5c is included herein. The version of the Draft EIR on DOT's website appropriately includes Exhibit 3-5c and no changes have been made to the exhibit.

Exhibits 3-5d, 3-5e, 3-5f, 3-5g, 3-5h, 3-5i, 3-5j, 3-5k, 3-5l, 3-5m and 3-5n

Exhibits 3-5d, 3-5e, 3-5f, 3-5g, 3-5h, 3-5i, 3-5j, 3-5k, 3-5l, 3-5m and 3-5n have been added.

Exhibits 3-7a, 3-7b, 3-7c, and 3-7d

As a result of changes to the project description, the lane configurations shown on Exhibits 3-7a, 3-7b, 3-7c, and 3-7d have changed. Accordingly, updated exhibits have been provided.

Section 4.12: Traffic and Transportation

All references to the October 2009 TIA were replaced by references to the updated May 2010 TIA.

4.12.1 - Summary

DOT has included all mitigation from the proposed project's TIA as a part of the proposed project. Minor changes to lane configuration mitigation appeared in the May 2010 TIA. Accordingly, the description of lane configuration mitigation incorporated into the proposed project was changed. Changes to lane configurations that were not previously included in the Draft EIR occurred at the Diamond Springs Parkway/Missouri Flat Road, Diamond Springs Parkway/Diamond Road (SR-49), and Diamond Road (SR-49)/Pleasant Valley Road Intersections. Accordingly, the bulleted list reflecting lane configurations at these intersections was updated.

4.12.2 - Environmental Setting

Existing Level of Service

Volume Development

A reference to Exhibit 4.12-3 was replaced with a reference to Table 4.12-3. The reference to Exhibit 4.12-3 was a typographical error and no changes were made to Table 4.12-3. Exhibit 4.12-3 was updated to reflect the May 2010 TIA and all included mitigation.

4.12.4 - Project Impact Analysis

The bulleted list included under 4.12.1 - Summary is repeated under 4.12.4 - Project Impact Analysis. Therefore, changes to the descriptions of lane configurations were updated. See description of changes under 4.12.1 Summary for an explanation of changes made.

Impact 4.12-1

Impact Analysis

A sentence was added referring to Exhibit 4.12-3.

Significant Determination Before Mitigation

Intersections

A reference to Table 4.12-3 was replaced with a reference to Table 4.12-4. The reference to Table 4.12-3 was a typographical error and no changes were made to either table.

Exhibits

Exhibits 4.12-3 and 4.12-5

The former Exhibit 4.12-3 and 4.12-5 showed traffic conditions during existing and cumulative years prior to the incorporation of mitigation. Accordingly, exhibits 4.12-3 and 4.12-5 were replaced to reflect the inclusion of traffic mitigation as a part of the proposed project. These exhibits were provided by Kimley-Horn and Associates, Inc. in a memorandum dated June 28, 2010 and included in this Reissuance as Appendix M.3

Appendix M - Traffic Impact Analysis

Appendix M.1

The Draft EIR was released containing the October 2009 version of the TIA, which has been superseded by the May 2010 version. Accordingly, Appendix M of the Draft EIR has been updated to include the May 2010 TIA.

Appendix M.2

No changes have been made to Appendix M.2. However, for ease of understanding, it has been included in this Traffic Information Reissuance.

Appendix M.3

Appendix M.3 contains a memorandum from Kimley-Horn and Associates, Inc. regarding the transmittal of additional exhibits for the May 2010 TIA. The TIA provides several mitigation measures to ensure less than significant impacts would result from the proposed project. However, DOT proactively included the traffic mitigation measures as a part of the proposed project. Accordingly, the additional exhibits provided in this appendix illustrate the existing and cumulative plus project peak-hour traffic volumes after mitigation included in the TIA has been included in the proposed project. In other words, these exhibits are similar to Figure 8 and Figure 11 of the May 2010 TIA, with the exception that they account for the mitigation proposed in the TIA. These exhibits have been included in this Traffic Information Reissuance in Section 3, Traffic and Transportation, as Exhibits 4.12-3 and 4.12-5.

SECTION 3: PROJECT DESCRIPTION

3.1 - Introduction

The El Dorado County Department of Transportation (DOT) proposes to improve traffic circulation in the southwest portion of El Dorado County, specifically along the Pleasant Valley Road and Missouri Flat Road corridors, in the vicinity of Diamond Springs, California, by constructing the Diamond Springs Parkway (Parkway) and associated improvements (considered together as the project). The Parkway would connect Missouri Flat Road with State Route 49 (SR-49)/Diamond Road. The County General Plan Circulation Map (El Dorado County 2004) identifies this project as a planned roadway, indicating the need for an east-west connector in the MC&FP Area. Additionally, the need for an east-west connector has been identified by DOT's 2009 Capital Improvement Plan (CIP), which includes the County's Traffic Impact Mitigation (TIM) Fee Program. The TIM has been developed in response to the funding needs for capital improvements such as the Parkway. The project would also implement updates to SR-49/Diamond Road under the Caltrans Transportation Concept Report (TCR) (Caltrans 2000), which includes the 20-year improvement concept for SR-49. The purpose of the proposed project is to reduce current traffic congestion in the Diamond Springs area and implement a planned infrastructure improvement. Section~~Chapter~~ 3 of this EIR describes the purpose, objectives, and characteristics of the proposed project and identifies government actions that would be required prior to constructing the project.

As discussed in detail under Section 2, Introduction, the proposed Parkway was programmatically evaluated in the Missouri Flat Corridor and Funding Plan (MC&FP) EIR (EDAW 1998), which referred to the Parkway as the "Missouri Flat Road/Pleasant Valley Connector (Interconnector)." Pursuant to Section 21166 of the CEQA Statutes, DOT has prepared this project-level Environmental Impact Report (EIR) to analyze the potential environmental effects that may result from the planning, construction, and operation of the proposed project, including the acquisition of new rights-of-way (ROW), and all related improvements (see Section 3.4.3) in accordance with the requirements of the California Environmental Quality Act (CEQA).

3.2 - Project Location

The project is located within unincorporated El Dorado County, California, south of the Missouri Flat Road/U.S. Route 50 (US-50) Interchange, west of the City of Placerville, and north of the town of Diamond Springs (Exhibit 3-1). As illustrated in Exhibit 3-2, the principle roadway network in the vicinity of the project includes Missouri Flat Road, Pleasant Valley Road (SR-49), Diamond Road (SR-49), Lime Kiln Road, and China Garden Road.

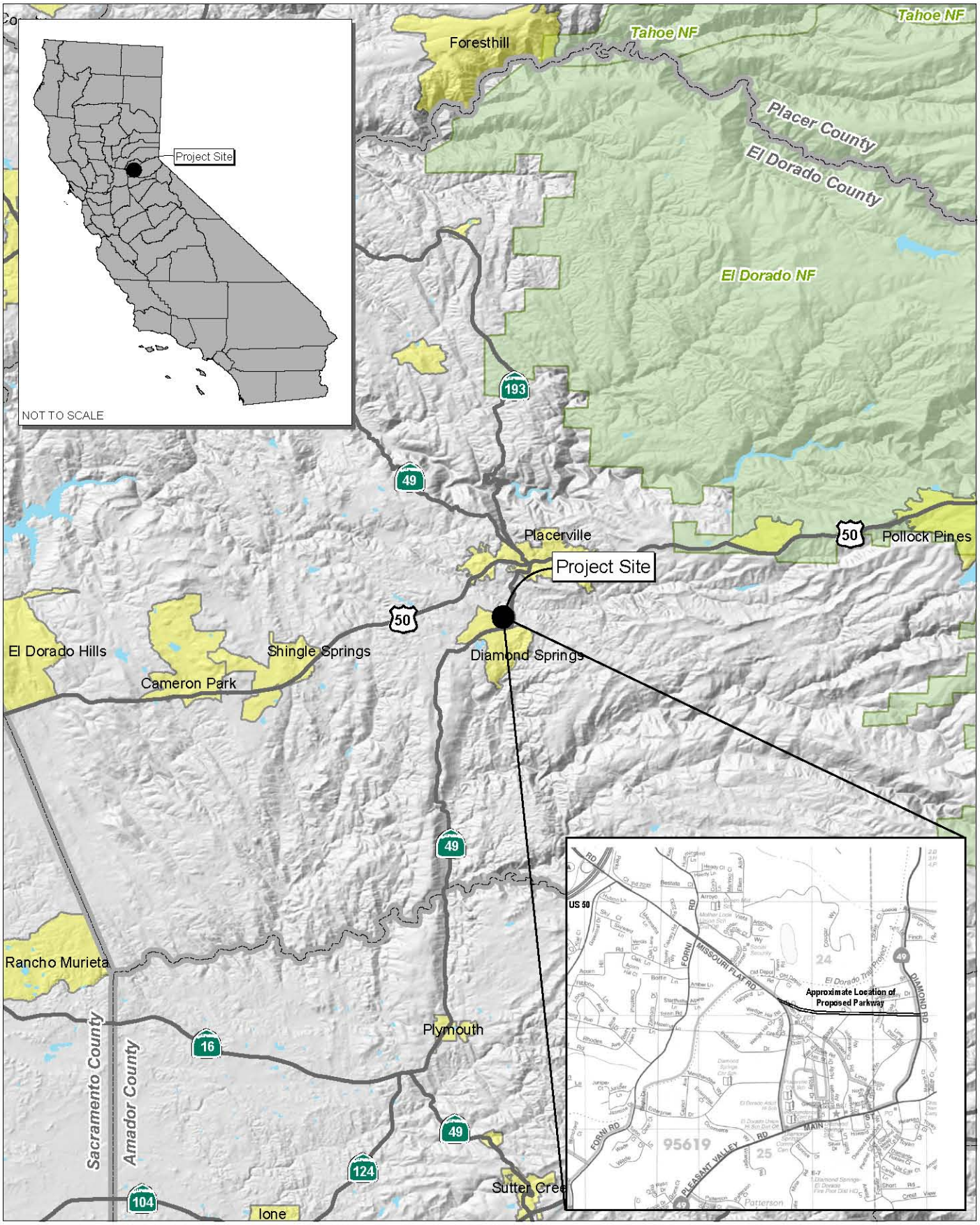
The project area roughly corresponds with the southeastern corner of Section 24 and the northeastern corner of Section 25, Township 10 North, Range 10 East; the southwestern portion of Section 19,

Township 10 North, Range 11 East; and the northwestern corner of Section 30, Township 10 North, Range 11 East (Mount Diablo Baseline and Principal Meridian) on the U.S. Geological Survey (USGS) Placerville, California 7.5-minute quadrangle map (Exhibit 3-3).

Land use within the project area is controlled by the El Dorado County General Plan and is designated as industrial and commercial according to the County's General Plan Land Use Map. Actual land uses adjacent to the project corridor are more variable and include pockets of residential development, various manufacturing and materials storage areas, and vacant industrial lots (Exhibit 3-2).

The project footprint, where land disturbance will occur, (Exhibit 3-2) crosses portions of 83 Assessor's Parcel Numbers (APN). Exhibit 3-4 illustrates the specific APNs crossed by the project footprint and the relative location of the alignment in relation to the subject parcels. The specific APNs include:

- 051-250-04, -06, -07, -08 -11, -12, -13, -18, -19, -20, -21, -22, -23, -30, -31, -33, -37, -39, -42, -46, -48, -51, -54, and -55
- 051-461-02, -04, -05, -10, -11, -12, -37, -46, and -54
- 051-550-47
- 054-341-04 and -06
- 054-342-15, -20, -21, -22, -23, -24, -25, -26, and -27
- 054-351-02, -33, and -35
- 054-391-26
- 054-411-13, -46, and -47
- 054-422-01
- 097-010-01
- 327-010-02, -03, -04, -05, and -06
- 327-240-19 and -22
- 327-260-05, -06, -25, -28, and -39
- 327-270-02, -03, -04, -08, -18, -26, -27, -43, -46, -48, -49, and -50
- 327-300-08
- 990-610-28
- 990-630-66
- 990-645-79
- 990-659-49



Source: Census 2000 Data, CaSIL 2007, MBA 2008.

NORTH

5 2.5 0 5 Miles

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Exhibit 3-1
Regional Location Map

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COUNTY OF EL DORADO DEPARTMENT OF TRANSPORTATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMAPACT REPORT

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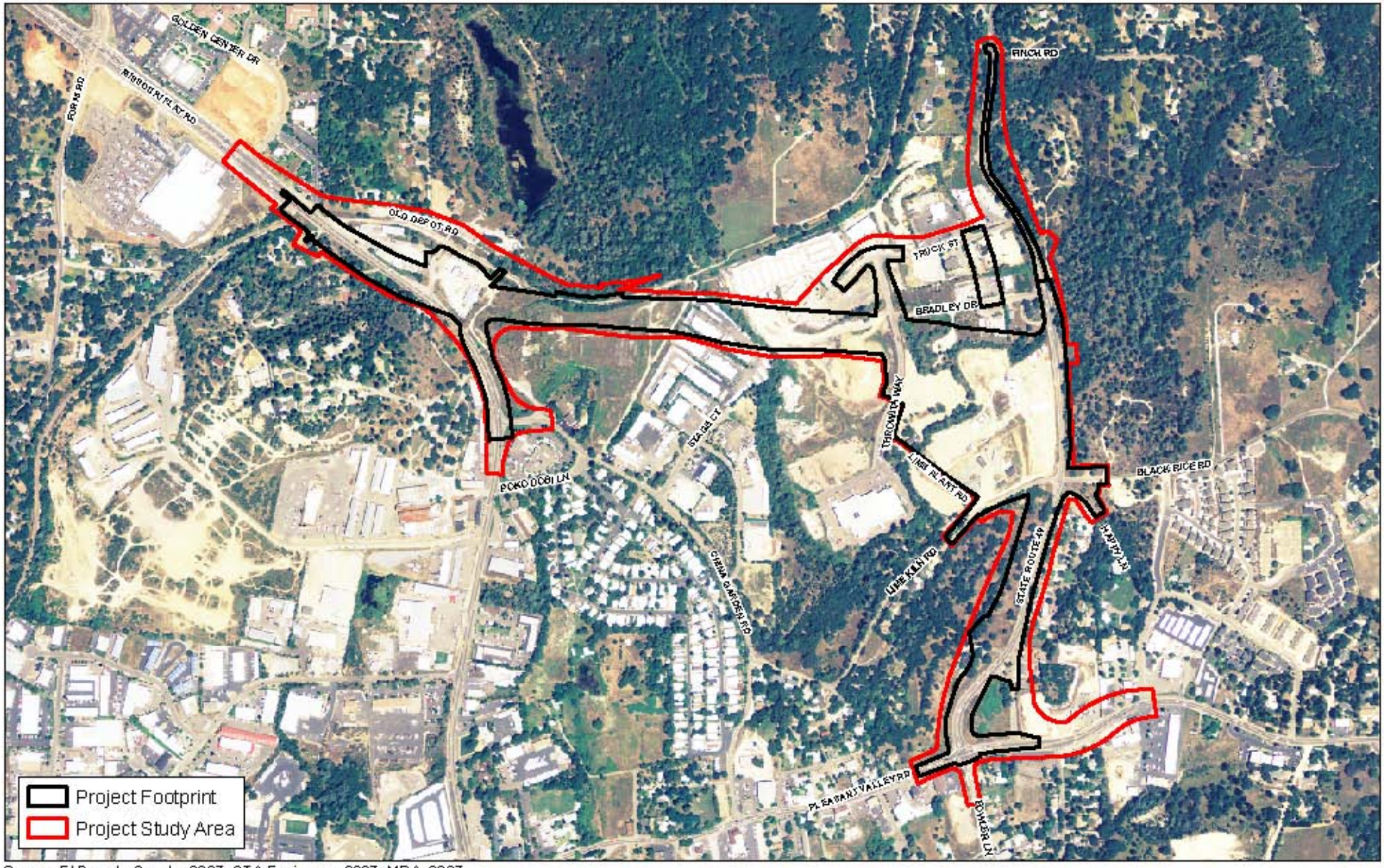

Source: El Dorado County, 2007; CTA Engineers, 2007; MBA, 2007

800 400 0 800 Feet

NORTH

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11730025 • 11/2009 | 3-2_project_aerial.mxd

Exhibit 3-2
Project Study Area - Aerial Overview

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORTATION
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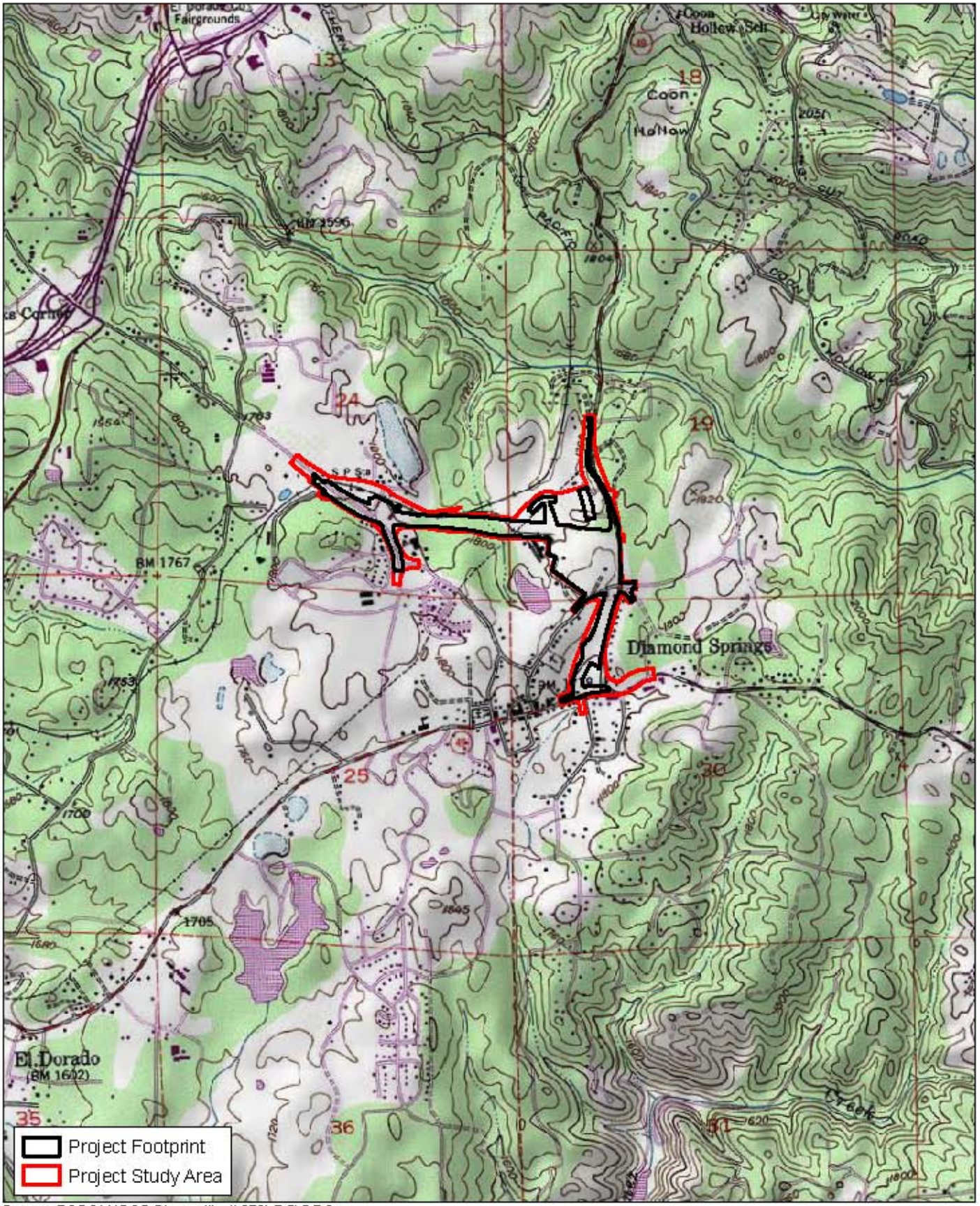
ENVIRONMENTAL IMPACT REPORT



Source: TOPO! USGS Placerville (1973) 7.5' DRG.

NORTH

2,000 1,000 0 2,000

Feet

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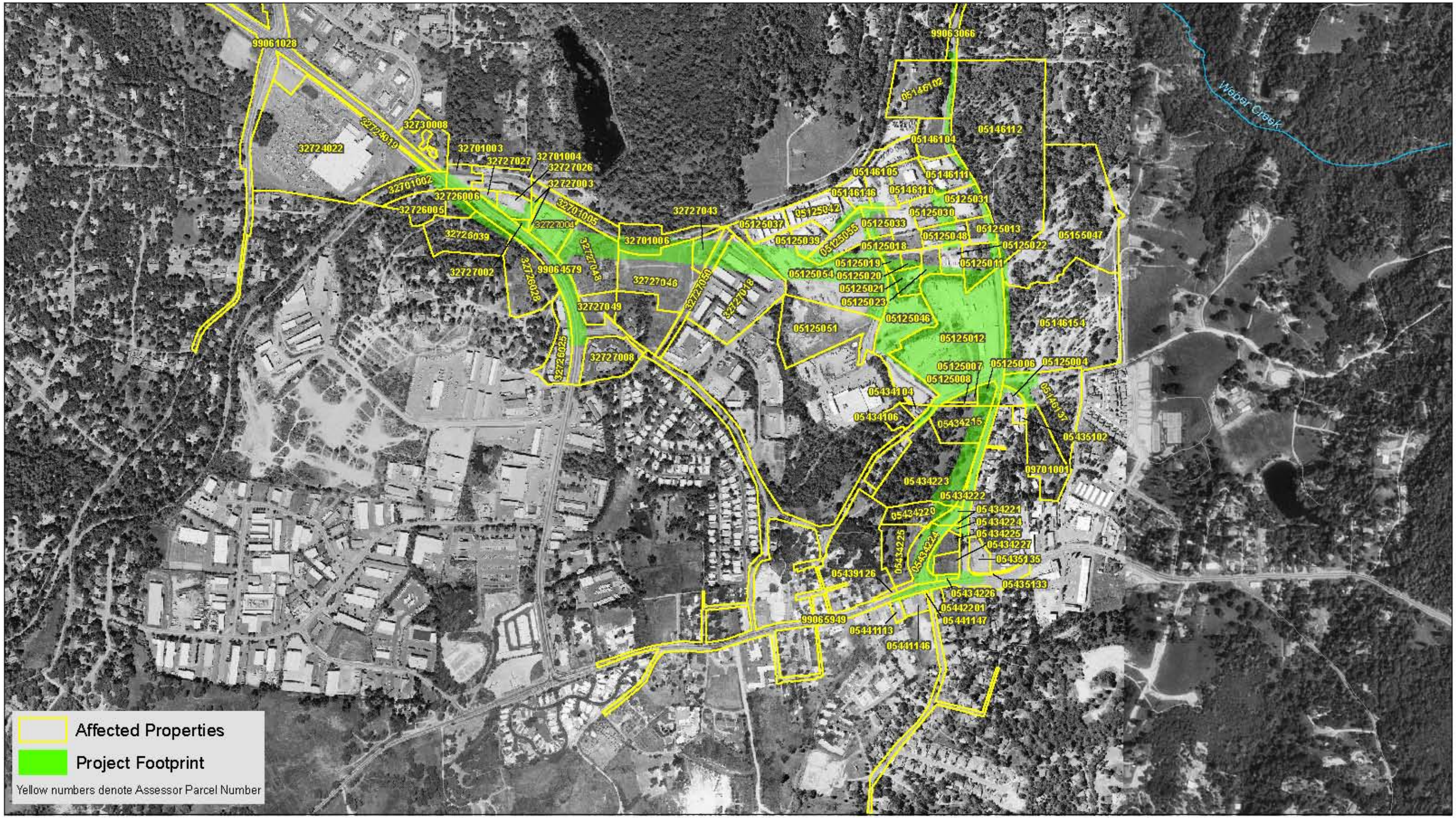
Exhibit 3-3
Project Study Area
USGS Topographic Map



Source: El Dorado County, 2007; CTA Engineers, 2007; MBA, 2008

NORTH

1,000 500 0 1,000 2,000

Feet

Michael Brandman Associates

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Exhibit 3-4
Affected Properties

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORTATION
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3.3 - Purpose, Need, and Objectives of the Proposed Project

The purpose of the project is to provide parallel capacity for SR-49 between Missouri Flat Road and Diamond Road (SR-49) and alternate access to US-50 via Missouri Flat Road to relieve traffic congestion and provide an acceptable level of service through the historic town of Diamond Springs to meet the General Plan Policy TC-1. The roadway is included in the General Plan as a regional transportation circulation need and is identified as a necessary infrastructure component of the MC&FP. With its inclusion in the MC&FP, which creates the nexus between retail development and necessary infrastructure improvements, the project must also support commercial land use as envisioned in the MC&FP and meet the needs of adjacent land use as directed by the County's General Plan. The project is included in the County's Capital Improvement Program (CIP) and, as such, shall be designed to provide safe, efficient, multi-modal transportation to meet the travel needs of people and goods, while minimizing environmental impacts, in the most cost-efficient manner.

The existing Level of Service (LOS) deficiencies on US-50 at the Missouri Flat Road Interchange, Missouri Flat Road from its intersection with US-50 south to Pleasant Valley Road (SR-49), and Pleasant Valley Road (SR-49) in the vicinity of Diamond Springs, are caused by a combination of local and regional growth. Accordingly, the proposed project consists of a new roadway and associated roadway improvement to be implemented by the DOT that would reduce the existing LOS deficiencies. The project will provide a critical link between Missouri Flat Road and Diamond Road (SR-49), thereby relieving current traffic congestion conditions on Missouri Flat Road and Pleasant Valley Road (SR-49) in the Diamond Springs area. Development of the proposed roadway improvements would fulfill significant goals for El Dorado County by implementing a project that has long been included in the County CIP.

The intent of the project is captured in General Plan Policy 10.2.7.3 for the Missouri Flat Road Corridor Area: "the County shall commit to the comprehensive development of the needed road circulation plan for this area immediately following adoption of the General Plan. This plan shall also include the identification and development of a specific funding mechanism that overcomes existing deficiencies and accommodates future traffic demands to the year 2015."

The specific objectives for constructing the project include the following:

Objective 1a. Improve traffic safety and operations on portions of Pleasant Valley Road (SR-49) in the vicinity of Diamond Springs as provided in the County's 2004 General Plan (Policy 10.2.7.3) including:

- Provide parallel capacity for SR-49 between Missouri Flat Road and Diamond Road (SR-49) and alternate access to US-50 via Missouri Flat Road to relieve traffic congestion and provide an acceptable level of service through the historic town of Diamond Springs to meet the General Plan Policy TC-1.

- Provide a safe, efficient, and convenient roadway that meets the travel needs of people and goods
- Improve safety by reducing residential driveway access to Diamond Road (SR-49) between Pleasant Valley Road (SR-49) and Black Rice Lane by provision of a frontage road.

Objective 1b. Implement the Parkway as included in the County's 2004 General Plan (Policy 10.2.7.3) and the County's CIP in the most cost effective manner.

Objective 1c. Improve roadway and intersection capacities along Missouri Flat Road, south of US-50, to support the anticipated commercial/retail square footage development identified and planned for in the 1998 MC&FP and the 2004 El Dorado General Plan

Objective 1d. Provide opportunities for improved bicycle, pedestrian and transit facilities consistent with the 2004 El Dorado County General Plan and coordinate the construction of the Parkway with the El Dorado Multi-Use Trail.

Objective 1e. Protect natural resources, including local wetlands, riparian features, and oak woodlands by aligning the project to avoid these features, to the extent feasible, by providing transportation services facilities that cause the least amount of environmental damage and yield environmental benefits wherever feasible.

3.4 - Project Characteristics

3.4.1 - Project Background

As discussed in detail in Section 2, Introduction, the Parkway was originally identified in the MC&FP as the Missouri Flat Road/Pleasant Valley Connector (Interconnector) and was evaluated programmatically in the MC&FP EIR (Exhibit 3-6, MC&FP Study Area). The MC&FP EIR included a discussion of the need for roadway projects within the MC&FP area, with the Parkway representing one of the necessary components of the proposed roadway system. Since the preparation of the MC&FP EIR, the Parkway alignment has been redesigned and relocated in response to the El Dorado Multi-Use Trail (EDMUT), to avoid natural resources (e.g., wetlands) and to utilize the existing SR-49/Diamond Road right-of-way. Further, the previously envisioned Connector project did not analyze the required improvements to SR-49/Diamond Road, which are necessary to mitigate project-related impacts to traffic circulation in the study area.

The placement and orientation of the proposed Parkway are linked to the decision-making processes described in Section 7.2, Alternatives Previously Considered and Rejected, of the MC&FP EIR, which summarizes the six alternatives that DOT had considered as a result of public meetings held on October 2, 1996 and April 10, 1997. The six alternatives included Alternative 1 – China Garden Road, Alternative 2 – Chuck Wagon Way, Alternative 3 – Railroad Corridor and SR-49 Parallel,

Alternative 4 – Railroad Corridor and SR-49 Alignment, Alternative 5 – Diamond Springs' Main Street, and Alternative 6 - North of Railroad Corridor (Exhibit 5-1).

Based on "functional, technical, and financial considerations, coupled with community support, the El Dorado County Board of Supervisors selected Alternative 3 as the "preferred alignment" for the Connector, as documented in the MC& FP EIR (EDAW 1998).

On April 29, 2008, ten years after the MC&FP Program EIR, the Board amended its previous decision by directing the DOT to proceed with studies of Alternative 4 (Railroad Corridor and SR-49 Parallel) as the preferred alignment (El Dorado County Board of Supervisors, Legislative File Number 08-0628, April 29, 2008). Since that time, DOT has conducted further engineering evaluations on several variations of Alternative 4 and identified the proposed Parkway alignment as the solution to the County's existing LOS deficiencies. The proposed Parkway is substantially similar to Alternative 4 from the MC&FP EIR; however, adjustments to the alignment have been made to minimize impact to the EDMUT, to avoid natural resources (e.g., wetlands) and to utilize the existing SR-49/Diamond Road right-of-way. Additional discussion of alternatives to the project is provided in Section 5.

The proposed project assumes that the nearby Materials Recovery Facility (MRF) would remain on-site. MRF traffic and access needs were taken into consideration when planning the proposed project; the project would accommodate MRF-related traffic throughout construction/staging.

3.4.2 - Project Overview

The Diamond Springs Parkway is identified in the County's General Plan Circulation Element Table TC-1 and Circulation Map from Missouri Flat Road to SR-49 as a future four-lane, divided roadway, and it is included in the County's 2009 CIP and TIM Fee Program as described above. The proposed Parkway would extend eastward from Missouri Flat Road near its intersection with the Sacramento-Placerville Transportation Corridor, north of China Garden Road, and would connect to Diamond Road (SR-49). Construction of the Parkway would also require improvements and/or realignment to the following roadways: China Garden Road, Throwita Way, Truck Street, Bradley Street, and Old Depot Road. Additionally, a new Truck Street/Bradley Drive Connector would be constructed west of Diamond Road (SR-49) to enhance circulation within the project area. Upon completion, the Parkway would alleviate congestion along Missouri Flat Road and Pleasant Valley Road (SR-49) in the vicinity of Diamond Springs, improving the circulation of both local and regional traffic.

The Parkway would provide fully signalized access at three new intersections with limited private property access. The Parkway would have a design speed of 50 miles per hour (mph), and the proposed lane configurations would reflect the ultimate roadway design contemplated in the County's General Plan and CIP. The General Plan also includes SR-49, from the Parkway to Pleasant Valley Road, as an ultimate four-lane major highway. Under the proposed project, SR-49 would be

improved to a major highway by providing standard shoulders and eliminating nearly all existing driveway encroachments. The improvements would be accomplished by creating a new frontage road along the existing roadway and widening the roadway to the west. A new median would be included to provide sufficient separation between the frontage road and SR-49. The SR-49 improvements would require minor improvements and/or realignment of Black Rice Road, Happy Lane, and Lime Kiln Road. The Parkway would be constructed according to American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highway and Streets (2004); SR-49 would be improved in accordance with Caltrans's Highway Design Manual, 6th edition.

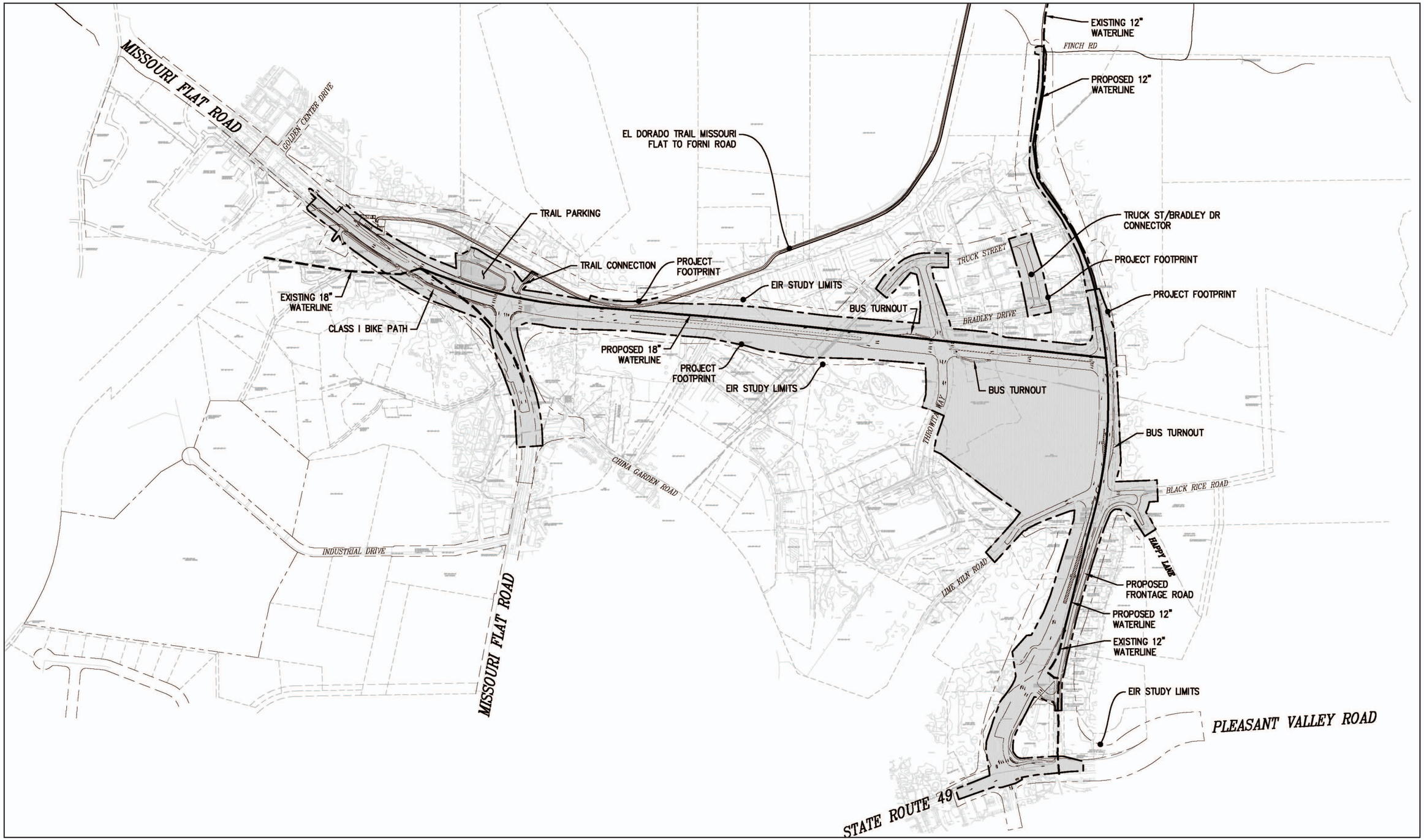
Projects that involve roadway construction, widening, or improvements often affect utilities located or potentially located within the roadway right-of-way. In accordance with El Dorado Irrigation District's (EID's) Five-year Capital Improvement Program (EID 2008), EID staff have been directed to streamline contracting procedures with the DOT for the agencies' joint projects. EID has many water, wastewater, and recycled water lines in roads maintained by the DOT. From time to time, DOT initiates a road project where the EID water, wastewater, or recycled waterlines need to be relocated or upgraded, which presents opportunities for EID to join forces with DOT by simultaneously upgrading and/or relocating facilities. As such, EID proposes, as part of the Parkway project (i.e., project, as defined under CEQA), to install a new 18-inch waterline in Diamond Springs Parkway and upgrade existing 6-inch and 8-inch waterlines with a new 12-inch waterline in SR-49/Diamond Road from Pleasant Valley Road to Finch Road. Along with the installation of the waterlines, there will be appurtenances located outside of the pavement such as vaults, blow-offs, above-ground air relief valves (ARV), manholes, and valves that may need to be installed and/or adjusted to grade.

3.4.3 - Roadway and Intersection Improvements

The roadway and intersection improvements associated with the proposed project are described in detail below, from west to east for the Parkway and associated improvements, and then from north to south for the SR-49-related improvements. For convenience, all EID associated improvements have been identified along with the roadway they would occur under.

Diamond Springs Parkway

As shown on Exhibit 3-5a and 3-5b, the Parkway is a new four-lane divided roadway between Missouri Flat Road and Diamond Road (SR-49). Project improvements would begin approximately 150 feet west of the intersection of Missouri Flat Road and the Sacramento-Placerville Transportation Corridor and extend eastward approximately 4,400 feet to SR-49 (Diamond Road). Construction of the Parkway would require the acquisition of right-of-way and easements required for the new four-lane divided roadway. The proposed rights-of-way are illustrated in Exhibits 3-5d, 3-5e, 3-5f, 3-5g, 3-5h, 3-5i, 3-5j, 3-5k, 3-5l, 3-5m and 3-5n. The typical right-of-way is about 100 feet wide, to encompass travel lanes, center median, shoulders, bike lane/path, curb, gutter and sidewalk. Turn pocket lanes and bus turnouts would be added where appropriate.



Source: CTA 2009, EID 2008, El Dorado County DOT 2009.

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NOT TO SCALE

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Exhibit 3-5a
Two Lane Proposed Project Improvements

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

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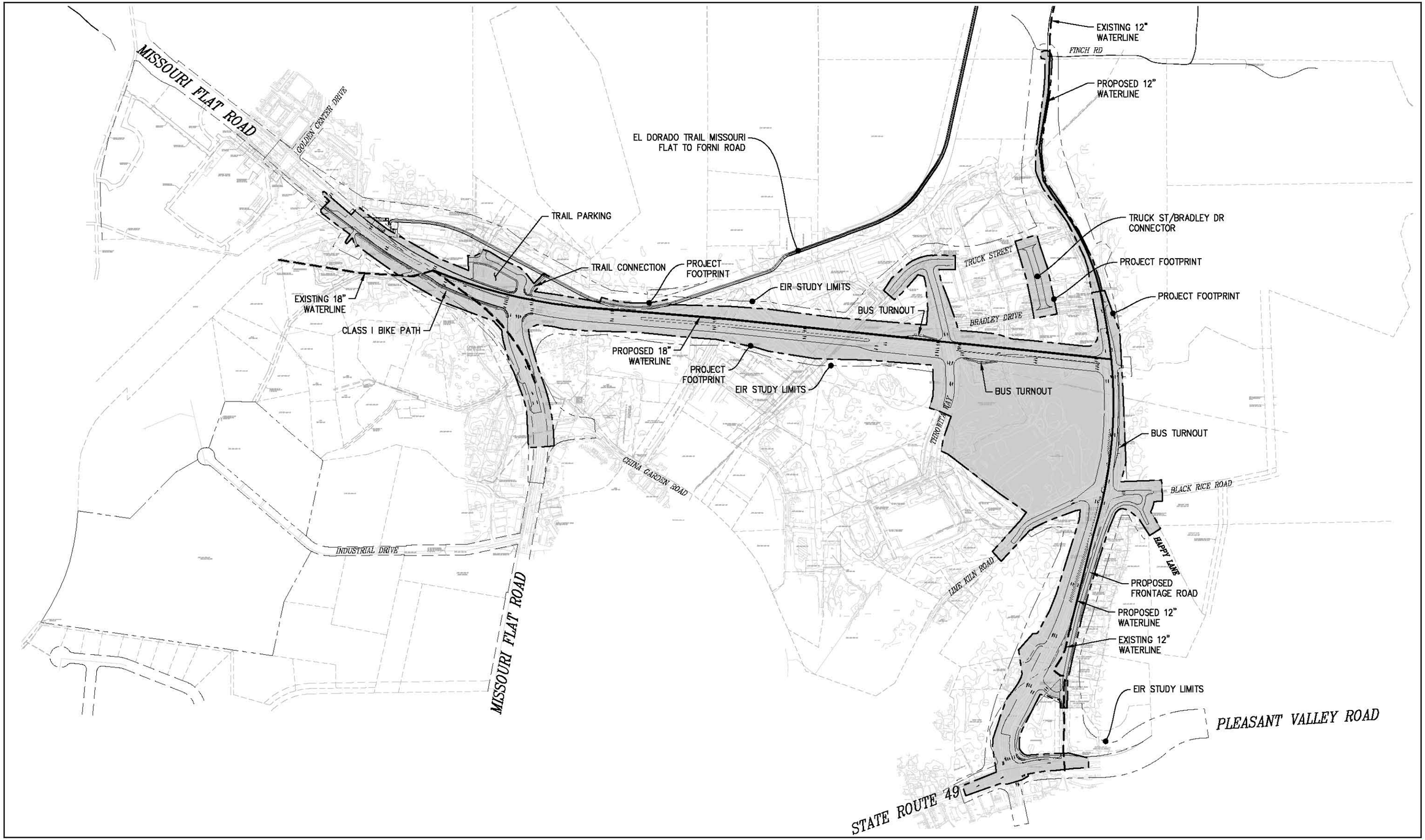

Source: CTA 2009, EID 2008, El Dorado County DOT 2009.

NORTH NOT TO SCALE

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Exhibit 3-5b
Four Lane Proposed Project Improvements

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TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

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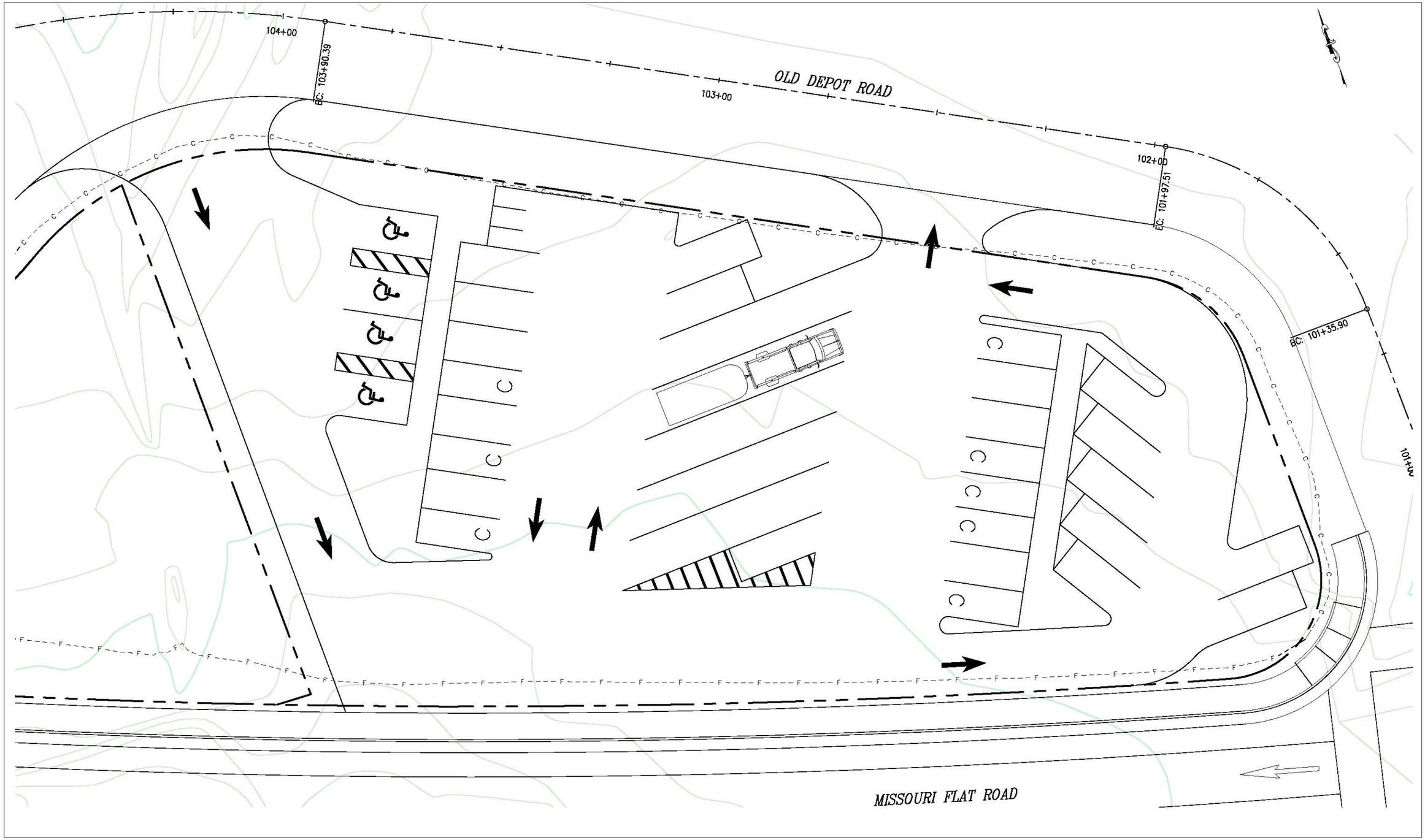

Source: El Dorado County DOT 2009.

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Exhibit 3-5c
Trail Parking Lot - Detail

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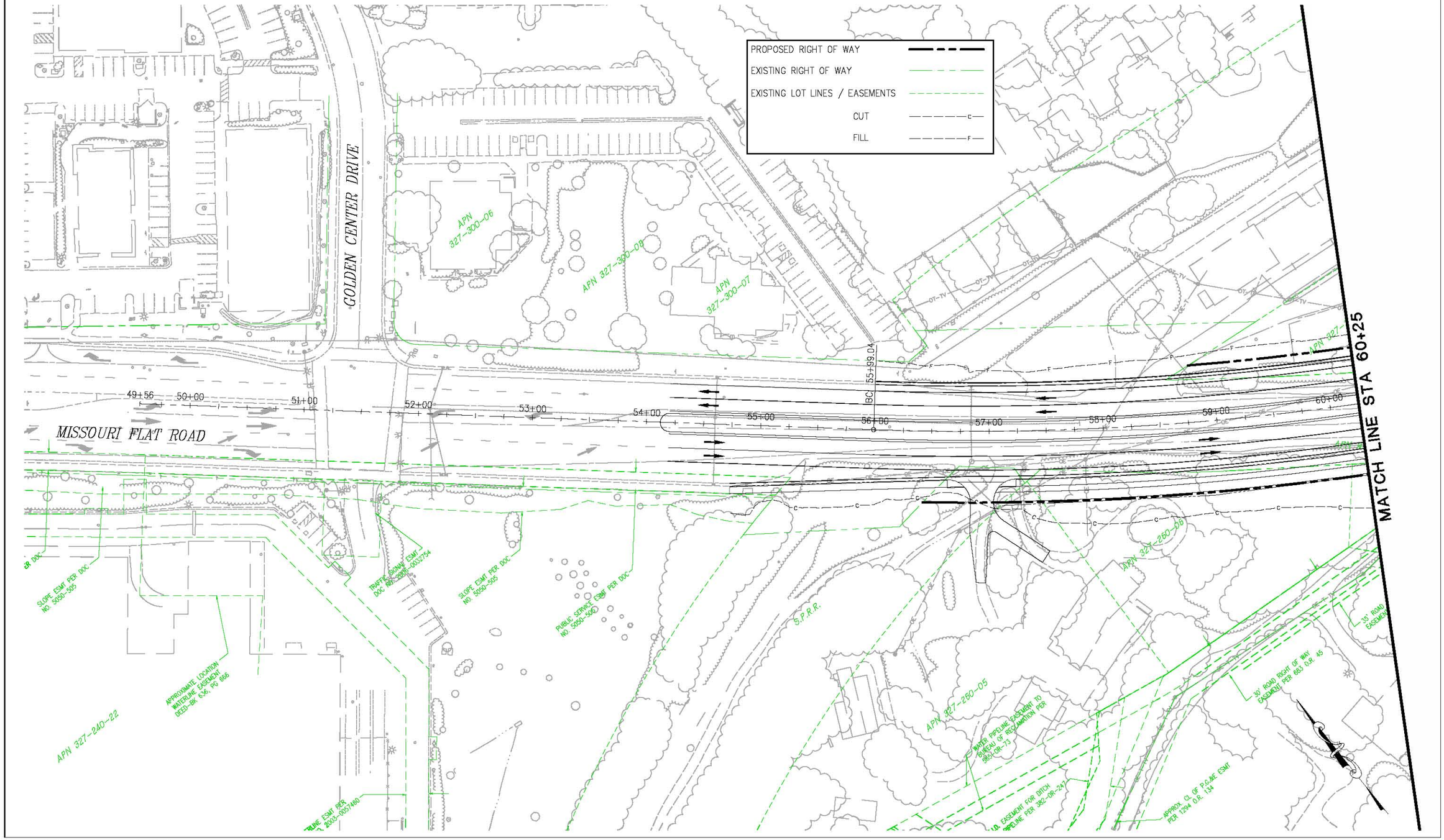
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT



Source: El Dorado County DOT 2010.

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Exhibit 3-5d
Proposed Right-of-Way Map 1 of 11

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ENVIRONMENTAL IMPACT REPORT

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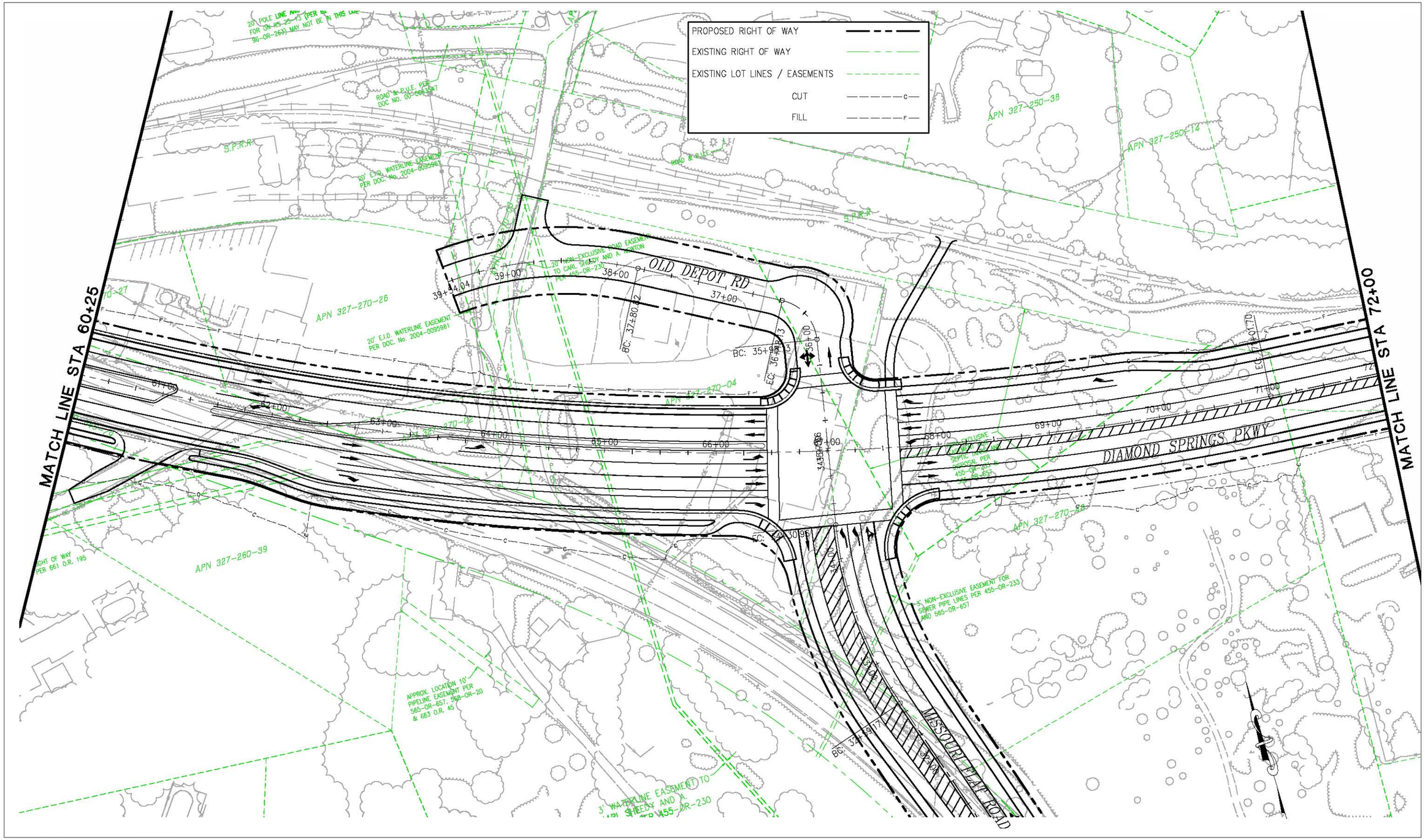

Source: El Dorado County DOT 2010.

NOT TO SCALE

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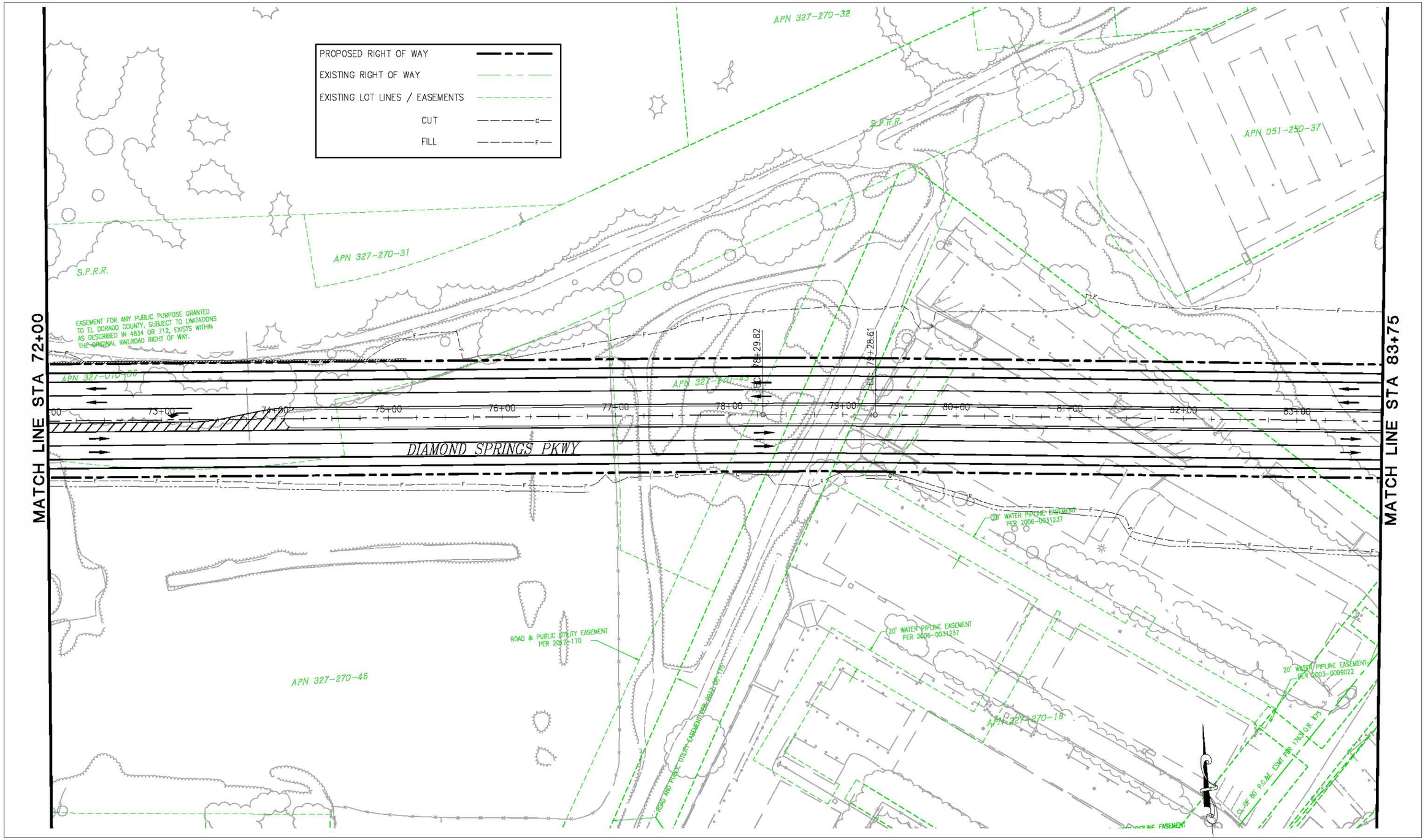
11730025 • 07/2010 | 3-5e_Proposed_ROW_Map_2_of_11.ai

Exhibit 3-5e
Proposed Right-of-Way Map 2 of 11

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

11-0448.D.33



Source: El Dorado County DOT 2010.

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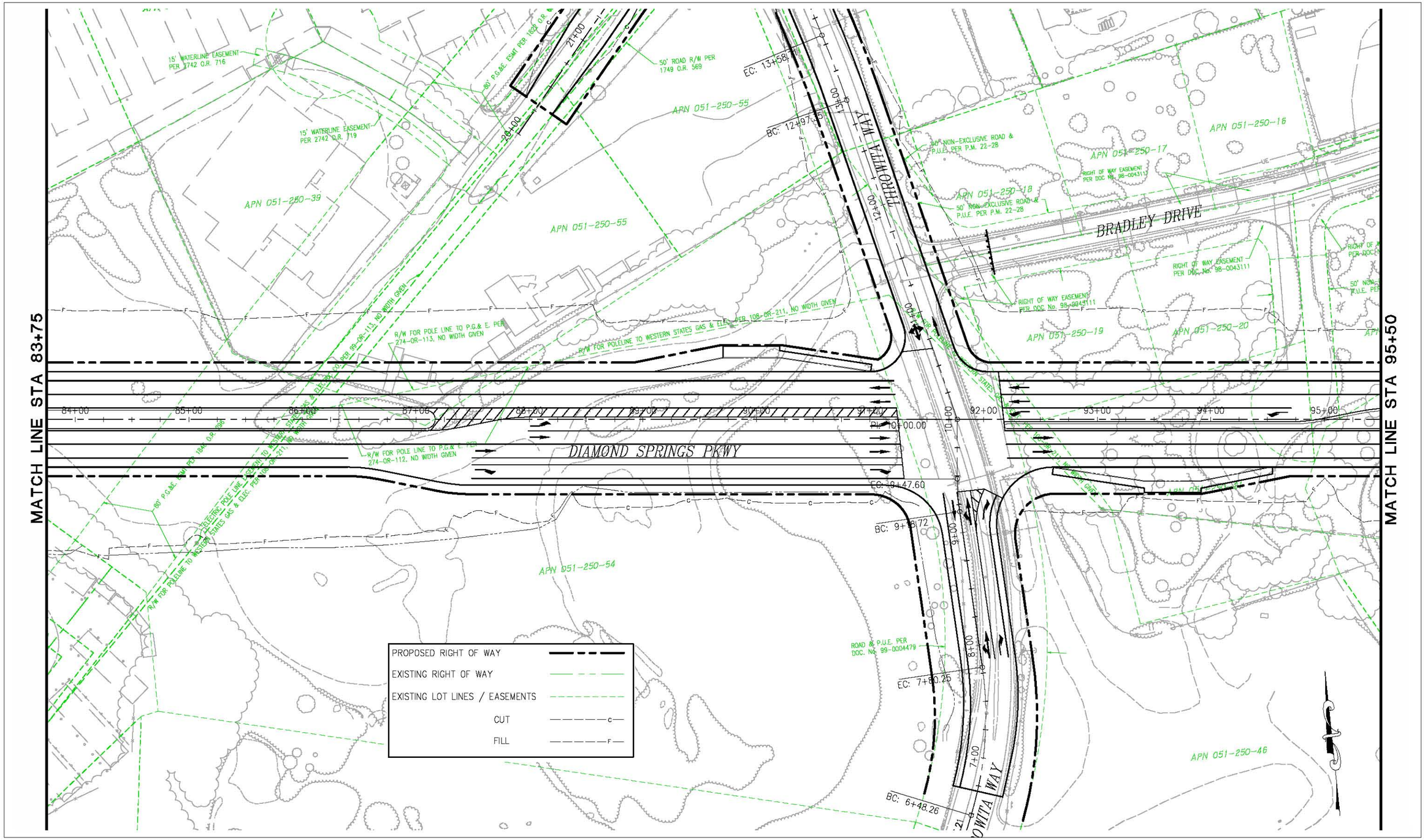
11730025 • 07/2010 | 3-5f_Proposed_ROW_Map_3_of_11.ai

Exhibit 3-5f
Proposed Right-of-Way Map 3 of 11

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT



Source: El Dorado County DOT 2010.

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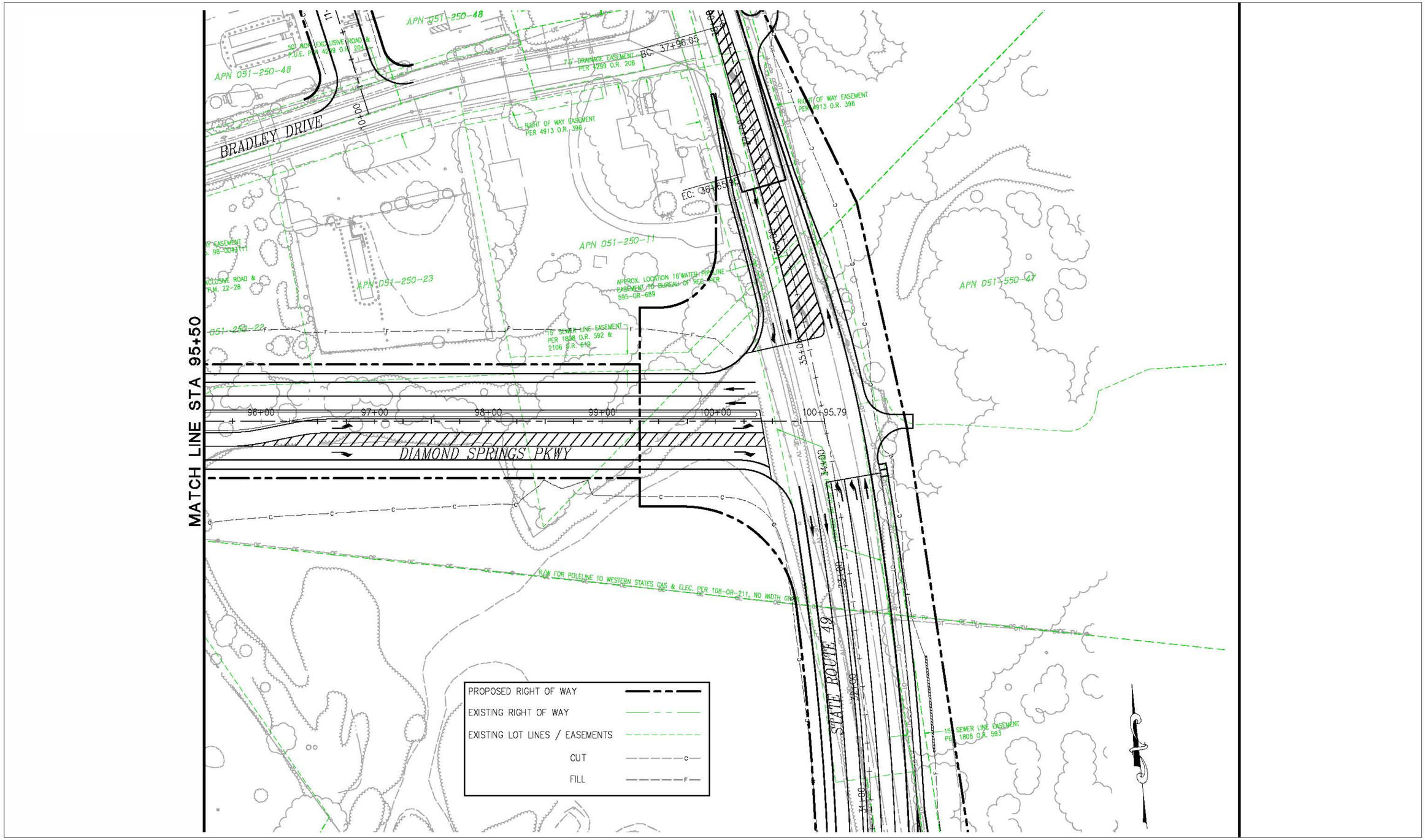
11730025 • 07/2010 | 3-5g_Proposed_ROW_Map_4_of_11.ai

Exhibit 3-5g
Proposed Right-of-Way Map 4 of 11

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

11-0448.D.37



Source: El Dorado County DOT 2010.

NOT TO SCALE

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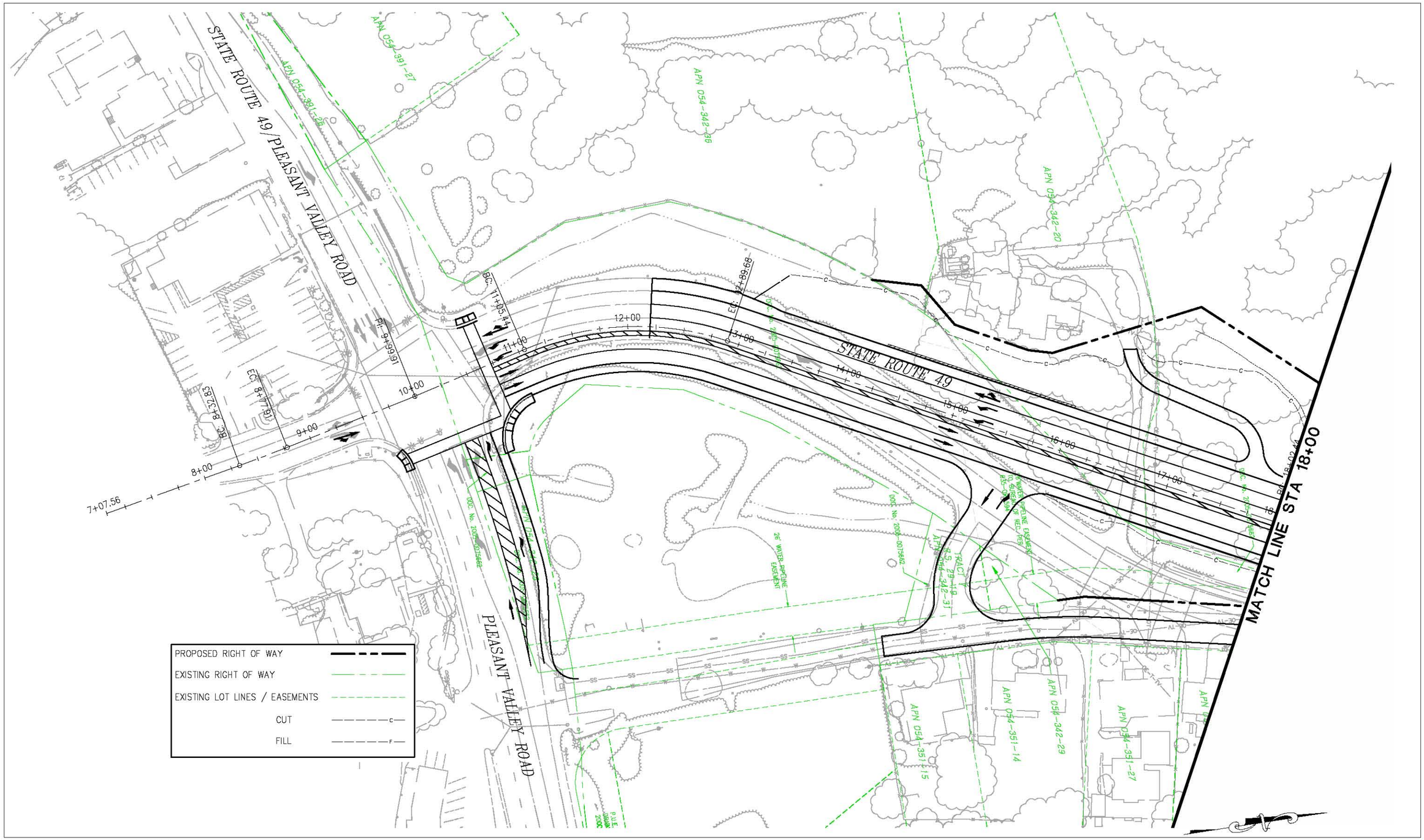
11730025 • 07/2010 | 3-5h_Proposed_ROW_Map_5_of_11.ai

Exhibit 3-5h
Proposed Right-of-Way Map 5 of 11

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT



Source: El Dorado County DOT 2010.

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Exhibit 3-5i
Proposed Right-of-Way Map 6 of 11

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

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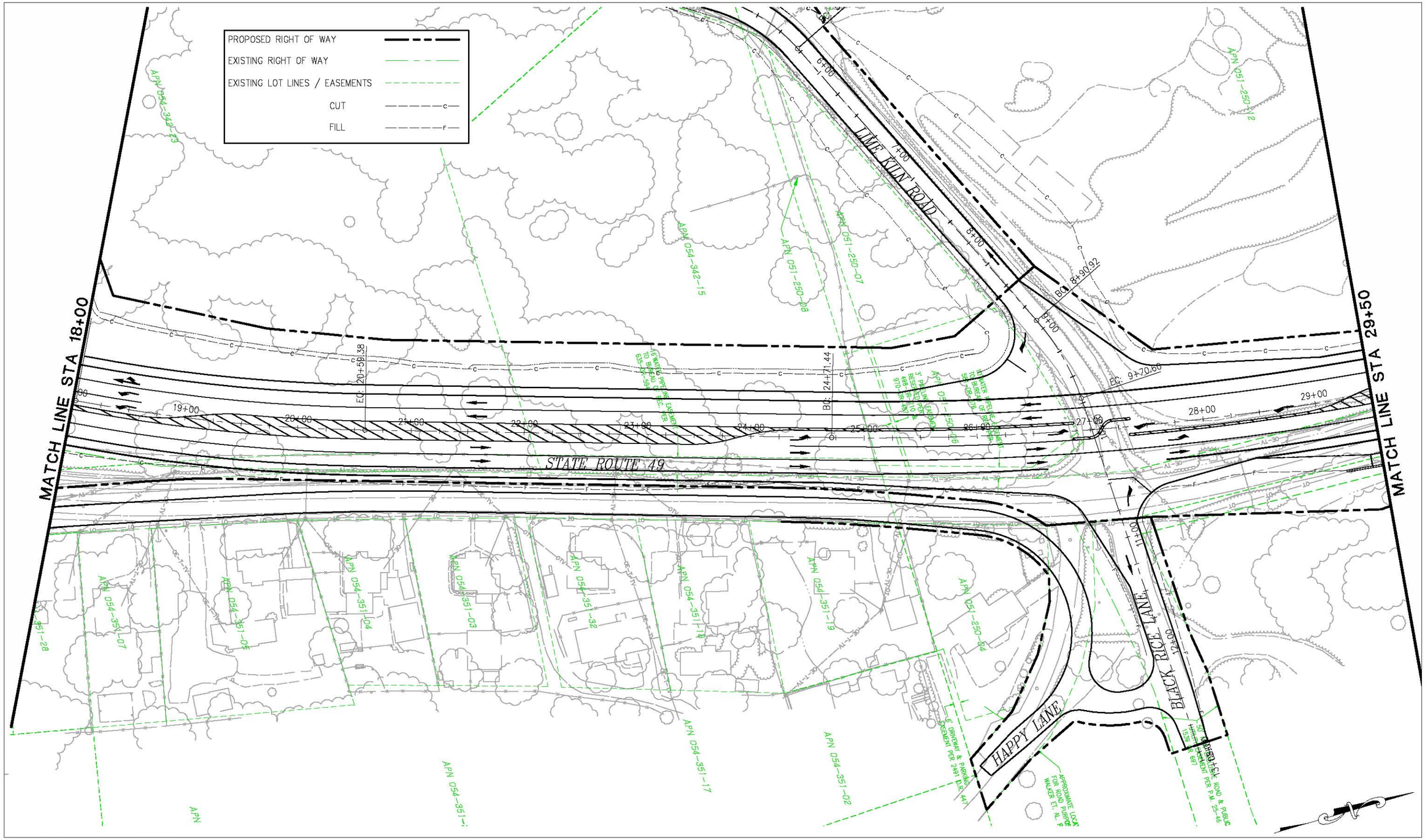

Source: El Dorado County DOT 2010.

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11730025 • 07/2010 | 3-5j_Proposed_ROW_Map_7_of_11.ai

Exhibit 3-5j
Proposed Right-of-Way Map 7 of 11

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
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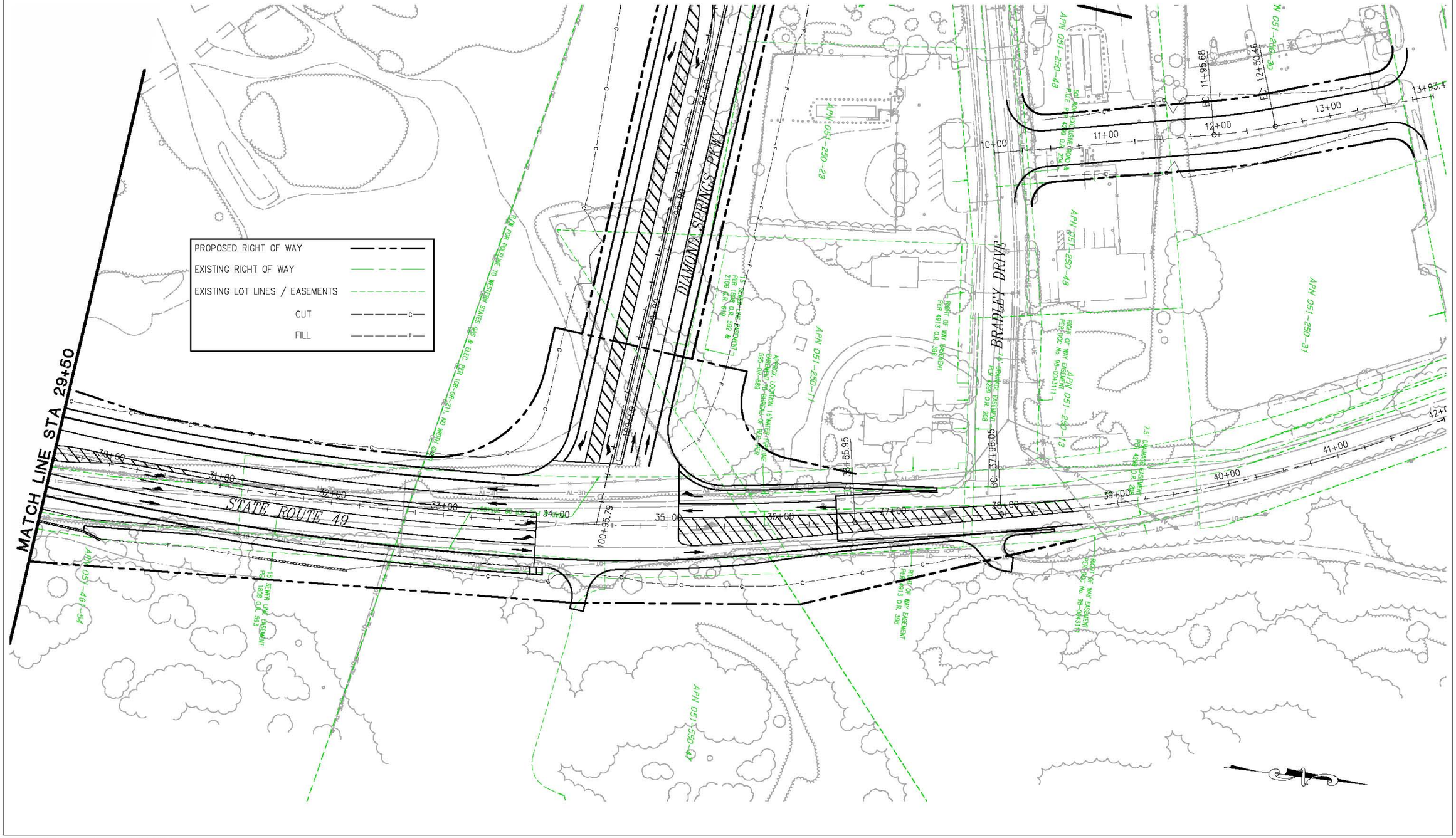
11-0448.D.43



Source: El Dorado County DOT 2010.

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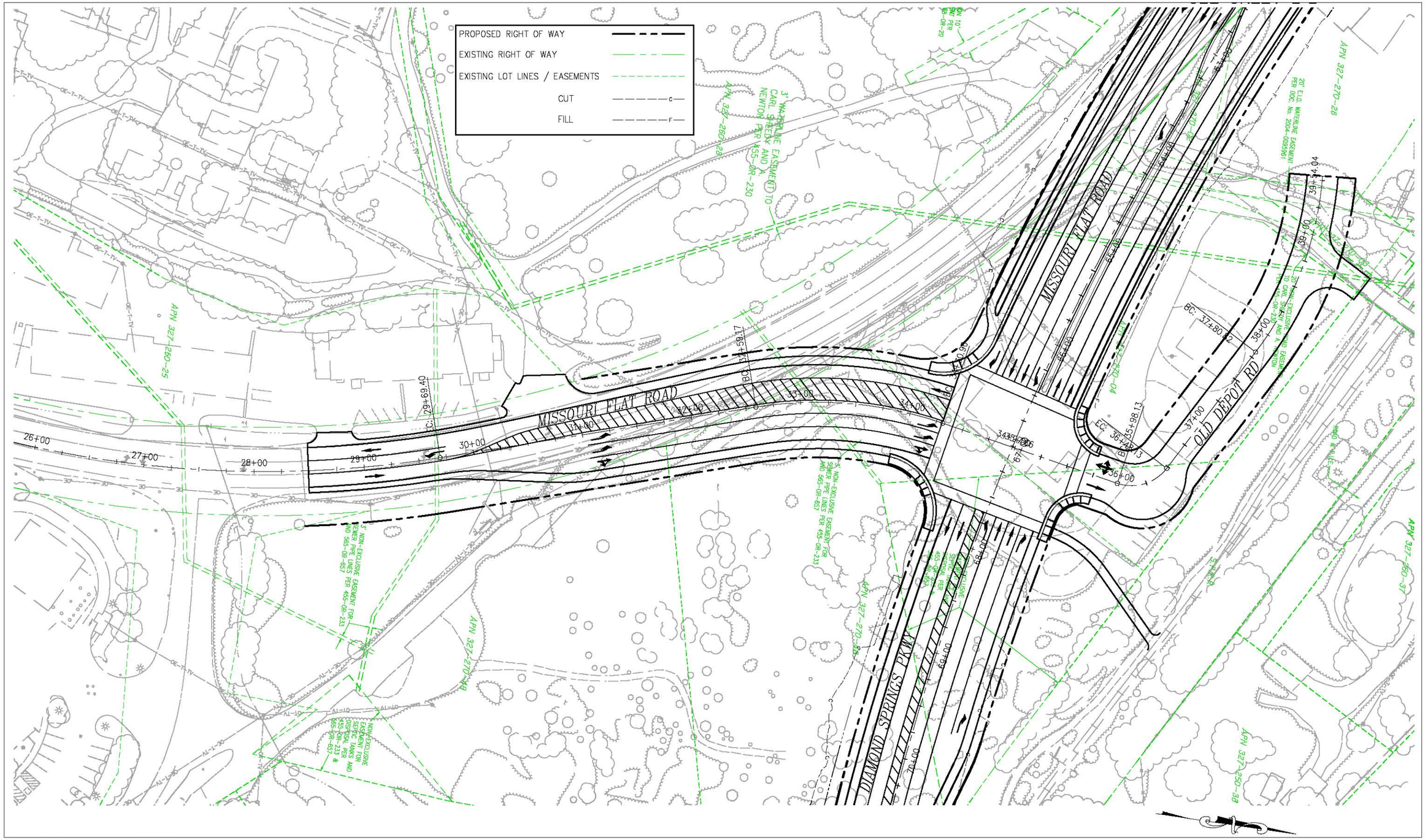
11730025 • 07/2010 | 3-5k_Proposed_ROW_Map_8_of_11.ai

Exhibit 3-5k
Proposed Right-of-Way Map 8 of 11

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT



Source: El Dorado County DOT 2010.

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NOT TO SCALE

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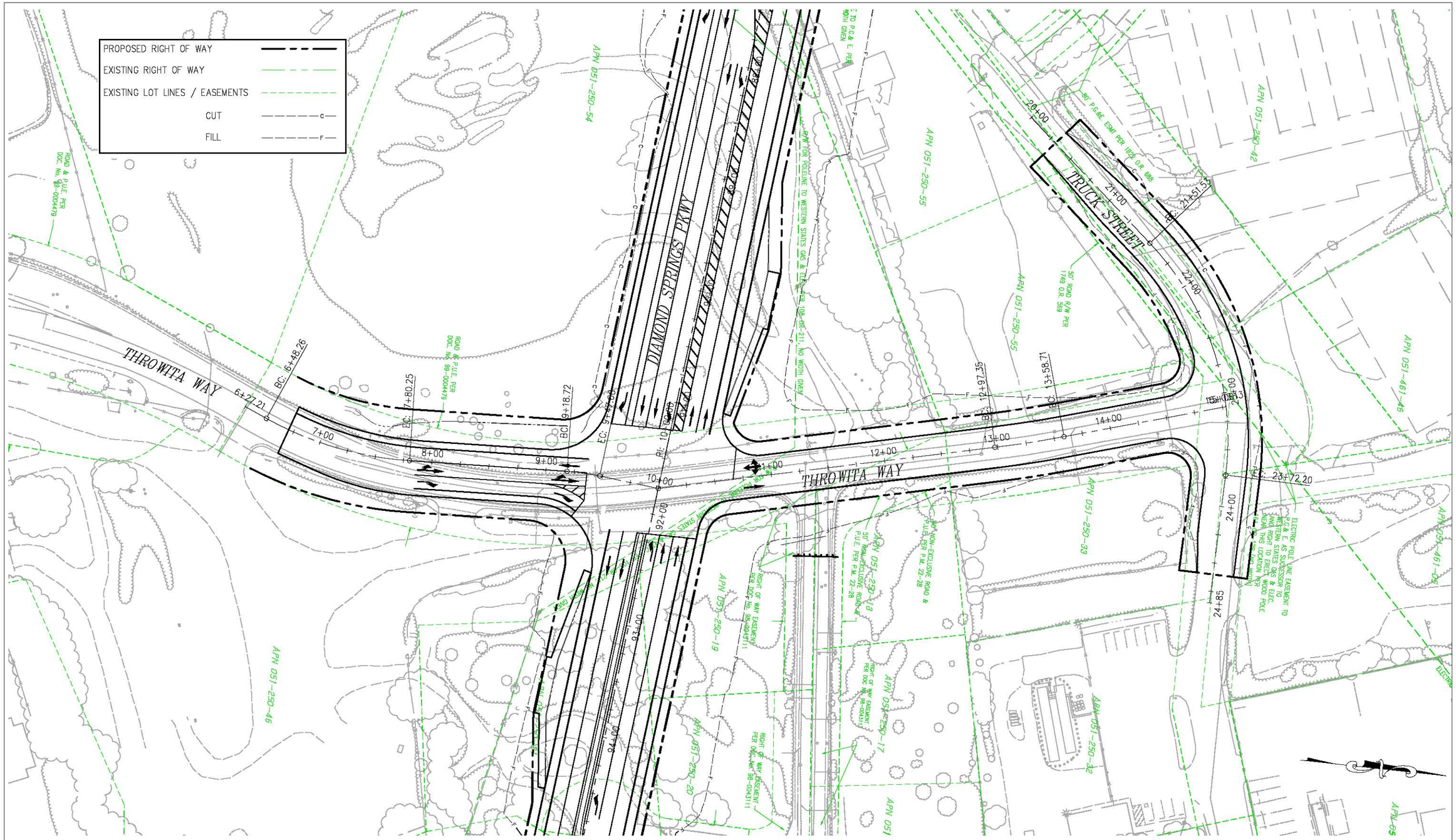
11730025 • 07/2010 | 3-5l_Proposed_ROW_Map_9_of_11.ai

Exhibit 3-5l
Proposed Right-of-Way Map 9 of 11

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT



Source: El Dorado County DOT 2010.

NORTH

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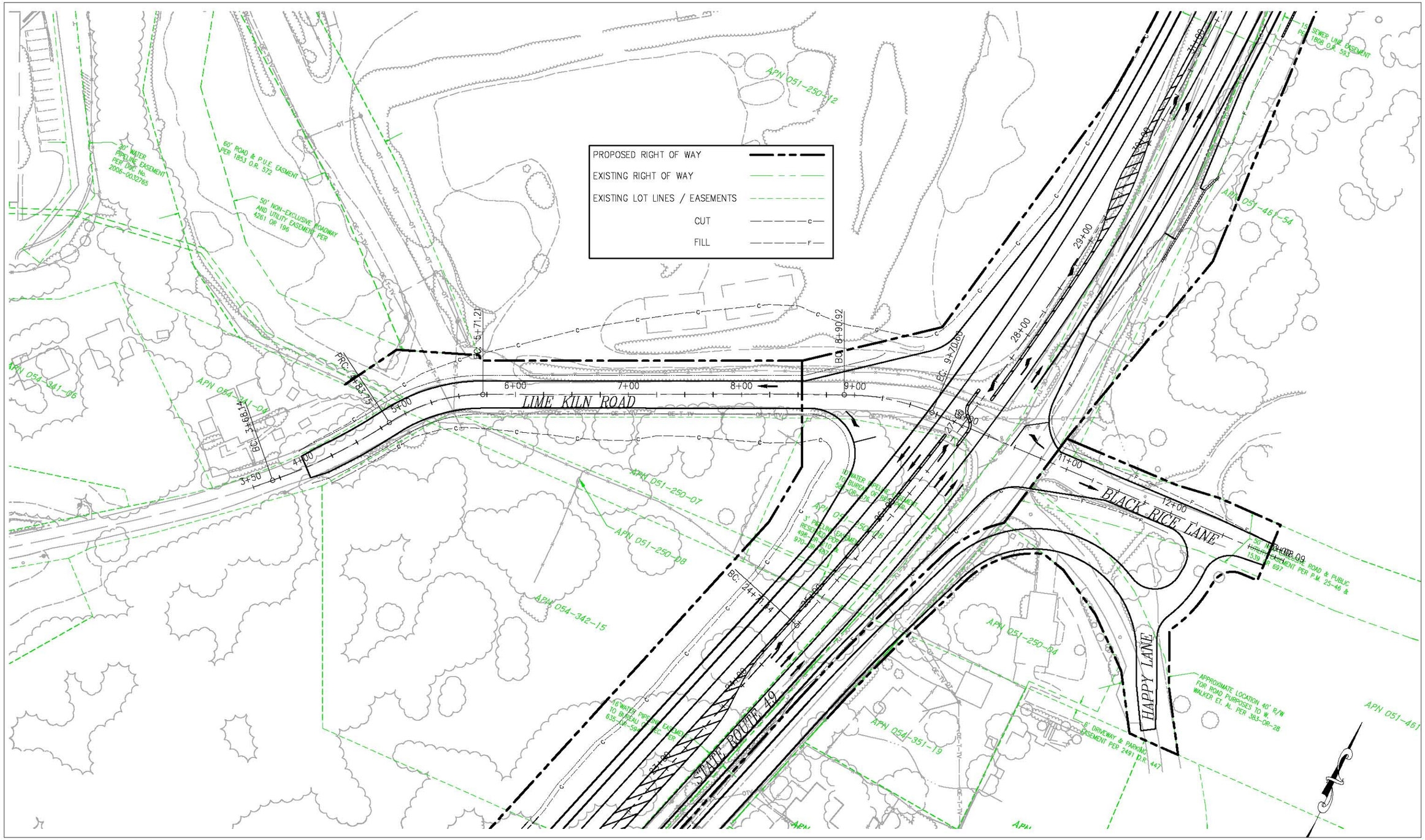
11730025 • 07/2010 | 3-5m_Proposed_ROW_Map_10_of_11.ai

Exhibit 3-5m
Proposed Right-of-Way Map 10 of 11

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

11-0448.D.49



Source: El Dorado County DOT 2010.

NORTH

NOT TO SCALE

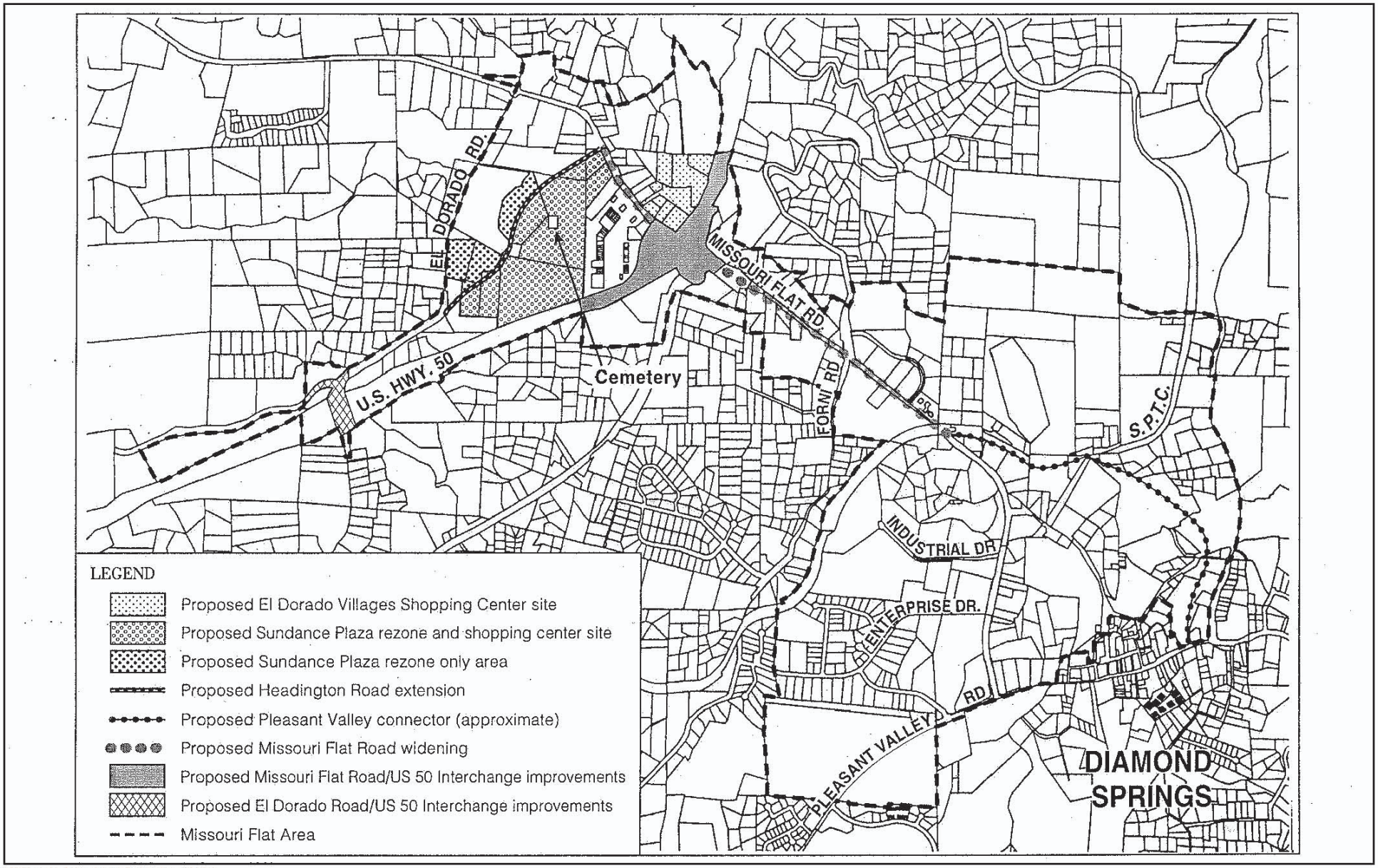
Michael Brandman Associates

11730025 • 07/2010 | 3-5n_Proposed_ROW_Map_11_of_11.ai

Exhibit 3-5n
Proposed Right-of-Way Map 11 of 11

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

11-0448.D.51



Source: El Dorado County, 1997.

NORTH

NOT TO SCALE

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11730025 • 09/2008 | 3-6_MC&FP_Study_Area.ai

Exhibit 3-6
Missouri Flat Area Master Circulation and Funding Plan Study Area

Individual drainage crossings along the Parkway corridor would consist of closed conduit culverts and open bottom crossings. A public service easement would be provided adjacent to the right-of-way to accommodate utilities.

EID Intertie Improvements

Within Diamond Springs Parkway, EID would also construct a new 18-inch waterline and necessary appurtenances that would extend from the Parkway/SR-49 intersection and ultimately connect to the existing 18-inch line within Missouri Flat Road.

Missouri Flat Road/Diamond Springs Parkway/Old Depot Road Intersection

Currently, Missouri Flat Road transitions from a four-lane divided arterial road to a two-lane divided road at its intersection with the Sacramento-Placerville Transportation Corridor. The proposed project would continue the four-lane divided Missouri Flat Road to its proposed intersection with the Parkway. The existing curve in Missouri Flat Road, between the El Dorado Multi-Use Trail (EDMUT) trailhead and Golden Center Drive, would be realigned to create a four-way signalized intersection consisting of Missouri Flat Road extending to the west and south, the Parkway to the east, and Old Depot Road to the north (Exhibits 3-5a and 3-5b).

Currently, Old Depot Road extends north from Missouri Flat Road between APNs 327-270-26 and 327-270-04. As discussed above, Old Depot Road would be realigned to create a four-way intersection at Missouri Flat Road and Diamond Springs Parkway. The new two-lane road would have a 28-foot-wide paved roadway.

El Dorado Multi-Use Trail/Missouri Flat Road Intersection

The EDMUT is a Class I bike path located north of the project site within the Sacramento-Placerville Transportation Corridor, formerly the SPRR railroad right-of-way. The trail extends from the Forni and Ray Lawyer Road intersection, south to the proposed Missouri Flat Road/Diamond Springs Parkway intersection. The proposed project would construct a connection from the EDMUT to the signalized intersection of Diamond Springs Parkway and Missouri Flat Road. The proposed project would also construct an 8-foot-wide, Class I bike path along the western side of Missouri Flat Road, providing EDMUT users the opportunity to cross the Missouri Flat Road/Diamond Springs Parkway intersection, utilize the Class I bike path, and connect to the future western extension of the EDMUT within the Sacramento-Placerville Transportation Corridor (SPTC). For added multi-modal accessibility, the proposed project would also construct a parking lot for trail users (refer to Exhibits 3-5a, 3-5b, and 3-5c). The paved parking lot would consist of up to 40 parking spaces.

Construction of the Parkway would require right-of-way acquisition along the EDMUT to maintain the minimum 100-foot right-of-way for the SPTC as a potential future rail corridor under the terms of the governing Joint Powers Authority (JPA). An approximately 4-foot-tall retaining wall would be constructed where the EDMUT would be located immediately adjacent to the Parkway.

Diamond Springs Parkway/Throwita Way Intersection

The proposed Parkway and Throwita Way signalized intersection would be located within the existing Throwita Way ROW, just south of the existing Throwita Way and Bradley Drive intersection. Throwita Way would consist of a two-lane road from both directions (north- and southbound). Two bus turnouts, one westbound and one eastbound, would be constructed on Diamond Springs Parkway after the Throwita Way intersection (Exhibit 3-5a and 3-5b).

Truck Street/Bradley Drive Improvements

The project would involve minor realignment of Truck Street at its current intersection with Throwita Way (Exhibit 3-5a and 3-5b). A new Truck Street/Bradley Drive Connector would be constructed approximately 300 feet west of Diamond Road (SR-49) to enhance circulation within the project area. In addition, the Truck Street and Throwita Way intersection would be realigned slightly to the north of the existing intersection. Bradley Drive would be closed to traffic at Throwita Way and restricted to right-turns only at Diamond Road (SR-49).

Diamond Springs Parkway/Diamond Road (SR-49) Intersection

The proposed Parkway and Diamond Road (SR-49) intersection would be located south of the current intersection of Bradley Drive and SR-49. The Parkway and SR-49 intersection would be a signalized "T" intersection, with the Parkway segment extending from the west to connect to the north/south-aligned SR-49. The three-way intersection design would accommodate a future roadway entering from the east, thereby allowing for a potential four-way intersection.

At the Parkway/SR-49 intersection, the Parkway would consist of two eastbound lanes and two westbound lanes to accommodate the two left-turn pocket lanes from northbound SR-49 (Exhibit 3-5a and 3-5b). ~~Dual right turn lanes from eastbound on the Parkway to southbound on SR-49 are included in the project to provide enhanced traffic operations, with other turning pockets included as necessary (Exhibit 3-5b).~~

Proposed State Route 49 (Diamond Road) Improvements

The Caltrans Transportation Concept Report (TCR) for SR-49 proposed by Caltrans (2000) contains the 20-year improvement concept for SR-49. The route concept recognizes the historical and topographic constraints inherent to any substantial improvements within the existing roadway alignment and correspondingly identifies a concept LOS of F for sections of SR-49 south of the community of El Dorado and through the City of Placerville. The TCR calls for a two-lane conventional highway. Ultimately, the County's General Plan forecasts the need for a Major Four-Lane Highway.

As shown in Exhibits 3-5a and 3-5b, improvements to SR-49 would begin at the intersection of SR-49 and Bradley Drive and extend southward to the SR-49/Pleasant Valley Road/Fowler intersection, for a total improved length of approximately 2,700 feet. Diamond Road (SR-49) would be widened

to four lanes to the west and constructed with 12-foot lanes and 8-foot shoulders. Improvements to Diamond Road (SR-49) would be constructed according to Caltrans's Highway Design Manual, 6th Edition (2008). The proposed improvement area would include intersections with the Parkway and Pleasant Valley Road. One bus turnout would be constructed along northbound Diamond Road (SR-49), north of the intersection with Black Rice Road.

The existing two-lane SR-49 from Black Rice Road to about 550 feet north of Pleasant Valley Road would become a frontage road (Exhibits 3-5a and 3-5b). A new median would be included to provide sufficient separation between the frontage road and SR-49. The proposed improvements would eliminate all existing driveway encroachments along the east side of SR-49/Diamond Road.

EID Intertie Improvements

Concurrent with the construction of improvements along SR-49, EID would install a new 12-inch waterline that would replace the existing undersized, 6-inch and 8-inch waterlines from the intersection of SR-49 and Finch Road, south to the existing 12-inch waterline within SR-49 near Pleasant Valley Road (Exhibits 3-5a and 3-5b).

A portion of the proposed waterline replacement along SR-49 is located outside of the Parkway project study area. As a result, EID conducted additional studies to assess potential impacts to air quality, biological, and cultural resources that would result from installation of the waterline. These studies are included in Appendix C, D, and F of this Draft EIR, respectively.

Lime Kiln Road/Diamond Road (SR-49)/Black Rice Road/Happy Lane Intersection

The existing Lime Kiln Road/Black Rice Road/SR-49 intersection is located just south of the proposed Parkway/SR-49 intersection. Currently, SR-49 is intersected by Lime Kiln Road approaching from the west and Black Rice Road approaching from the east.

The proposed project would realign Happy Lane to enter Black Rice Road from the south to allow for the connection of the new SR-49 frontage road (Exhibits 3-5a and 3-5b). This feature of the project is intended to facilitate improved access, circulation, and safety for residences located along the proposed SR-49 frontage road. The impact of the Parkway on this intersection would be mitigated with the restriction of left-turns and through movements from both Lime Kiln Road and Black Rice Road (KHA 2009). A barrier improvement would be included at the intersection of Lime Kiln/Black Rice to prevent the left-turn and through movements from the local roads.

Diamond Road (SR-49) and Pleasant Valley Road

To accommodate the queuing demand for the southbound left at this intersection, a dual southbound left-turn pocket would be added to the intersection. ~~A dual right-turn lane from westbound Pleasant Valley Road to northbound SR-49 is included to optimize operations in the am peak hour.~~

3.4.4 - Project Phasing

Based on available funding and other considerations, the project may be constructed in phases. If phasing is necessary, under Phase 1, the Parkway would be constructed as a 2-Lane Arterial, with medians and turn pockets lanes where necessary to accommodate turning movements. Phase 1 may include right-of-way acquisitions and grading for a two-lane Parkway or for the full roadway prism to accommodate the four-lane improvements. Under Phase 2, the Parkway would be widened to four lanes and turn-pocket lanes would be incorporated where necessary. If the right-of-way acquisitions and grading are phased, any right-of-way acquisitions and grading required for the four-lane Parkway that were not conducted under Phase 1 would be conducted under Phase 2.

SR-49 may also be constructed in phases. If phasing is necessary, under Phase 1, Diamond Road (SR-49) would initially be constructed as a major two-lane highway with 12-foot travel ways and 8-foot shoulders, with restricted left-turn movement from Lime Kiln Road and Black Rice onto SR-49. Under Phase 2, SR-49 would be widened to a major four-lane major highway.

3.4.5 - Rights-of-Way Acquisition

Exhibits 3-4, 3-5a, and 3-5b show areas of proposed permanent right-of-way acquisition, permanent slope, drainage, traffic signal appurtenance and public service easements and temporary construction and road right-of-way easements necessary under both Phase 1 and Phase 2. Land acquisitions could include negotiated payment, condemnation through eminent domain and/or dedication in fee or easement as a condition of development approvals. Construction staging and temporary road right-of-way access for the MRF is expected to occur on APNs 051-250-12 and 051-250-46, located just south of the Parkway and just west of SR-49 (Diamond Road). DOT will enter into an agreement with these property owner(s), as needed. All construction staging would occur within the project study area.

Permanent right-of-way acquisition may require relocation of businesses located on APNs 327-270-04, -18, -26, and -27, and APN 051-250-55. El Dorado County would compensate displaced businesses in conformance with Federal and state laws including the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646, as amended April 2, 1987) and the California Uniform Relocation Act (California Government Code, Chapter 16, Section 7260, et seq.) All relocations would be consistent with zoning and General Plan land use Designations. El Dorado County DOT would carry out the relocation plan to help eligible displaced individuals and businesses move with as little inconvenience as possible. All rights and services provided under the Federal Uniform Relocation Act would be strictly adhered to. Businesses displaced as a result of the project would receive fair and equitable treatment and would not suffer disproportionate injuries as a result of programs (in this case, the proposed project) designed for the benefit of the public as a whole

Installation of the replacement waterline would occur within EID's permanent easement along SR-49, which was conveyed to EID in February 2004 (pers. comm., Jim Hilton, EID Office of the General Counsel / Real Estate Services, 2009).

3.4.6 - Construction Sequencing

Avoidance Fencing. In the event that environmentally or culturally sensitive areas are identified for avoidance during construction, initial construction activities would include the installation of temporary fencing (typically an orange or other brightly colored plastic mesh material) around environmentally or culturally sensitive areas to prohibit construction activities within such areas.

Traffic Control. The majority of the activities associated with constructing the Parkway would take place in an area where motor vehicle travel does not presently occur. However, construction activities at and near the terminating ends of the Parkway (Missouri Flat Road, SR-49) and along Throwita Way and SR-49 may require traffic controls, temporary lane closures, and/or traffic lane diversions to ensure safe and efficient movement of vehicles, bicyclists and pedestrians through intersections and/or use of alternative routes during construction. Accordingly, a traffic management plan will be prepared and will include construction staging and traffic control measures (including recreational traffic control on the EDMUT) to be implemented during project construction.

Traffic on Throwita Way would be diverted during construction of a portion of the Parkway; an alternate access route to the MRF will be provided during that stage of construction. Upon completion of the Parkway, MRF traffic would resume access via Throwita Way.

DOT anticipates that during construction activities on SR-49, the construction contractor may close one lane of traffic. Traffic would be re-routed to use the portion of the right-of-way not being affected. Lane configurations would be changed as necessary to accommodate construction activity locations. Short-term closures would occur during K-rail installation and striping, during which a detour would be provided. Diversions of traffic would be signed; and traffic control devices would be used as necessary to guide traffic and delineate temporary lanes.

Project construction activities would be coordinated with local law enforcement and emergency services providers. As a result of this coordination, law enforcement and emergency service providers would be aware of project construction and the potential for any emergency vehicle movement delays within the project area and measures to avoid such delays would be determined. The proposed project construction would not affect the provision of emergency services in and adjacent to the project area or evacuation in the event of a major emergency.

Staging Area Setup. Construction activities would require the establishment of a temporary staging area for vehicle, equipment and materials storage and for other construction-related activities. All construction staging and equipment storage would occur within the project study area. The bulk of

the staging and storage is anticipated to occur on APN 051-250-12, which is located adjacent to and south of the proposed Parkway and west of SR-49 (Exhibit 3-4).

Clearing and Grading. Survey staking would be used to define the limits of construction in advance of rough grading. Removal of vegetation and demolition of impacted buildings would be necessary in areas to be used for construction equipment operation, temporary construction activities and preparation of the roadbed and required adjacent graded areas. All vegetation and materials debris would be removed from the project area and disposed of at approved locations. Typical methods and equipment would be required for the roadwork including scrapers, excavators, and dump/haul trucks, and other heavy equipment and vehicles.

After the proposed construction areas are cleared of underbrush, small trees, and structures, grading would begin. Following rough grading, additional excavation, including cut and fill, would bring the site to final grade and prepare the soil for underground piping and the placement of roadbed material. Site work would involve installing large underground pipes (6-inch diameter or larger), manholes, structural foundations, curbs, gutters, and sidewalks. Excavation for the roadbed, retaining wall footings, water pipes, and drainage pipes would be performed with excavators and/or backhoes. Blasting may be required in areas of shallow bedrock to achieve the appropriate grade.

Existing site soils would also be reused onsite for fill construction, where feasible. Approximately 43,000 cubic yards of soil would be removed and re-compacted in place. Approximately 121,000 cubic yards of imported soil would be required as fill for the roadway. Borrow material would likely be acquired from available parcels within five miles of the project area. Construction staging and temporary road right-of-way access for the MRF is expected to occur on APNs 051-250-12 and 051-250-46, located just south of the Parkway and just west of SR-49 (Diamond Road). DOT will enter into an agreement with these property owner(s), as needed. All construction staging would occur within the project study area.

Stormwater Runoff Control. Clearing and grading would result in an increased exposure of soils and increased erosion/sedimentation potential during periods of rainfall. Additionally, equipment and materials present within the project area during construction would create a potential for petroleum or other products to be introduced to stormwater and conveyed to off-site areas. To minimize erosion and foreign materials transport in stormwater, construction activities would adhere to County policies and regulations, specifically the County's Grading Ordinance and Storm Water Management Plan for Western El Dorado County, regarding erosion and ground instability. To minimize erosion and the transport of foreign materials and topsoil during construction, the County's contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP), in accordance with a NPDES permit, for County approval and would implement best management practices (BMPs) for controlling the introduction of materials to stormwater and the flow of stormwater from within the construction area to off-site areas. At a minimum, the SWPPP will evaluate and provide BMPs to minimize project-related impacts.

The SWPPP must be approved and accepted by the Regional Water Quality Control Board (RWQCB) prior to the commencement of any ground disturbing activities or any activities that have the potential to cause water pollution. The project contractor would submit a Notice of Construction (NOC) to the RWQCB, 30 days prior to the commencement of construction. During the rainy season (October 15 to April 15), temporary construction site BMPs would be implemented at all times to reduce or eliminate the potential for a non-storm water discharge to occur off of the ROW, to a surface body of water, drainage course or to a storm drainage system. The contractor will also identify, develop, implement, and maintain BMPs in accordance with a time schedule identified in the SWPPP to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the project site during construction.

Utilities (Potential Underground Utility District). Existing overhead utilities along Missouri Flat Road, near China Garden Road, and along SR-49, between Bradley Drive and Pleasant Valley Road, are in conflict with the proposed project. The County proposes to pursue two Underground Utility Districts (UUD), per PUC Rules 20A and 32, to underground the existing overhead lines into a joint trench within the roadway right-of-ways or public service easement (Exhibits 3-7b and 3-7d). In addition, several underground lines, totaling approximately 3,060 feet would be extended to affected properties replacing existing overhead utility connections (Exhibit 3-7b and 3-7d). It should be noted that utilities would not be extended to areas previously not served. As a worst-case scenario trenching activities outside of the roadway rights-of-way have been taken into consideration because they will occur simultaneously with construction activities of the proposed project. However, per CEQA guidelines section 15301(b), alterations to existing facilities of both investor and publicly-owned utilities used to provide electric power are categorically exempt from CEQA. If the UUD is not formed, the project will relocate approximately 12 existing poles within the public service easements along the right-of-way (Exhibits 3-7a and 3-7c).

Water Distribution Facilities (EID Intertie Improvements). Concurrent with the construction of improvements along the Parkway and SR-49, EID would construct the Highway 49 Intertie Improvements Project. A new 12-inch waterline would replace the existing undersized, 6-inch and 8-inch waterlines from the intersection of SR-49 and Finch Road, south to the existing 12-inch waterline within SR-49 near Pleasant Valley Road (Exhibits 3-5a and 3-5b). Installation of the replacement waterline would occur within EID's permanent easement along SR-49.

As part of the Highway 49 Intertie Improvements Project, EID would also construct a new 18-inch waterline within the Parkway that would extend from the Parkway/SR-49 intersection and ultimately connect to the existing 18-inch line within Missouri Flat Road. Along with the installation of the waterline, there may be appurtenances located outside of the pavement such as vaults, blow-offs, ARVs, manholes, and valves that may need to be raised to grade once the Parkway is built. DOT and EID will coordinate on the timing, placement, and installation of such facilities.

EID may require temporary service interruptions during tie-ins, but they will be limited to a few hours and the surrounding community will be notified in advance.

Drainage Facilities. Project roadway construction would include the installation of drainage inlets and culverts, as well as the removal of existing culverts. Individual drainage crossings along the Parkway corridor would consist of closed conduit culverts and open bottom culvert crossings.

Surfacing. Following grading and trench compaction of underground utility installation, the road base would be prepared through placement and compaction of soils and gravel. The prepared roadbed would be overlain with lifts of aggregate base and asphalt concrete. Paving would be performed incrementally along the alignment. Striping, pavement markings, and signage would be installed as necessary.

3.5 - Preliminary Construction Schedule

Table 3.5-1 provides the preliminary construction schedule for the proposed project. For the purposes of this environmental analysis, project construction was anticipated to begin in spring/summer 2011 and be completed by the end of 2012.

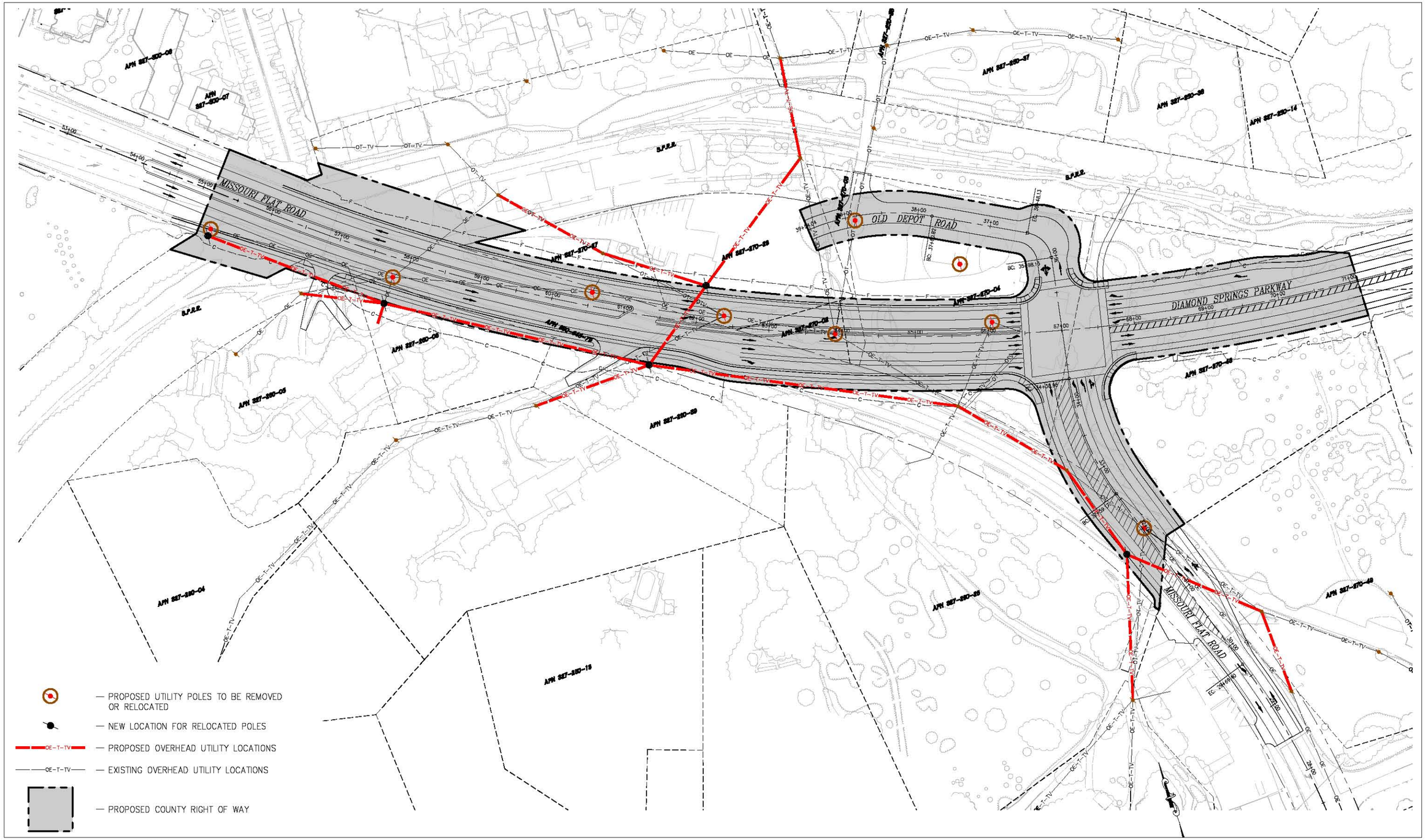
Table 3-1: Preliminary Construction Schedule

Activity	Estimated Start Date	Estimated Completion Date
CEQA Review	ongoing	Summer 2010
Phase 1 Design	2010	2011
Phase 1 Permitting	2010	2011
Phase 1 ROW Acquisition	2010	2011
Phase 1 Construction	2011	2012
Phase 2[1]	TBD	

Notes:
TBD = to be determined.
[1] The timing of Phase 2 will be determined based available funding and other considerations.
Source: DOT, 2009.

3.6 - Project Environmental Commitments

El Dorado County DOT would retain a construction contractor to construct the proposed Parkway improvements. The contractor would be responsible for compliance with all applicable rules, regulations, and ordinances associated with construction activities and for actual implementation of the construction-related mitigation measures to be adopted for the project. DOT would provide construction contractor oversight and management and would be responsible for verifying mitigation measure implementation.



Source: El Dorado County DOT 2010.

NOT TO SCALE

Michael Brandman Associates

11730025 • 07/2010 | 3-8a_Missouri_Flat_Overhead_Utilities.ai

Exhibit 3-7a
Missouri Flat Road Proposed Overhead Utilities

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

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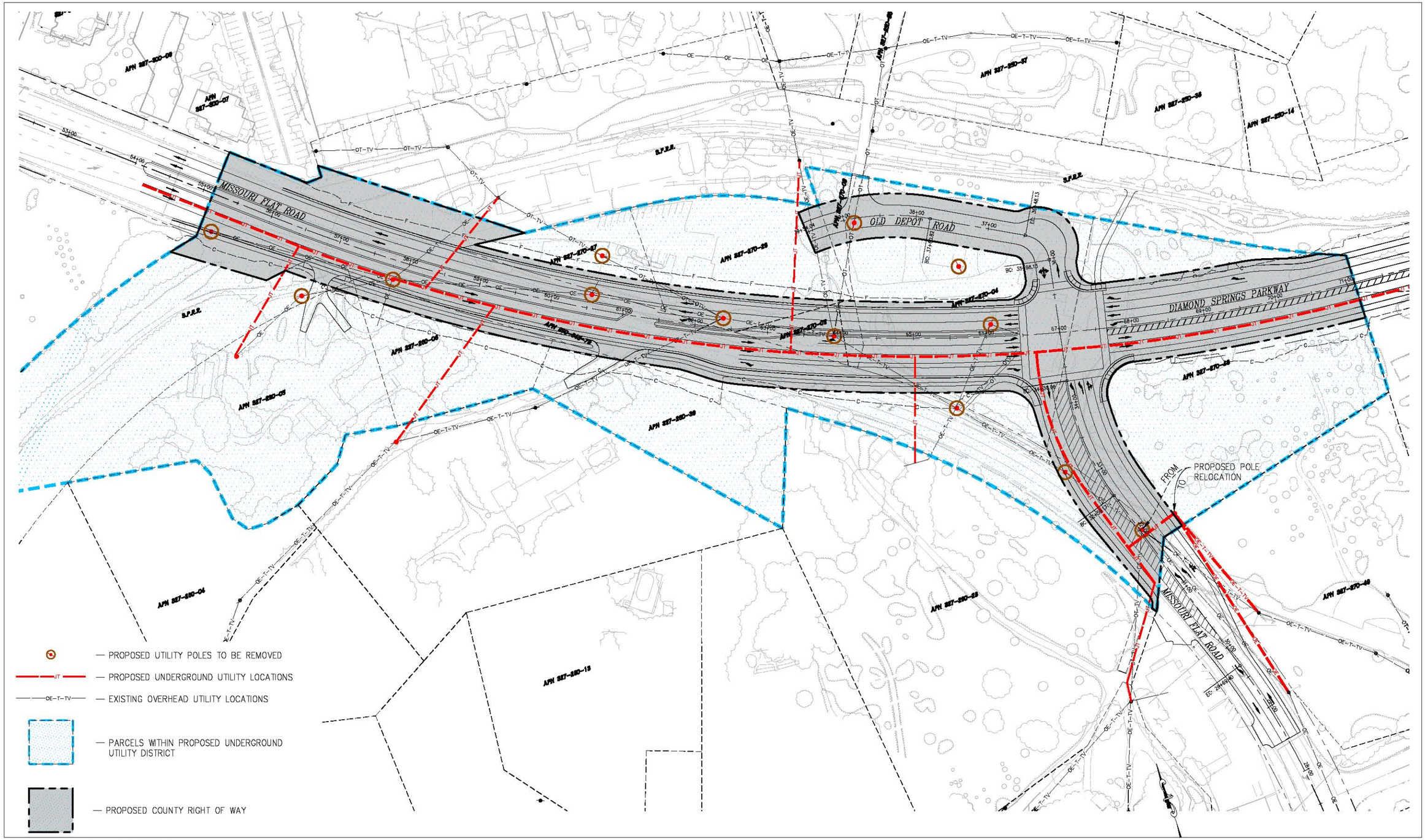

Source: El Dorado County DOT 2010.

NOT TO SCALE

Michael Brandman Associates

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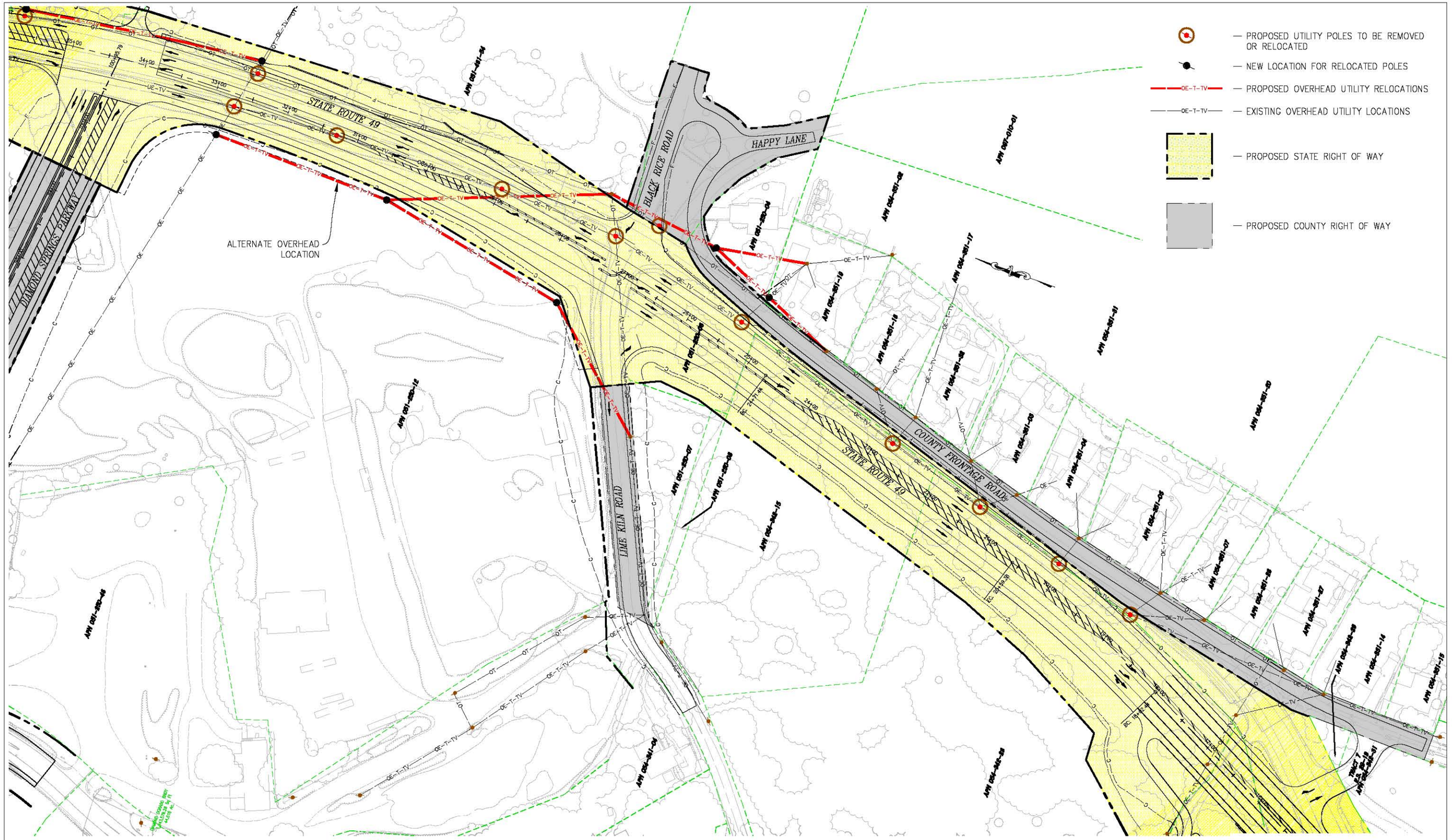
Exhibit 3-7b
Missouri Flat Road Proposed Underground Utility District

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT



Source: El Dorado County DOT 2010.

NOT TO SCALE

Michael Brandman Associates

11730025 • 07/2010 | 3-8c_State Route_49_Overhead_Utilities.ai

Exhibit 3-7c
State Route 49 Proposed Overhead Utilities

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

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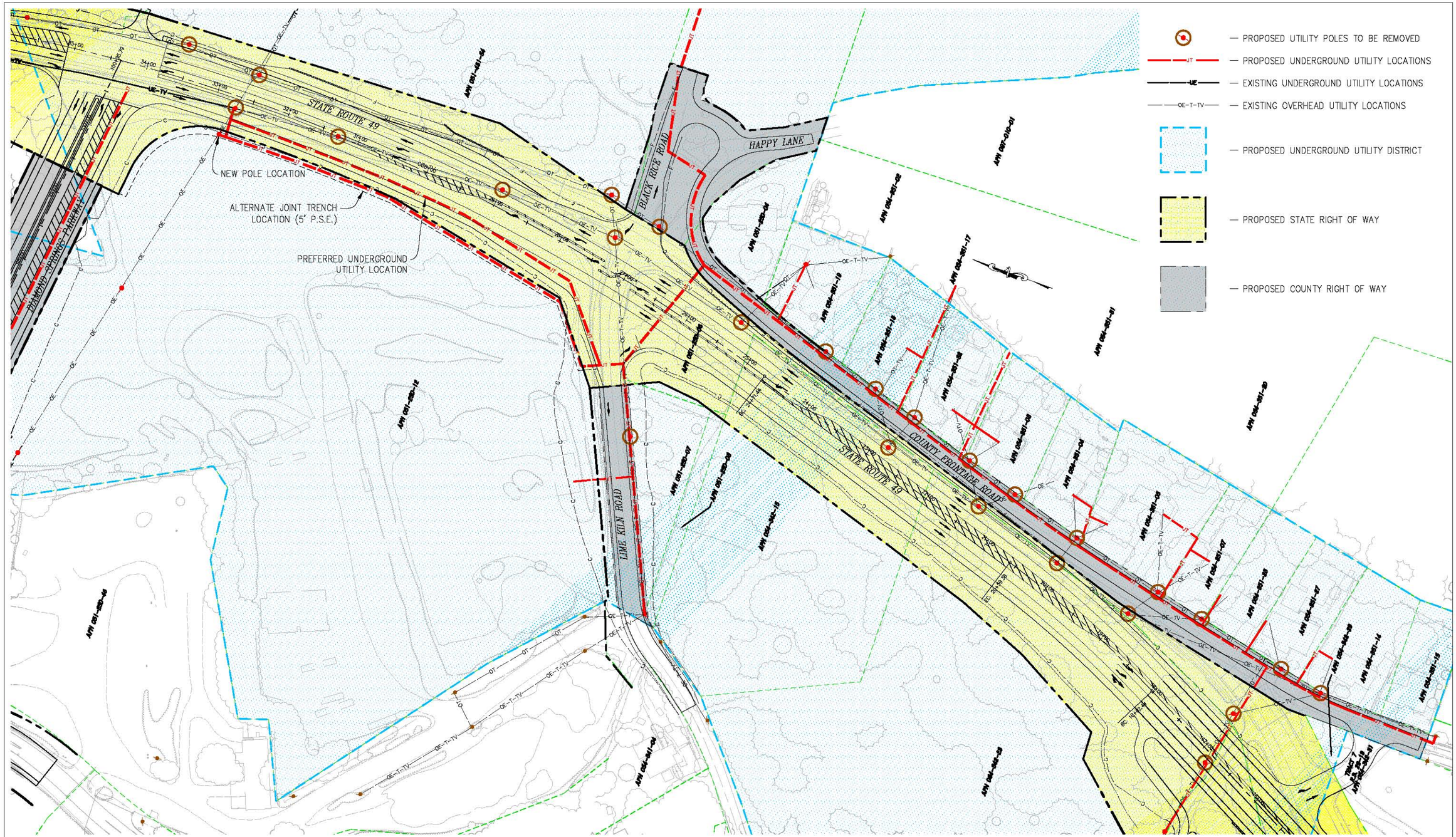


Source: El Dorado County DOT 2010.

NOT TO SCALE

Michael Brandman Associates

11730025 • 07/2010 | 3-8d_State Route_49_Underground_Utility_District.ai

Exhibit 3-7d
State Route 49 Proposed Underground Utility District

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

The Parkway project would be constructed in accordance with the Public Contracts Code of the State of California, the State of California Department of Transportation (Caltrans) Standard Plans and Standard Specifications, and the Contract, project plans, and Project Special Provisions under development by the County DOT.

The following are combinations of standard and project-specific procedures/requirements applicable to construction of the project:

- Construction contract special provisions will require that a traffic management plan be prepared. The traffic management plan will include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic. Minor traffic stoppages or delays may be allowed if necessary during project construction. Full roadway closures will be avoided during project construction and provisions for emergency vehicle movement through the project area will be provided at all times during construction.
- Contract special provisions will require compliance with EDCAQMD Rules 223, 223-1, and 223-2 to minimize fugitive dust emissions and the potential for risk of disturbance to naturally occurring asbestos.
- Compliance with the California Air Resources Board Airborne Toxic Control Measure at Title 17 Section 93105 addressing Construction, Grading, Quarrying, and Surface Mining activities and with the Asbestos ATCM for Surfacing Applications (California Code of Regulations, Title 17, Section 93106).
- Contract provisions will require notification to DOT and compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.94, et seq. regarding the discovery and disturbance of human remains should they be discovered during project construction.
- Contract provisions will require compliance with the El Dorado County Grading Ordinance and Storm Water Management Plan for Western El Dorado County and implementation of Best Management Practices as identified in the National Pollutant Discharge Elimination System permit and/or Storm Water Management Plan.
- DOT or its construction contractors will conduct early coordination with utility service providers, law enforcement, and emergency service providers to ensure minimal disruption to service during construction.
- DOT or its construction contractors will comply with Caltrans's current edition of "Standard Specifications."
- Access to adjacent residential properties and businesses will remain open at all times during the construction period.

- The project would comply with General Plan Policy 6.5.1.11 pertaining to construction noise.

3.7 - Intended Uses of This EIR and Agency Approvals

The principle discretionary permits and approvals for the project will be granted by El Dorado County. Known entitlements, permits, and approvals by El Dorado County are identified below:

- Certification of a final Environmental Impact Report for the project under the requirements of CEQA, as amended
- Adoption of a Mitigation Monitoring and Reporting Plan, Findings of Fact, and Statement of Overriding Considerations (if necessary)
- Approval by Caltrans for improvements related to SR-49 (Diamond Road), north of Diamond Springs
- Approval by the Board of Supervisors for engineering improvement plans
- Approval of the Dust Mitigation Plan by the El Dorado County Air Quality Management District (EDCAQMD)

Future ministerial actions at the County level may include, but are not limited to, the following:

- Encroachment permits and/or approvals for sewer, water, drainage, and transportation connections and improvements (Caltrans and EID).

The project would require discretionary agency approvals for the actions listed below:

- Formation of two UUD per PUC Rule 20A and 32, which requires that 1) the local agency and affected utility companies agree upon the district boundaries; 2) the affected property owners approve the formation of the district by a simple majority based on land values; and 3) the County holds a public hearing to adopt the formation of the district.
- California Department of Fish and Game (CDFG) – approval of appropriate potential streambed alteration agreements, pursuant to Section 1600 of the Fish and Game Code.
- U.S. Army Corps of Engineers (USACE) – approval of appropriate permits under Section 404 of the Clean Water Act (CWA), which may include an evaluation of cultural resources under Section 106 of the National Historic Preservation Act. If a USACE permit is required, the project also will need to comply with Section 7 of the Federal Endangered Species Act.
- Regional Water Quality Control Board (RWQCB) – Water quality certification under Section 401 of the Clean Water Act, if a 404 permit is required, and approval for coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit

(General Permit) under Section 402 of the CWA. Under the General Permit, a Storm Water Pollution Prevention Plan (SWPPP) must be prepared before any construction activities begin.

- State Water Resources Control Board – Spill Prevention Control and Countermeasure Plan (SPCCP) will be prepared for the project in accordance with the 40 CFR 112.

SECTION 4: ENVIRONMENTAL IMPACT ANALYSIS

4.12 - Traffic and Transportation

This section describes the existing transportation conditions within the project area as well as the potential for construction and implementation of the proposed project to result in impacts on transportation facilities. Descriptions and analysis in this section are based on information contained in the Preliminary Traffic Impact Analysis completed in May 2010 ~~October 2009~~ by Kimley Horn and Associates, Inc. (KHA 2010~~2009~~), included in this EIR as Appendix M.

4.12.1 - Summary

The proposed project includes construction of a new four-lane roadway connector (the Parkway); widening SR-49 to a four-lane multilane highway; creation of a frontage road parallel to State Route 49 (SR-49); other local road and intersection improvements; and a connection to the El Dorado Multi-Use Trail and a Class I bike path extension. EID Intertie Improvements would also be constructed concurrently with the roadway improvements. As previously discussed, the proposed project is anticipated to significantly reduce traffic on the segment of SR-49 between Missouri Flat Road and Diamond Road (SR-49) by constructing a new road (the proposed Parkway) to provide parallel capacity to SR-49 and alternate access to Missouri Flat Road and US-50. The addition of the proposed project to the roadway network would result in a diversion of traffic from Pleasant Valley Road/SR-49, between Missouri Flat Road and Diamond Road/SR-49, to Diamond Road/SR-49 and the proposed Parkway. The proposed project would improve traffic circulation, operations, congestion, and safety in the Diamond Springs area.

The proposed project also provides increased multi-modal transportation benefits with the connection of the El Dorado Multi-Use Trail (EDMUT); extension of the Class I bike path along Missouri Flat Road from Diamond Springs Parkway to the future westerly extension of EDMUT; inclusion of Class II bike lanes along Diamond Springs Parkway; sidewalks; and bus turnouts.

DOT has incorporated the traffic mitigation measures included in the Traffic Impact Analysis (KHA 2010~~2009~~) into the proposed project design, including:

- Signalization of the Diamond Springs Parkway at Missouri Flat Road, Diamond Springs Parkway at Throwita Way, and Diamond Springs Parkway at Diamond Road (SR-49) intersections;
- Dual ~~Addition of a~~ northbound left-turn lanes at the Diamond Springs Parkway at Missouri Flat Road intersection;
- Dual northbound left-turn pockets, and allowance of northbound U-turns~~, and dual eastbound right-turn lane~~ at the Diamond Springs Parkway at Diamond Road (SR-49) intersection;

- Restriction of left turn and through movements of both Lime Kiln Road and Black Rice Road at Diamond Road (SR-49); and,
- Addition of a second southbound left turn lane and conversion of the northbound right turn lane to a through-right lane~~, including allowance of southbound U-turns, and second northbound right turn lane~~ at the Diamond Road (SR-49) at Pleasant Valley Road intersection.

Significant Unavoidable Impacts

Project construction and use would not result in any significant unavoidable impacts related to traffic and transportation.

Potentially Significant Impacts

Project construction and use could result in potentially significant impacts related to traffic and transportation. Implementation of the recommendations from the Traffic Impact Analysis have been incorporated into the proposed project design which would reduce the impacts to less than significant.

Less Than Significant Impacts

Impacts related to parking, recreational facilities, and alternative transportation / circulation resulting from the proposed project would also be less than significant.

4.12.2 - Environmental Setting

Roadway Network

The project site is located in El Dorado County. The following are descriptions of the primary roadways in the vicinity of the proposed project.

US Route 50

US-50 is an east-west freeway located north of the project site. Generally, US-50 serves all of El Dorado County's major population centers and provides connections to Sacramento County to the west and the State of Nevada to the east. Access to the project site from US-50 is provided at the Missouri Flat Road interchange and SR-49. At the time of preparation of the Traffic Impact Analysis, the US-50 interchange with Missouri Flat Road was under construction to modify the existing interchange. The analysis scenarios included in this evaluation include discussions regarding the assumed status of the modifications to this interchange for each scenario. North of the project area, US-50 currently serves approximately 55,000 vehicles per day (vpd) with two travel lanes in each direction.

The interchange reconstruction will occur in multiple phases with the first two phases: Phase 1A, completed in 2009; and Phase 1B, currently under construction and anticipated to be completed by 2011. Phase 1A included widening the US-50 overcrossing, widening Missouri Flat Road and

Mother Lode Drive, and modifying the US-50 off-ramps. Phase 1B will modify the eastbound on-ramp and reconfigure the westbound ramps to eliminate the loop off ramp. Phase 2 will result in the interchange being reconfigured to a single-point urban interchange. The traffic impact analysis assumes that the Phase 1A improvements will be in place for the Existing (2010) analysis scenarios, Phase 1B improvements and the Phase 2 improvements will be in place for the Cumulative (2030) conditions.

State Route 49

SR-49 is a two-lane state highway located at the eastern terminus of the proposed project. SR-49 is named Diamond Road between Pleasant Valley Road to the City of Placerville. SR-49 shares the Pleasant Valley Road alignment to the west of the project area. In the vicinity of the proposed project, SR-49/Diamond Road currently serves approximately 6,200 vpd.

Missouri Flat Road

Missouri Flat Road is generally a north-south arterial roadway that provides a connection between SR-49 and US-50 and is located at the western terminus of the proposed project. In the immediate vicinity of the project site, this roadway provides one travel lane in each direction. Missouri Flat Road expands to provide two lanes in each direction between Golden Center Drive and US-50. The portion of the roadway in the area of the interchange at US-50 is being improved along with the improvements to the interchange. Missouri Flat Road currently accommodates approximately 23,100 vpd near the project site.

Pleasant Valley Road

Pleasant Valley Road is generally an east-west collector roadway located south of the proposed project that provides a connection to Mother Lode Drive and Diamond Road (SR-49). Pleasant Valley Road becomes SR-49 between the town of El Dorado and Diamond Road. In the vicinity of the proposed project, Pleasant Valley Road accommodates approximately 19,100 vpd with one lane in each direction.

China Garden Road

China Garden Road is a minor, two-lane roadway that connects Missouri Flat Road with Pleasant Valley Road (SR-49).

Level of Service

Intersection Operations

Level of Service (LOS) is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or at an intersection during a specific time interval. It ranges from LOS A (very little delay) to LOS F (long delays and congestion). LOS is measured separately for signalized and un-signalized intersections. The Highway Capacity Manual, 2000 (HCM) includes procedures for analyzing two-way stop controlled (TWSC), all-way stop controlled (AWSC), and

signalized intersections. The TWSC procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the intersection as a whole. Table 4.12-1 presents intersection LOS definitions as defined in the HCM.

Table 4.12-1: Intersection Level of Service Criteria

Level of Service (LOS)	Un-Signalized	Signalized
	Average Control Delay (sec/vehc)	Control Delay per Vehicle (sec/vehc)
A	≤ 10	≤ 10
B	>10-15	>10-20
C	>15-25	>20-35
D	>25-35	>35-55
E	>35-50	>55-80
F	>50	>80

Notes:
* Applied to the worst lane/lane group(s) for TWSC
Source: Highway Capacity Manual, 2000.

Roadway Segments

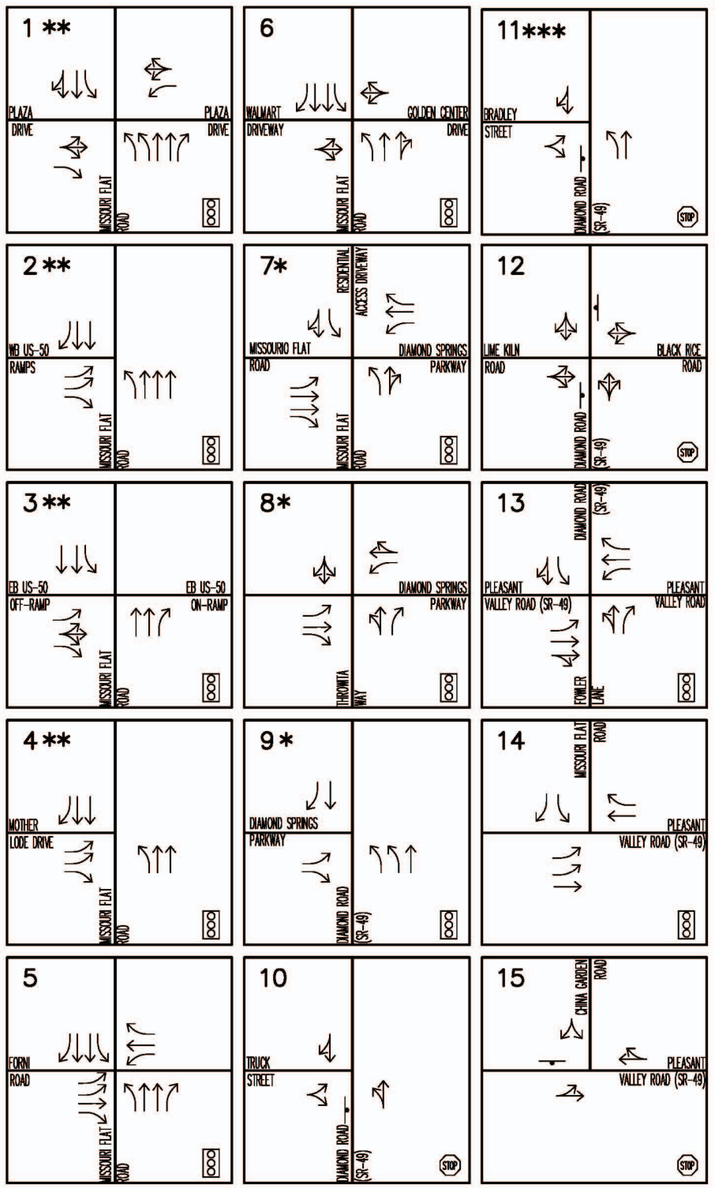
Roadway segment LOS definitions are based on the El Dorado County General Plan EIR, Traffic and Circulation, May 2003. Table 4.12-2 presents the applicable roadway segment LOS definitions.

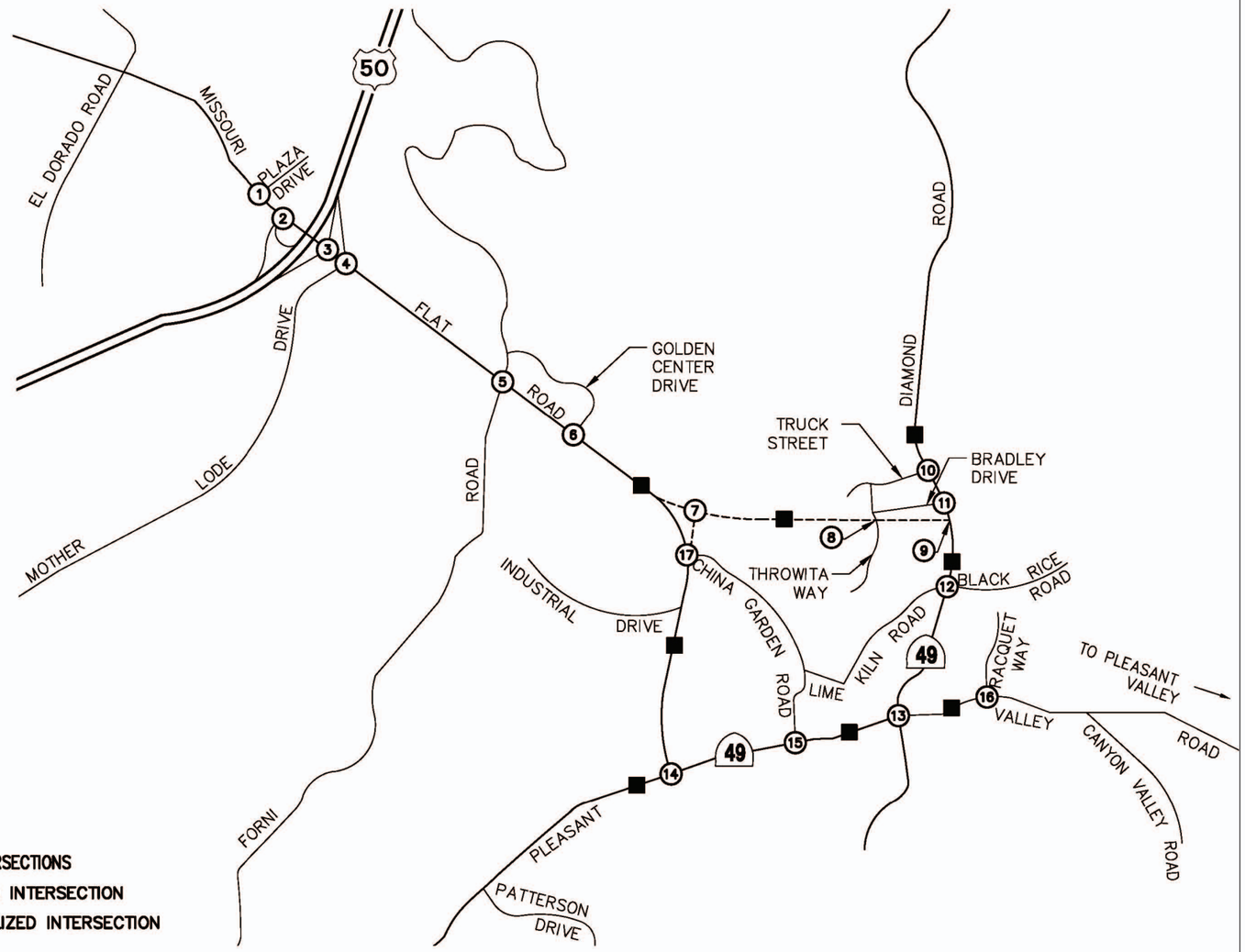
Table 4.12-2: Roadway Segment Level of Service Criteria

Operational Class	Peak-Hour LOS Capacity Threshold (vehicles per hour)				
	A	B	C	D	E
Minor Two-Lane Highway	90	200	680	1,410	1,740
Major Two-Lane Highway	120	290	790	1,600	2,050
Four-Lane, Multilane Highway	1,070	1760	2,530	3,280	3,650
Two-Lane Arterial	—	—	970	1,760	1,870
Four Lane Arterial, Undivided	—	—	1,750	2,740	2,890
Four Land Arterial Divided	—	—	1,920,	3,540	3,740

Source: Adapted from El Dorado County General Plan EIR, 2003.

The intersections and roadway segments listed below were identified for evaluation. The locations of the intersections, roadway segments and existing lane geometries are depicted in Exhibit 4.12-1.





LEGEND:

- (X) STUDY INTERSECTIONS
- SIGNALIZED INTERSECTION
- STOP UN–SIGNALIZED INTERSECTION
- STOP SIGN
- --- PROPOSED ROADWAY
- ■ STUDY ROADWAY SEGMENT
- FREE MOVEMENT
- * INTERSECTION FOR PLUS PROJECT SCENARIOS ONLY
- ** ASSUMES MISSOURI FLAT INTERCHANGE PHASE 1A IMPROVEMENTS ARE IN PLACE
- *** LEFT TURNS RESTRICTED WITH THE ADDITION OF THE PROPOSED PROJECT.

Source: Kimley-Horn and Associates, Inc. 2009.

NORTH NOT TO SCALE

Michael Brandman Associates

1173.0025• 11/2009 | 4.12-1_Project_Location.ai

Exhibit 4.12-1
Project Location, Study Intersections, and Existing Lane Geometry

Intersections

1. Missouri Flat Road at Plaza Drive
2. Missouri Flat Road at US-50 Westbound Ramps
3. Missouri Flat Road at US-50 Eastbound Ramps
4. Missouri Flat Road at Mother Lode Drive
5. Missouri Flat Road at Forni Road
6. Missouri Flat Road at Golden Center Drive
7. Diamond Springs Parkway at Missouri Flat Road (constructed with proposed project)
8. Diamond Springs Parkway at Throwita Way (constructed with proposed project)
9. Diamond Springs Parkway at Diamond Road (SR-49) (constructed with proposed project)
10. Diamond Road (SR-49) at Truck Street
11. Diamond Road (SR-49) at Bradley Drive
12. Diamond Road (SR-49) at Lime Kiln Road/Black Rice Road
13. Diamond Road (SR-49) at Pleasant Valley Road
14. Pleasant Valley Road (SR-49) at Missouri Flat Road
15. Pleasant Valley Road (SR-49) at China Garden Road
16. Pleasant Valley Road at Racquet Way
17. Missouri Flat Road at China Garden Road

Roadway Segments

1. Missouri Flat Road south of Halyard Lane
2. Missouri Flat Road south of China Garden Road
3. Pleasant Valley Road east of Missouri Flat Road
4. Pleasant Valley Road east of SR-49
5. Pleasant Valley Road west of Missouri Flat Road
6. SR-49 north of Pleasant Valley Road
7. SR-49 north of Truck Street
8. Diamond Springs Parkway, east of Missouri Flat Road

Existing Level of Service

Volume Development

Traffic volumes used in this analysis were developed in consultation with the County and Caltrans, and were subsequently accepted by both agencies. The traffic volumes utilized to represent the "Existing Conditions" for the proposed project for peak-hour LOS for roadway segments are presented in Table 4.12-3~~Exhibit 4.12-3~~, Existing (2010) Roadway Segment Levels of Service.

Table 4.12-3: Existing (2010) Roadway Segment Levels of Service

#	Roadway Segment	Roadway Classification	PM Peak-Hour	
			Volume (vph)	LOS
1	Missouri Flat Road south of Halyard Lane	2 Lane Arterial	1,271	D
2	Missouri Flat Road south of China Garden Road	2 Lane Arterial	1,647	D
3	Pleasant Valley Road west of Missouri Flat Road	Minor 2 Lane Highway	1,347	D
4	Pleasant Valley Road east of Missouri Flat Road	Minor 2 Lane Highway	1,833	F
5	Pleasant Valley Road east of Diamond Road (SR-49)	Minor 2 Lane Highway	1,237	D
6	SR-49 north of Pleasant Valley Road	Minor 2 Lane Highway	697	D
7	SR-49 north of Truck Street	Minor 2 Lane Highway	856	D
8	Diamond Springs Parkway east of Missouri Flat Road	2 Lane Arterial	N/A	N/A
Source: KHA, 2010~~2009~~.				

As indicated in Table 4.12-3, the study roadway segments operate at LOS D or LOS F during the PM peak-hour. The existing peak-hour traffic volume data, as well as intersection traffic controls and lane geometry are presented in Exhibit 4.12-2.

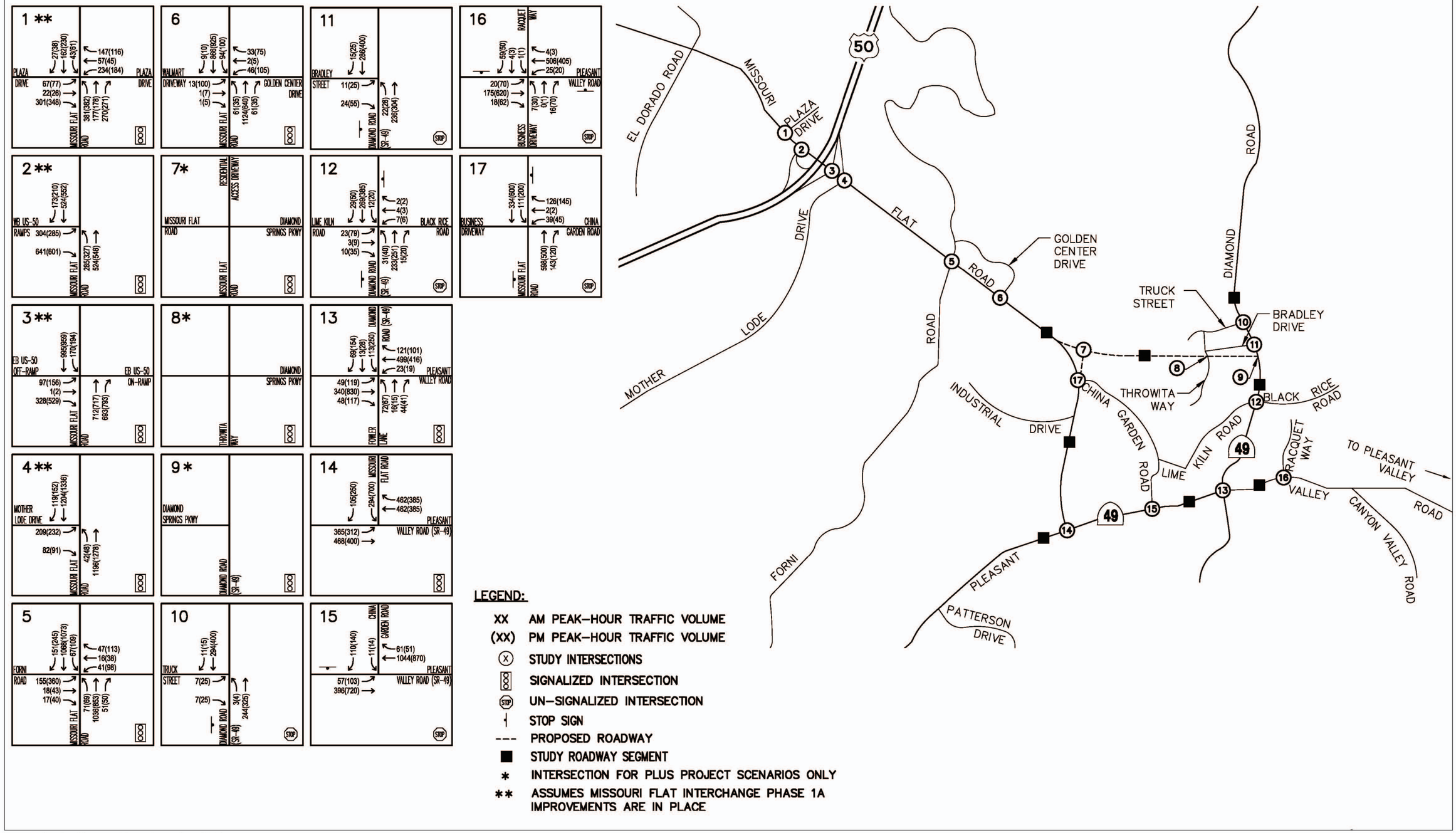
Queuing

Queuing is the distance that vehicles would back up in each direction approaching an intersection. Queuing is evaluated by comparing the anticipated vehicle queues for critical movements at evaluated intersection. The following five intersections were analyzed in the TIA (KHA 2010~~2009~~):

- Diamond Springs Parkway / Missouri Flat Road
- Diamond Springs Parkway / Throwita Way
- Diamond Springs Parkway / Diamond Road (SR-49)
- Diamond Springs Parkway / Lime Kiln Road
- Diamond Road (SR-49) / Pleasant Valley Road

Public Transit

The El Dorado County Transit Authority (El Dorado Transit) became the major, responsible provider of general public transportation services within the greater Placerville area in July 1980. El Dorado Transit provides scheduled fixed-route bus service, dial-a-ride service, commercial bus service, taxi service, vanpools, car pools, and park-and-ride facilities.



Source: Kimley-Horn and Associates, Inc. 2009.

NOT TO SCALE

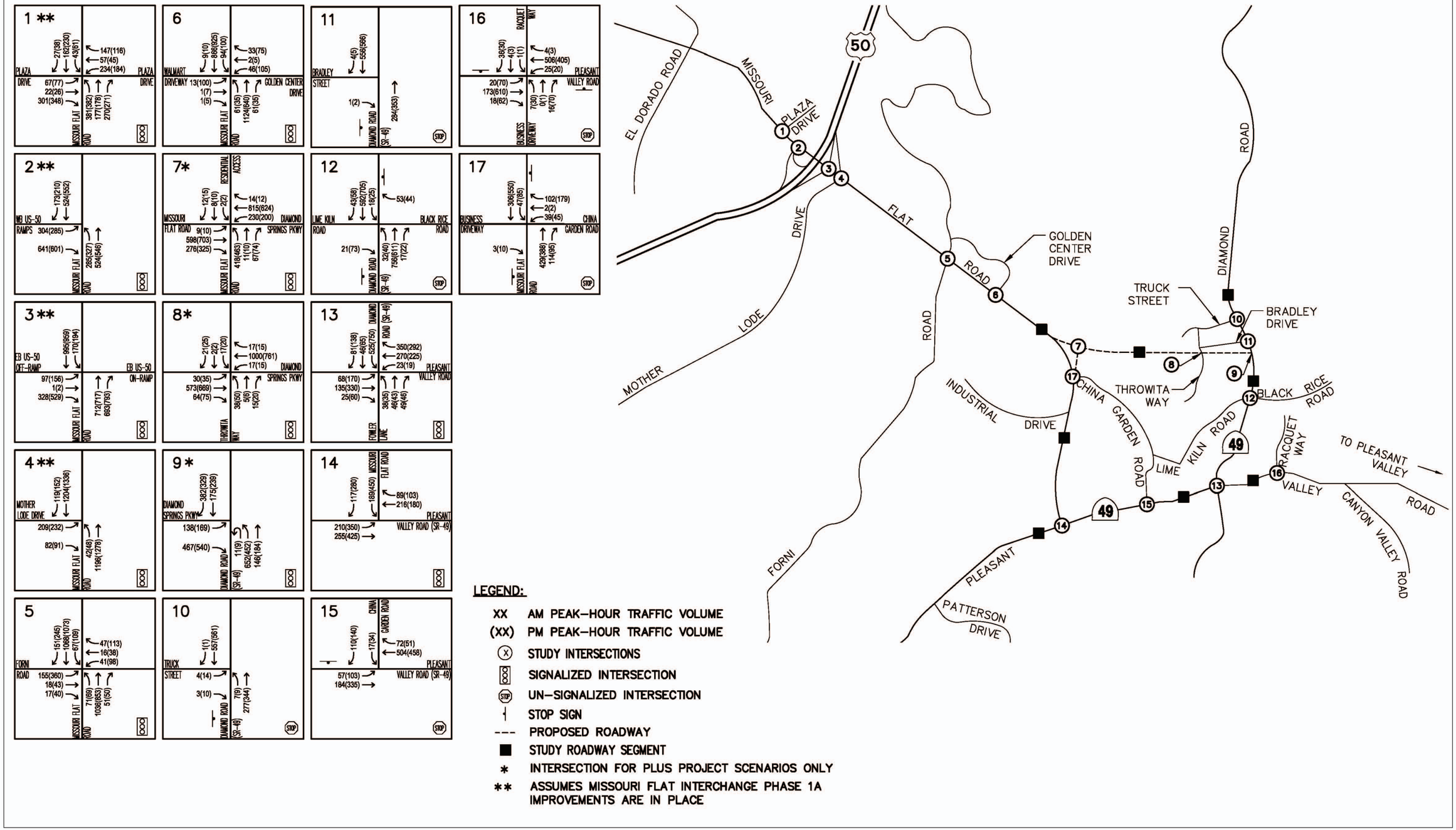
Michael Brandman Associates

1173.0025• 11/2009 | 4.12-2_Existing_Peak_Hour_Traffic.ai

Exhibit 4.12-2
Existing (2010) Peak-Hour Traffic Volumes

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORTATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

11-0448.D.83



Source: Kimley-Horn and Associates, Inc. 2010.

NOT TO SCALE

Michael Brandman Associates

Exhibit 4.12-3
Existing (2010) Plus Proposed Project Peak-Hour Traffic Volumes

El Dorado Transit manages eight local bus routes connecting the communities of Pollock Pines, Camino, Placerville, El Dorado, Diamond Springs, Cameron Park, Shingle Springs and Grizzly Flat. The Missouri Flat Transfer Center (MFTC) is located in front of the Wal-Mart retail store at 4300 Missouri Flat Road, near Forni Road, adjacent to the northwest limits of the project study area on Missouri Flat Road. The MFTC is a destination point for all El Dorado Transit local bus routes. Currently, the El Dorado Transit local bus system provides six local routes near the project area including the Placerville Eastbound and Westbound; Pollock Pines Eastbound and Westbound; Diamond Springs; Cameron Park; Folsom Lake College; and Grizzly Flat. The routes stop at the MFTC at 60-minute intervals with the exception of the Grizzly Flat route, which stops at the MFTC twice a day.

Pedestrian Access

The El Dorado Multi-Use Trail (EDMUT) is a Class I bicycle/pedestrian trail through the northwestern portion of the project site. The intent of the EDMUT is to open up a multi-modal transportation corridor to the public for uses including bicycle, pedestrian and equestrian trails.

Ultimately, the EDMUT concept is to span El Dorado County from Sacramento County to Tahoe. This portion of the EDMUT is within the Sacramento-Placerville Transportation Corridor (SPTC) Plan, which covers 28 miles of the abandoned Southern Pacific Railroad right-of-way.

Bicycle Facilities

On January 25, 2005, the El Dorado County Board of Supervisors adopted the 2005 El Dorado County Bicycle Transportation Plan (BTP). The plan provides a blueprint for the development of a bicycle transportation system in El Dorado County. The BTP identifies three types of bicycle facilities as follows.

- Class I Bike Path: Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists.
- Class II Bike Lane: Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted.
- Class III Bike Route: Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists.

Bicycle facilities in the project study area are described below:

- **Missouri Flat Road:** Existing Class II bicycle facilities are located along Missouri Flat Road, adjacent to the northwest limits of the project study area. The Bicycle Transportation Plan proposes Class II bicycle facilities along the entire portion of Missouri Flat Road, and extending along the proposed Parkway.

- **SPTC El Dorado Multi-Use Trail:** Class I bicycle facilities have recently been completed along the SPTC, as part of the EDMUT that intersects the project site.

4.12.3 - Regulatory Framework

State

Caltrans Transportation Concept Report (TCR)

Caltrans has jurisdiction over all freeway ramp terminals and mainline segments. Caltrans endeavors to maintain a minimum peak-hour LOS on its facilities of between LOS C and D, which represents a volume-to-capacity ratio of 0.71.

Caltrans published Transportation Concept Report (TCR) for SR-49, dated September 2000, identifies this section of SR-49 as Segment 2. Caltrans states this segment is currently at LOS E. It further concludes that the 20-year, No Build, LOS is F and identifies LOS E as the 20-year target LOS. Caltrans Transportation Concept Improvements are to "widen to 40-foot standard where possible."

Local

Relevant local regulatory and policy requirements pertinent to transportation and circulation associated with the proposed project's environmental review are primarily associated with County transportation planning policies as documented in the County General Plan Circulation Element, the El Dorado County Regional Transportation Plan (RTP) and the El Dorado County Bicycle Transportation Plan.

El Dorado County General Plan

The 2004 El Dorado County General Plan Circulation Map (Figure TC-1 of the General Plan) depicts the proposed circulation system to support existing, approved, and planned development in unincorporated El Dorado County through 2025. This circulation system is shown on the General Plan Circulation Map using a set of roadway width classifications, developed to guide the County's long-range transportation planning and programming. The Diamond Springs Parkway is identified in the County's General Plan Circulation Element Table TC-1 and Circulation Map from Missouri Flat Road to SR-49 as a future four-lane, divided roadway.

Appendix J of this Draft EIR provides a matrix that lists the policies determined to have relevance to this proposed project and provides a summary of the County's determination of project consistency with each relevant goal and policy. As shown in Appendix J, the proposed project is consistent with all applicable goals and policies of the General Plan, including those related to traffic and transportation.

El Dorado County Regional Transportation Plan and Capital Improvement Program (CIP)

The El Dorado County Transportation Commission (EDCTC) is the Regional Transportation Planning Agency (RTPA) for El Dorado County (excluding the Tahoe Basin) and is responsible for

the preparation of the El Dorado County RTP. The El Dorado County 2025 RTP was developed by the EDCTC to document the policy direction, actions and funding recommendations intended to meet El Dorado County's short and long-range transportation needs over the next 20 years. The RTP is designed to be a blueprint for the systematic development of a balanced, comprehensive, multi-modal transportation system. In general, RTPs are developed to provide a clear vision of the regional transportation goals, objectives, and policies, complemented by short-term and long-term strategies for implementation. The 2025 RTP also serves as the El Dorado County portion of the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan (MTP). The 2025 RTP identifies the County's 10-year Capital Improvement Program (CIP) in its regional road network short-term action plan. The Diamond Springs Parkway is included in SACOG's MTP.

El Dorado County Bicycle Transportation Plan

The El Dorado County Bicycle Transportation Plan (EDCTC 2005) provides a blueprint for the development of a bicycle transportation system on the western slope of El Dorado County. The 2005 plan is in compliance with Caltrans Streets and Highways Code (sections 890-894.2), enabling the county to be eligible for State Bicycle Transportation Account (BTA) funds. The Bicycle Transportation Plan addresses bicycle transportation issues and goals within the County, including those related to bicycle commuting, safety and education, implementation and maintenance of bicycle facilities, the integration of bicycle and pedestrian facilities in land use development, integration of bicycle facilities with multi-modal transportation connections, funding and bicycle facility connectivity. The Bicycle Transportation Plan also identifies existing and proposed/planned future bicycle facilities within the County. Within the project area, the Bicycle Transportation Plan identifies proposed Class II Bike Lanes along the Parkway that connect the proposed project with the adjacent EDMUT Class I Bike Path and Class II Bike Lanes along Missouri Flat Road.

The Sacramento-Placerville Transportation Corridor (SPTC) Master Plan

The SPTC Master Plan, dated February 25, 2003, considers the feasibility of the corridor's interim use, and develops a set of guiding principles to use in the development of specific projects that are consistent with the Master Plan. "Three types of trails are envisioned for the corridor: natural or "hiking/bike" trails; improved trails; and, paved trails. Additional guidelines specific to the development of each trail type are identified in the respective sections [in the Master Plan]." (SPTC Master Plan, Section V. Design Guidelines) The Master Plan identifies configurations for road crossing design of the trail and alternatives to consider in light of traffic volumes, and vertical and horizontal sight distances, including guidelines for the construction of trails on banks and above channels.

4.12.4 - Project Impact Analysis

As described above, the proposed project includes construction of a new four-lane roadway connector (the Parkway); widening SR-49 to a four-lane multilane highway; creation of a frontage road parallel to State Route 49 (SR-49); other local road and intersection improvements; and a connection to the El

Dorado Multi-Use Trail and a Class I bike path extension. EID Intertie Improvements would also be constructed concurrently with the roadway improvements. The objective of the proposed project is to significantly reduce traffic on the segment of SR-49 between Missouri Flat Road and Diamond Road (SR-49) by constructing a new road to provide parallel capacity to SR-49 and alternate access to Missouri Flat Road and US-50. The addition of the proposed project to the existing roadway network would result in a diversion of traffic from Pleasant Valley Road/SR-49, between Missouri Flat Road and Diamond Road/SR-49, to Diamond Road/SR-49 and the proposed Parkway. The proposed project would improve traffic circulation, operations, congestion and safety in the town of Diamond Springs.

DOT has incorporated the traffic mitigation measures included in the Traffic Impact Analysis (KHA 2010~~2009~~) into the proposed project design, including:

- Signalization of the Diamond Springs Parkway at Missouri Flat Road, Diamond Springs Parkway at Throwita Way, and Diamond Springs Parkway at Diamond Road (SR-49) intersections;
- Dual~~Addition of a~~ northbound left-turn lanes at the Diamond Springs Parkway at Missouri Flat Road intersection;
- Dual northbound left-turn pockets, and allowance of northbound U-turns~~, and dual eastbound right-turn lane~~ at the Diamond Springs Parkway at Diamond Road (SR-49) intersection;
- Restriction of left turn and through movements of both Lime Kiln Road and Black Rice Road at Diamond Road (SR-49); and,
- Addition of a second southbound left turn lane and conversion of the northbound right turn lane to a through-right lane~~, including allowance of southbound U-turns, and second northbound right turn lane~~ at the Diamond Road (SR-49) at Pleasant Valley Road intersection.

Methodology for Analysis

Intersection and Roadway Operations Analysis

Kimley-Horn and Associates (KHA) prepared a Traffic Impact Analysis that evaluated project impacts on intersection and roadway operations. The study included counts of traffic volumes at intersections to identify existing conditions and modeling projections of future conditions under near-term and long-term scenarios. The key aspects of the Traffic Impact Analysis are discussed below.

Level of Service Analysis

Intersection LOS for this study was determined using methods defined in the Highway Capacity Manual, 2000 (HCM) using appropriate traffic analysis software.

Analysis Scenarios

The analysis scenarios were selected based on Caltrans' requirements due to the proposed project intersecting SR-49. These requirements require evaluation of the proposed project's opening day, assumed for this project to be 2010. Caltrans also requires evaluation of the proposed project after a 20-year design life, or year 2030. The LOS analysis was conducted for the study facilities for the weekday AM and PM peak-hours for the following scenarios:

- Existing (2010) Conditions
- Existing (2010) plus Proposed Project Conditions
- Cumulative (2030) Conditions
- Cumulative (2030) plus Proposed Project Conditions

Analysis of Other Transportation Issues

This Draft EIR evaluates the proposed project impacts on the following additional transportation issue areas: parking, emergency response, public transit, bicycles, pedestrians, and construction traffic. The evaluation included a review of the Caltrans Requirements and the County Municipal Code requirements for emergency access and an analysis of El Dorado County Transit bus service to the project site, as well as bicycle and pedestrian mobility.

Thresholds of Significance

According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether transportation and traffic impacts are significant environmental effects, the following questions are analyzed and evaluated. Would the project:

a.) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

b.) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

c.) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

d.) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

e.) Result in inadequate emergency access?

f.) Result in inadequate parking capacity?

Potential impacts to transportation-related recreation are also considered in this section. According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether recreational impacts are significant environmental effects, the following questions are analyzed and evaluated:

g.) Does the project include recreational facilities or require the construction or expansion of recreational activities, which might have an adverse physical effect on the environment?

h.) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Standards of Significance

Project impacts were determined by comparing conditions with the proposed project to those without the project. Impacts for intersections are created when traffic from the proposed project forces the LOS to fall below a specific threshold. Intersections that are not part of the Missouri Flat Road interchange at US-50 and are not on SR-49 are within County jurisdiction and are subject to County LOS requirements. Intersections that are on SR-49 or are within the Missouri Flat Road interchange at US-50 are subject to Caltrans' jurisdiction and fall under Caltrans LOS requirements. Roadway segments, including those on SR-49, are subject to County LOS requirements. SR-49 is subject to both County and Caltrans requirements.

The County's standards specify the following:

- "Level of Service (LOS) for County-maintained roads and State highways within the unincorporated areas of the County shall not be worse than LOS E in the Community Regions" (El Dorado County General Plan Policy TC-Xd). The proposed project is located within the Diamond Springs Community Region.
- "If a project causes the peak-hour level of service…on a County road or State highway that would otherwise meet the County standards (without the project) to exceed the [given] values, then the impact shall be considered significant."
- "If any county road or state highway fails to meet the [given] standards for peak hour level of service…under existing conditions, and the project will 'significantly worsen' conditions on the road or highway, then the impact shall be considered significant." According to General Plan Policy TC- Xe "significantly worsen" is defined as "a 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or the addition of 100 or more daily trips, or the addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour."

The Caltrans standard of significance was applied to intersections on SR-49 and at the Missouri Flat Road Interchange. The following LOS requirement was used for Caltrans facilities:

- "The District 3 standard for average delay at signalized intersections, in most areas, is LOS D on an hourly basis, or LOS E for the peak 15 minutes. For all-way stop intersections and, this

standard should be used for each approach. Queue lengths on each approach must also be considered for all intersection analysis."

Impact Statements and Mitigation Discussions

This section discusses potential impacts associated with the development of the proposed project and provides mitigation measures where appropriate. The analysis considers individual impacts associated with the Diamond Springs Parkway and associated roadway improvements, as well as the EID Intertie Improvements, and the combined effects from implementation of both project components.

Existing (2010) Plus Project Intersection and Roadway Operations (Traffic Increase)

Impact 4.12-1 **The project has the potential to result in an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections). (Less than Significant)**

Impact Analysis

This impact evaluates the impacts of the proposed project on existing plus project intersection and roadway operations. Using the Existing (2010) plus Proposed Project volumes, levels of service were determined at the study facilities with the addition of the proposed project. Exhibit 4.12-3 illustrates the existing (2010) plus project peak-hour traffic volumes.

Intersections

Table 4.12-4 presents the peak-hour intersection operating conditions for the Existing (2010) analysis scenario with and without the addition of the proposed project. The construction of the proposed project is not expected to change traffic volumes at a number of existing intersections.

Table 4.12-4: Existing (2010) and Existing (2010) plus Project Intersection Level of Service

#	Intersection	Traffic Control	Analysis Scenario	AM Peak-Hour		PM Peak-Hour	
				Delay (seconds)	LOS	Delay (seconds)	LOS
1	Missouri Flat Road @ Plaza Drive	Signal	Ex.	28.6	C	30.2	C
			Ex. + PP	28.6	C	30.2	C
2	Missouri Flat Road @ US-50 WB Ramps	Signal	Ex.	18.0	B	20.1	C
			Ex. + PP	18.0	B	20.1	C
3	Missouri Flat Road @ US-50 EB Ramps	Signal	Ex.	13.2	B	21.7	C
			Ex. + PP	13.2	B	21.7	C
4	Missouri Flat Road @ Mother Lode Drive	Signal	Ex.	10.1	B	12.3	B
			Ex. + PP	10.1	B	12.3	B
			Ex. + PP	16.3	B	26.8	C

Table 4.12-4 (cont.): Existing (2010) and Existing (2010) plus Project Intersection Level of Service

#	Intersection	Traffic Control	Analysis Scenario	AM Peak-Hour		PM Peak-Hour	
				Delay (seconds)	LOS	Delay (seconds)	LOS
5	Missouri Flat Road @ Forni Road	Signal	Ex.	16.3	B	26.8	C
6	Missouri Flat Road @ Golden Center Drive	Signal	Ex.	12.0	B	16.6	B
			Ex. + PP	12.0	B	16.6	B
7	Diamond Springs Parkway @ Missouri Flat Road	Signal	Ex.	N/A	N/A	N/A	N/A
			Ex. + PP	22.0	C	24.4	C
8	Diamond Springs Parkway @ Throwita Way	Signal	Ex.	N/A	N/A	N/A	N/A
			Ex. + PP	10.0	A	15.6	B
9	Diamond Springs Parkway @ Diamond Road (SR-49)	Signal	Ex.	N/A	N/A	N/A	N/A
			Ex. + PP	49.4	D	19.0	B
10	Diamond Road (SR-49) @ Truck Street	TWSC*	Ex.	11.8 (EB)	B	14.6 (EB)	B
			Ex. + PP	15.7 (EB)	C	17.5 (EB)	C
11	Diamond Road (SR-49) @ Bradley Drive	TWSC*	Ex.	11.6 (EB)	B	14.6 (EB)	B
			Ex. + PP***	12.5 (EB)	B	12.6 (EB)	B
12	Diamond Road (SR-49) @ Lime Kiln Road/Black Rice Road	TWSC*	Ex.	15.1 (WB)	C	26.9 (EB)	D
		TWSC/ RLT**	Ex. + PP	17.1 (WB)	C	17.4 (EB)	C
13	Diamond Road (SR-49) @ Pleasant Valley Road	Signal	Ex.	21.2	C	29.3	C
			Ex. + PP	18.8	B	26.0	C
14	Pleasant Valley Road (SR-49) @ Missouri Flat Road	Signal	Ex.	20.8	C	53.8	D
			Ex. + PP	9.7	A	16.3	B
15	Pleasant Valley Road (SR-49) @ China Garden Road	TWSC*	Ex.	56.0 (SB)	F	71.1 (SB)	F
			Ex. + PP	16.6 (SB)	C	21.8 (SB)	C
16	Pleasant Valley Road @ Racquet Way	TWSC*	Ex.	13.1 (SB)	B	19.5 (NB)	C
			Ex. + PP	12.7 (SB)	B	19.3 (NB)	C
17	Missouri Flat Road @ China Garden Road	TWSC*	Ex.	23.3 (WB)	C	31.6 (WB)	D
			Ex. + PP	15.5 (WB)	C	20.0 (WB)	C

Table 4.12-4 (cont.): Existing (2010) and Existing (2010) plus Project Intersection Level of Service

#	Intersection	Traffic Control	Analysis Scenario	AM Peak-Hour		PM Peak-Hour	
				Delay (seconds)	LOS	Delay (seconds)	LOS
Notes: Ex. = Existing (2010) Ex. + PP = Existing (2010) plus Proposed Project TWSC = Two Way Stop Control * Control delay for worst minor approach (worst minor movement) ** RLT = Restricted left turn and through movements from side streets *** Access converted to right-in/right-out with the addition of the Proposed Project. **Bold** = indicate significant impact as defined by the County or Caltrans. Source: KHA, 2010~~2009~~.							

Roadway Segments

Table 4.12-5 presents the existing and plus project peak-hour roadway segment operating conditions for this analysis scenario.

Table 4.12-5: Existing (2010) and Existing (2010) plus Project Roadway Level of Service

#	Roadway Segment	Roadway Classification	Analysis Scenario	PM Peak-Hour	
				Volume (vph)	LOS
1	Missouri Flat Road south of Halyard Lane	2 Lane Arterial	Ex.	1,271	D
		4 Lane Arterial (Div)	Ex. + PP	1,897	C
2	Missouri Flat Road south of China Garden Road	2 Lane Arterial	Ex.	1,647	D
			Ex. + PP	1,197	D
3	Pleasant Valley Road west of Missouri Flat Road	Minor 2 Lane Highway	Ex.	1,347	D
			Ex. + PP	1,341	D
4	Pleasant Valley Road east of Missouri Flat Road	Minor 2 Lane Highway	Ex.	1,833	F
			Ex. + PP	998	D
5	Pleasant Valley Road east of Diamond Road (SR-49)	Minor 2 Lane Highway	Ex.	1,237	D
			Ex. + PP	1,193	D
6	SR-49 north of Pleasant Valley Road	Minor 2 Lane Highway	Ex.	697	D
			Ex. + PP	1,063	D
7	SR-49 north of Truck Street	Minor 2 Lane Highway	Ex.	856	D
			Ex. + PP	921	D
8	Diamond Springs Parkway east of Missouri Flat Road	Two Lane Arterial, Divided	Ex.	N/A	N/A
			Ex. + PP	1,375	D

Table 4.12-5 (cont.): Existing (2010) and Existing (2010) plus Project Roadway Level of Service

#	Roadway Segment	Roadway Classification	Analysis Scenario	PM Peak-Hour	
				Volume (vph)	LOS
Notes: Ex. = Existing (2010) Ex. + PP = Existing (2010) plus Proposed Project Source: KHA, 2010~~2009~~.					

Significance Determination Before Mitigation

Intersections

As shown in Table 4.12-4~~Table 4.12-3~~, the proposed project does not result in a LOS deficiency at any of the studied intersections; to the contrary, the proposed project improves a number of existing LOS deficiencies such as Diamond Springs Parkway at Throwita Way and Pleasant Valley Road (SR-49) at China Garden Road. Therefore, the proposed project's impacts at study intersections are considered less than significant.

Roadway

As shown in Table 4.12-5 the proposed project does not cause the study roadway segments that operate at LOS E or better without the proposed project to operate at LOS F, or worsen any roadway segment operating at LOS F without the proposed project. In addition, the proposed project improves operations on a number of existing roadways. Therefore, the proposed project's impacts at study roadway segments are considered less than significant.

MC&FP EIR Mitigation Measures

Mitigation addressing traffic capacity for the MC&FP is included in Section 4.4 of the MC&FP EIR. These mitigation measures specifically state that the required intersection mitigation measures apply to the development projects in the MC&FP area. Accordingly, the mitigation measures previously identified would not be applicable to the proposed project.

Significance Determination After MC&FP Mitigation, and Supporting Rationale

Less than significant impact.

Additional Mitigation Measures

No additional mitigation is necessary.

Significance Determination After Additional Mitigation, and Supporting Rationale

Less than significant.

EID Intertie Improvements

EID Intertie Improvements would be located beneath SR-49 and the Parkway, and, as such, would not impact traffic operations. No impact.

Cumulative (2030) Plus Project Intersection and Roadway Operations

Impact 4.12-2	**The project has the potential to exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. (Less than Significant)**

Impact Analysis

This impact evaluates the impacts of the proposed project on cumulative (2030) plus project intersection and roadway operations.

2030 Conditions

For this scenario, Phase 1B and Phase 2 of the Missouri Flat Road interchange at US-50 are assumed to be completed. Phase 1B, which began construction in 2010, will modify the eastbound on-ramp and reconfigures the westbound ramps to eliminate the loop ramp. Phase 2 of the interchange improvements would construct a single point urban interchange (SPUI). The SPUI will result in the removal of the signal at each of the east- and westbound off-ramp intersections. The off-ramp signals will be replaced by one centralized signal.

For this scenario, additional traffic from the development located north of US-50 and west of Missouri Flat Road along the extension of Headington Road, as included in vested Sundance Development Agreement (in Traffic Analysis Zone (TAZ) 186), was included in the Cumulative (2030) volumes.

Cumulative Impacts

Utilizing the Cumulative (2030) volumes, levels of service were determined at the study facilities without and with the addition of the proposed project. Exhibit 4.12-4 illustrates the cumulative (2030) peak-hour traffic volumes at the study intersections. Exhibit 4.12-5 illustrates the cumulative (2030) plus project peak-hour traffic volumes.

Intersections

Table 4.12-6 presents the peak-hour intersection operating conditions for the Cumulative (2030) scenario.

Table 4.12-6: Cumulative (2030) and Cumulative (2030) plus Project Intersection Level of Service

#	Intersection	Traffic Control	Analysis Scenario	AM Peak-Hour		PM Peak-Hour	
				Delay (seconds)	LOS	Delay (seconds)	LOS
1	Missouri Flat Road @ Plaza Drive	Signal	Cum	59.0	E	78.2	E
			Cum + PP	59.0	E	78.2	E
2	Missouri Flat Road @ US-50 EB/WB Ramps	Signal	Cum	95.2	F	102.4	F
			Cum + PP	95.2	F	102.4	F
3	Missouri Flat Road @ US-50 EB Ramps	Signal	Cum	Intersection Eliminated with Phase 2 of Interchange			
			Cum + PP	Intersection Eliminated with Phase 2 of Interchange			
4	Missouri Flat Road @ Mother Lode Drive	Signal	Cum	15.8	B	57.7	E
			Cum + PP	15.8	B	57.7	E
5	Missouri Flat Road @ Forni Road	Signal	Cum	126.1	F	147.5	F
			Cum + PP	126.1	F	147.5	F
6	Missouri Flat Road @ Golden Center Drive	Signal	Cum	75.5	E	49.3	D
			Cum + PP	75.5	E	49.3	D
7	Diamond Springs Parkway @ Missouri Flat Road	Signal	Cum	N/A	N/A	N/A	N/A
			Cum + PP	30.4	C	33.3	C
8	Diamond Springs Parkway @ Throwita Way	Signal	Cum	N/A	N/A	N/A	N/A
			Cum + PP	15.7	B	15.4	B
9	Diamond Springs Parkway @ Diamond Road (SR-49)	Signal	Cum	N/A	N/A	N/A	N/A
			Cum + PP	52.0	D	44.4	D
10	Diamond Road (SR-49) @ Truck Street	TWSC*	Cum	15.8 (EB)	C	43.1 (EB)	E
			Cum + PP	20.3 (EB)	C	27.1 (EB)	D
11	Diamond Road (SR-49) @ Bradley Drive	TWSC*	Cum	15.1 (EB)	C	28.4 (EB)	D
			Cum + PP	14.2 (EB)	B	14.6 (EB)	B
12	Diamond Road (SR-49) @ Lime Kiln Road/Black Rice Road	TWSC*	Cum	26.8 (EB)	D	302.0 (EB)	F
		TWSC*/ RLT***	Cum + PP	12.3 (EB)	B	14.7 (EB)	B
13	Diamond Road (SR-49) @ Pleasant Valley Road	Signal	Cum	27.3	C	46.5	D
			Cum + PP	23.3	C	59.8	E
14	Pleasant Valley Road (SR-49) @ Missouri Flat Road	Signal	Cum	32.5	C	83.9	F
			Cum + PP	16.0	B	35.7	D

Table 4.12-6 (cont.): Cumulative (2030) and Cumulative (2030) plus Project Intersection Level of Service

#	Intersection	Traffic Control	Analysis Scenario	AM Peak-Hour		PM Peak-Hour	
				Delay (seconds)	LOS	Delay (seconds)	LOS
15	Pleasant Valley Road (SR-49) @ China Garden Road	TWSC*	Cum	313.6 (SB)	F	802.3 (SB)	F
			Cum + PP	45.5 (SB)	E	252.6 (SB)	F
16	Pleasant Valley Road @ Racquet Way	TWSC*	Cum	14.7 (SB)	B	29.2 (NB)	D
			Cum + PP	15.4 (SB)	C	34.3 (NB)	D
17	Missouri Flat Road @ China Garden Road	TWSC*	Cum	372.7 (WB)	F	>1000 (WB)	F
			Cum + PP	67.6 (WB)	F	226.7 (WB)	F

Notes:
Cum = Cumulative (2030), Cum + PP = Cumulative (2030) plus Proposed Project
TWSC = Two Way Stop Control
* Control delay for worst minor approach (worst minor movement)
** RLT = Restricted left and through movements from side streets
Bold = indicate significant impact as defined by the County or Caltrans.
Source: KHA, 2010~~2009~~.

Roadway Segments

Table 4.12-7 presents the peak-hour roadway segment operating conditions for this analysis scenario. As indicated in Table 4.12-7, the study roadway segments operate from LOS D to LOS F during the PM peak-hour.

Table 4.12-7: Cumulative (2030) and Cumulative (2030) plus Project Roadway Level of Service

#	Roadway Segment	Roadway Classification	Analysis Scenario	PM Peak-Hour	
				Volume (vph)	LOS
1	Missouri Flat Road south of Halyard Lane	2 Lane Arterial	Cum	2,133	F
		4 Lane Arterial (Div)	Cum + PP	2,739	D
2	Missouri Flat Road south of China Garden Road	2 Lane Arterial	Cum	2,157	F
			Cum + PP	1,707	D
3	Pleasant Valley Road west of Missouri Flat Road	Minor 2 Lane Highway	Cum	1,664	E
			Cum + PP	1,658	E
4	Pleasant Valley Road east of Missouri Flat Road	Minor 2 Lane Highway	Cum	2,350	F
			Cum + PP	1,515	E
5	Pleasant Valley Road east of Diamond Road (SR-49)	Minor 2 Lane Highway	Cum	1,559	E
			Cum + PP	1,503	E

Table 4.12-7 (cont.): Cumulative (2030) and Cumulative (2030) plus Project Roadway Level of Service

#	Roadway Segment	Roadway Classification	Analysis Scenario	PM Peak-Hour	
				Volume (vph)	LOS
6	SR-49 north of Pleasant Valley Road	4 Lane Multilane Highway	Cum	1,236	D
			Cum + PP	1,752	C
7	SR-49 north of Truck Street	Minor 2 Lane Highway	Cum	1,307	D
			Cum + PP	1,478	E
8	Diamond Springs Parkway east of Missouri Flat Road	Four Lane Arterial, Divided	Cum	N/A	N/A
			Cum + PP	1,858	C

Notes:
Cum = Cumulative (2030), Cum + PP = Cumulative (2030) plus Proposed Project
Bold = indicate significant impact as defined by the County or Caltrans.
Source: KHA, 2010~~2009~~.

Significance Determination Before Mitigation

Intersections

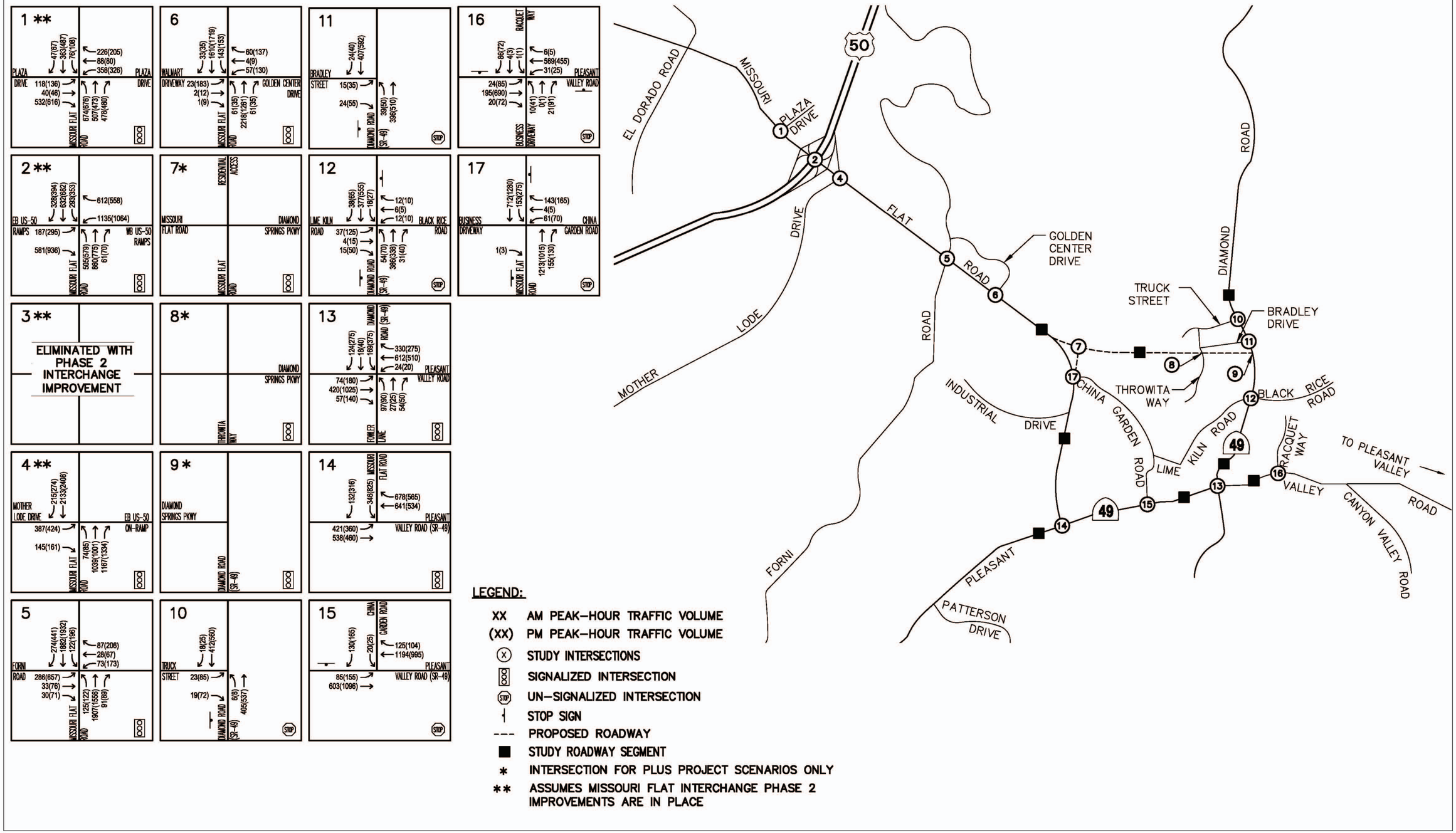
As shown in Table 4.12-3, the proposed project does not cause the study intersections that operate at LOS E or better without the proposed project to operate at LOS F, or worsen any intersection operating at LOS F without the proposed project. In addition, the proposed project improves operations on a number of intersections. Therefore, the proposed project's impacts at study intersections are considered less than significant.

Roadway

As shown in Table 4.12-6, the proposed project does not cause the study roadway segments that operate at LOS E or better without the proposed project to operate at LOS F, or worsen any roadway segment operating at LOS F without the proposed project. In addition, the proposed project improves operations on a number of existing roadways. Therefore, the proposed project's impacts at study roadway segments are considered less than significant.

Mitigation Measures from the MC&FP EIR

Mitigation addressing traffic capacity for the MC&FP is included in Section 4.4 of the MC&FP EIR. These mitigation measures specifically state that the required intersection mitigation measures apply to land use development projects in the MC&FP area. Accordingly, the mitigation measures previously identified would not be applicable to the proposed project.



Source: Kimley-Horn and Associates, Inc. 2009.

NORTH NOT TO SCALE

Michael Brandman Associates

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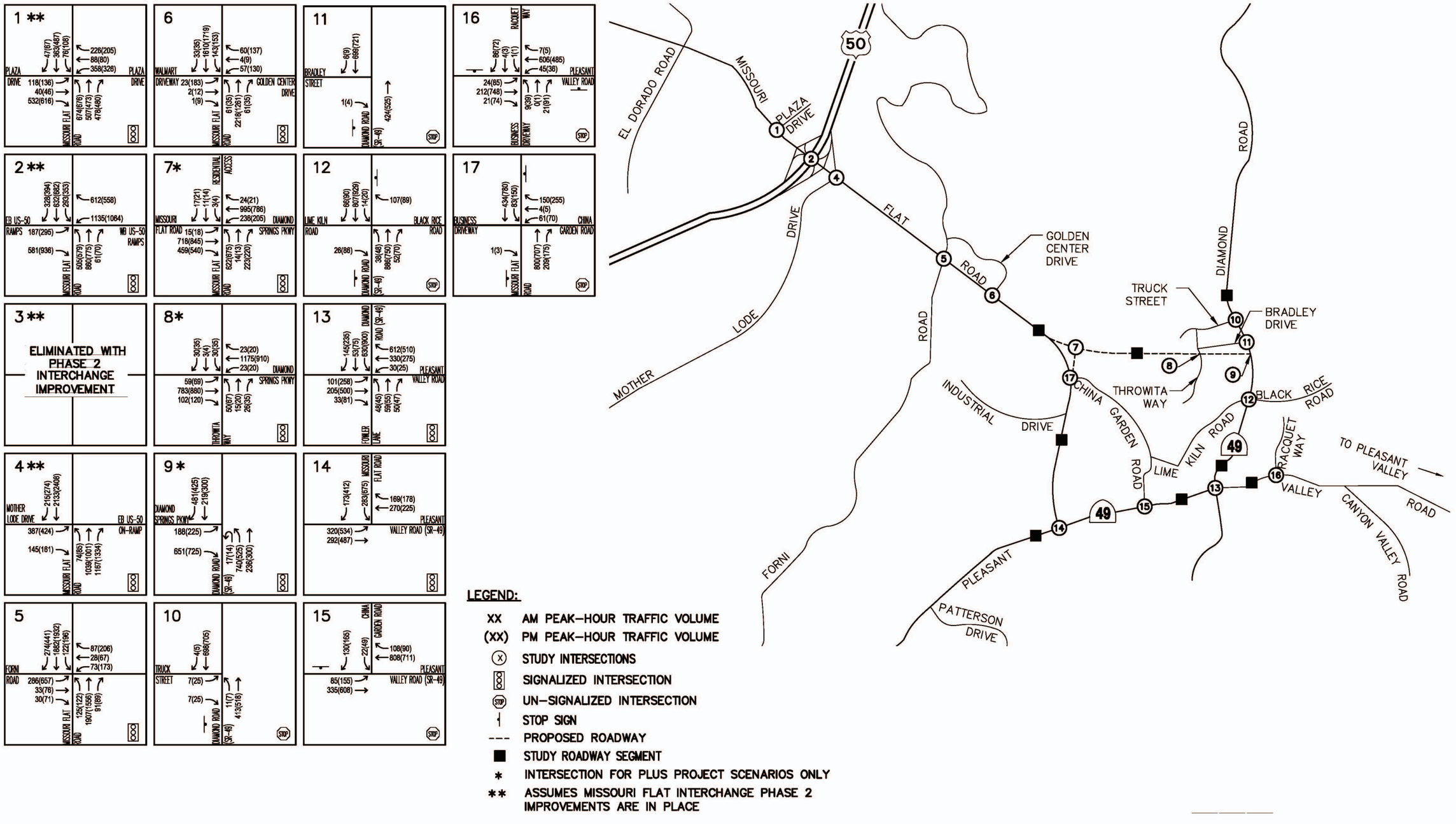
Exhibit 4.12-4
Cumulative (2030) Peak-Hour Traffic Volumes

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORTATION
TRAFFIC INFORMATION REISSUANCE FOR THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

11-0448.D.101



Source: Kimley-Horn and Associates, Inc. 2010.

NOT TO SCALE

Michael Brandman Associates

Exhibit 4.12-5
Cumulative (2030) Plus Project Peak-Hour Traffic Volumes

Significance Determination After MC&FP Mitigation, and Supporting Rationale
Less than significant impact.

Additional Mitigation Measures
No additional mitigation is necessary.

Significant Determination After Additional Mitigation, and Supporting Rationale
Less than significant impact.

EID Intertie Improvements
EID Intertie Improvements would be located beneath SR-49 and the Parkway, and, as such, would not impact traffic operations. No impact.

Queuing Lengths

Impact 4.12-3: The project has the potential to contribute unacceptable queue lengths. (Less than Significant)

Impact Analysis

Vehicle queuing was evaluated at the following five study intersections:

- Diamond Springs Parkway / Missouri Flat Road
- Diamond Springs Parkway / Throwita Way
- Diamond Springs Parkway / Diamond Road (SR-49)
- Diamond Springs Parkway / Lime Kiln Road
- Diamond Road (SR-49) / Pleasant Valley Road

The calculated vehicle queues were compared to actual or anticipated vehicle storage/segment lengths.

As shown in Table 4.12-8, implementation of design considerations described in Section 3, Project Description, would increase queuing lane lengths to accommodate project traffic under the cumulative (2030) plus project scenarios for all five of the affected intersections.

Table 4.12-8: Cumulative (2030) Plus Project Intersection Queuing Evaluation

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95th % Queue (Ft)	Available Storage (ft)	95th % Queue (Ft)
DSP@ Missouri Flat Road					
	WBTH	2,835*	508	2,835*	368
	WBLT	325	324	325	323
	NBLT	325+	288	325+	321

Table 4.12-8 (cont.): Cumulative (2030) Plus Project Intersection Queuing Evaluation

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95th % Queue (Ft)	Available Storage (ft)	95th % Queue (Ft)
DSP@ Throwita Way					
	EBLT	175	26	175	163
	WBTH	850*	491	850*	283
DSP@ Diamond Rd (SR-49)					
	NBLT	350+	341	350+	272
	EBRT	850*	578	850*	730
Diamond Rd (SR-49) @ Pleasant Valley Rd					
	EBLT	180	85	180	187
	SBLT	525+	237	525+	505
	WBRT	180	93	180	120

Notes:
Source: Highway Capacity Manual (HCM) 2000 methodology per Synchro© v7.
+Dual left-turn lanes, *Intersection approach with available storage length equal to segment length
Source: KHA, 20102~~2009~~.

As shown in Table 4.12-8, intersection design has incorporated the above available storage lengths into the proposed project to ensure appropriate queuing lengths are provided. Therefore, impacts would be less than significant.

Significance Determination Before Mitigation
Less than significant impact.

Mitigation Measures from the MC&FP EIR
There are no mitigation measures proposed in the MC&FP EIR that are applicable to proposed project related to queuing lengths.

Significance Determination After MC&FP Mitigation, and Supporting Rationale
Less than significant impact.

Additional Mitigation Measures
No additional mitigation is necessary.

Significant Determination After Additional Mitigation, and Supporting Rationale
Less than significant impact.

EID Intertie Improvements

EID Intertie Improvements would be located beneath SR-49 and the Parkway, and, as such, would not impact queuing. No impact.

Construction Traffic, Staging, and Parking

Impact 4.12-4: Construction activities associated with the project may adversely affect circulation and parking on nearby roadways. (Less than Significant)

Impact Analysis

This impact evaluates the proposed project's impacts associated with construction traffic, staging, and parking. The analysis considers individual impacts associated with the Diamond Springs Parkway and the EID Intertie Improvements project and the combined effects from implementation of both project components.

Construction of the proposed project would require site clearance, grading, and delivery of equipment and materials. Construction workers would need to travel to and from the project site. Most of the construction traffic, especially trucks and equipment delivery vehicles, would be expected to travel via US-50 and Missouri Flat Road to reach to the construction site. The proposed project is located within a commercial area of El Dorado County that currently experiences a significant number of truck movements on a daily basis; therefore, this route would be adequate to support construction traffic associated with the proposed project.

The majority of the activities associated with constructing proposed Parkway would take place in an area where motor vehicle travel does not presently occur. However, construction activities at and near the terminating ends of the Parkway (Missouri Flat Road and Diamond Road/SR-49) will require traffic controls, temporary lane closures, and /or traffic lane diversions to ensure safe and efficient movement of vehicles, bicyclists and pedestrians through intersections and /or use of alternative routes during construction.

Traffic to the MRF on Throwita Way would be temporarily diverted during construction of a portion of the Parkway; an alternate access route to the MRF would be provided during that state of construction. Upon completion of the Parkway, MRF traffic would resume access via Throwita Way.

DOT anticipates that during construction activities on SR-49, the construction contractor may close one lane of traffic. Traffic would be re-routed to use the portion of the right-of-way not being affected. Lane configurations would be changed as necessary to accommodate construction activity locations. Short-term closures would occur during K-rail installation and striping, during which a detour would be provided. Diversions of traffic would be signed; and traffic control devised would be used as necessary to guide traffic and delineate temporary lanes.

All construction staging and equipment storage would occur within the identified project study area. The bulk of the staging and storage is anticipated to occur on APN 051-250-12, which is located adjacent to and south of the proposed Parkway, and west of SR-49.

Under standard DOT procedures, special provisions within construction contracts would require that a traffic management plan be prepared for the proposed project. The traffic management plan would include construction staging and traffic control measures to be implemented during construction to minimize impacts to traffic. Minor traffic stoppages or delays may be allowed if necessary during project construction. Full roadway closures would be minimized during project construction and provisions for emergency vehicle movement through the project area and private property access would be provided at all times during construction.

Implementation of the provisions discussed under this impact analysis, including DOT's traffic management plan, would minimize effects to surrounding roadways and ensure impacts resulting from construction traffic, staging and parking are less than significant.

Significance Determination Before Mitigation
Less than significant impact.

Mitigation Measures from the MC&FP EIR
Mitigation addressing traffic construction and staging as it relates to traffic are included in Section 4.4 of the MC&FP EIR; however, the impacts and mitigation measures that are referenced analyze a different project footprint. Accordingly, construction traffic, staging, and parking impacts previously identified would not be applicable to the proposed project.

Significance Determination After MC&FP Mitigation, and Supporting Rationale
Less than significant impact.

Additional Mitigation Measures
No additional mitigation is necessary.

Significance Determination After Mitigation and Supporting Rationale
Less than significant impact.

EID Intertie Improvements
EID Intertie Improvements would occur simultaneously with construction activities for the Parkway and Diamond Road (SR-49). Accordingly, EID construction traffic, staging and parking would be included in the Parkway's construction-traffic management plan and impacts would be less than significant.

Air Traffic Patterns

Impact 4.12-5	**The project has the potential to change air traffic patterns. (No Impact)**

Impact Analysis

The nearest airport to the project site is the Placerville Airport, located approximately 2.8 miles to the northeast. This distance, and the type of project proposed, precludes the possibility of changes to air traffic patterns. No impacts would occur.

Significance Determination Before Mitigation

No impact.

Mitigation Measures from the MC&FP EIR

N/A

Significance Determination After MC&FP Mitigation, and Supporting Rationale

No impact.

Additional Mitigation Measures

No additional mitigation is necessary.

Significance Determination After Additional Mitigation, and Supporting Rationale

No impact.

EID Intertie Improvements

No impact.

Safety and Roadway Hazards

Impact 4.12-6	**The project has the potential to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). (Less than Significant**

Impact AnalysisStandard roadway design procedures and planned safety improvements are incorporated into the proposed project's design and would ensure that no significant impacts would result from project implementation.

Significance Determination Before Mitigation

Less than significant impact.

Mitigation Measures from the MC&FP EIR

N/A

Significance Determination After MC&FP Mitigation, and Supporting Rationale

Less than significant impact.

Additional Mitigation Measures

No additional mitigation is necessary.

Significance Determination After Additional Mitigation, and Supporting Rationale

Less than significant impact.

EID Intertie Improvements

The proposed EID Intertie Improvements would be located entirely below the existing and proposed roadways. As such, the EID Intertie Improvements would not result in roadway hazards or incompatible uses. No impact would occur.

Emergency Access

Impact 4.12-7	The project has the potential to result in inadequate emergency access. (Less than Significant)

Impact Analysis

This impact evaluates the effects of the proposed project's construction and implementation on emergency access. The proposed project construction activities would be coordinated with local law enforcement and emergency service providers. As a result of this coordination, law enforcement and emergency service providers would be aware of project construction and the potential for any emergency vehicle movement or access delays within the project area and measures to avoid such delays would be determined. Accordingly, the proposed project's construction would not affect the provision of emergency services in and adjacent to the project area or evacuation in the event of a major emergency.

Upon completion, the Diamond Springs Parkway would improve emergency access to the project area by creating a more direct route to surrounding land uses and reducing traffic congestion in downtown Diamond Springs. The proposed project would also widen Diamond Road (SR-49), creating easier passing opportunities for emergency response vehicles. Therefore, the new roadway and roadway improvements would improve emergency access to the project vicinity, resulting in beneficial impacts, while impacts resulting from construction activities would be less than significant.

Significance Determination Before Mitigation

Less than significant impact.

Mitigation Measures from the MC&FP EIR

N/A

Significance Determination After MC&FP Mitigation, and Supporting Rationale

Less than significant impact.

Additional Mitigation Measures

No additional mitigation is necessary.

Significance Determination After Additional Mitigation, and Supporting Rationale
Less than significant impact.

EID Intertie Improvements
The inclusion of a traffic management plan in all construction contracts would ensure that construction of the EID Intertie Improvements would not result in inadequate, response times, or impaired police, fire or emergency response services. Any interruptions to water service would be coordinated with fire response services to ensure that, in the event of a fire, adequate water is available for fire suppression. This would be a less than significant impact.

Conflict with Alternative Transportation

Impact 4.12-8	**The project has the potential to conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks). (Less than Significant)**

Impact Analysis
According to Chapter 5 of the El Dorado County Bicycle Transportation Plan (BTP) and preliminary proposed project design plans (Exhibit 3-5a and 3-5b), Class II Bike Lanes are included in the proposed project. Class II Bike Lanes are currently in place north of the project site, along Missouri Flat Road from approximately Mother Lode Drive to Golden Center Drive.

The proposed project would also construct a Class I bike path connection of the EDMUT to the signalized intersection of Diamond Springs Parkway and Missouri Flat Road and an 8-foot-wide, Class I bike path along the western side of Missouri Flat Road. These improvements would provide EDMUT users the opportunity to cross the Parkway / Missouri Flat intersection, and connect to the future western extension of the EDMUT within the Sacramento-Placerville Transportation Corridor (SPTC). Additionally, the project also proposes the construction of a parking lot for trail users (Exhibits 3-5a, 3-5 b, and 3-5c). The paved parking lot would consist of up to 40 parking spaces.

Through these connections to the existing and future bicycle transportation network, the proposed project would provide continuity with adjacent projects, schools, parks, and other public facilities. It would not conflict with the Bicycle Transportation Plan.

Transit system operations within the project area would be subject to the same potential delays during project construction as those discussed above for the Intersections and Roadway operations analyses. The development and implementation of a traffic management plan for the proposed project would minimize the potential for delays to transit system operations, and this impact is considered less than significant. Following the completion of the Diamond Springs Parkway, two bus turnouts, one westbound and one eastbound, would be provided near the Parkway / Throwita Way intersection. A third bus turnout would be provided along northbound Diamond Road (SR-49), north of the intersection with Black Rice Road. Provision of the bus turnouts would be in compliance with General Plan Policies related to alternative transportation.

As discussed previously, the proposed project would include the preparation and implementation of a traffic management plan. The traffic management plan would include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic, bicycles and pedestrian circulation during construction. In summary, the proposed project would provide pedestrian, bicycle, and bus turnouts and would therefore conform to adopted policies, plans or programs supporting alternative transportation. Impacts are considered less than significant.

Significance Determination Before Mitigation
Less than significant impact.

MC&FP EIR Mitigation Measures
There are no mitigation measures proposed in the MC&FP EIR that are applicable to the Diamond Springs Parkway Project for Conflicts with Alternative Transportation.

Significance Determination After MC&FP Mitigation, and Supporting Rationale
Less than significant impact.

Additional Mitigation Measures
No additional mitigation is necessary.

Significance Determination After Additional Mitigation, and Supporting Rationale
No impact.

EID Intertie Improvements
The inclusion of a traffic management plan in all construction contracts would ensure that construction of the EID Intertie Improvements would not result in unacceptable access to alternative transportation facilities or services. Upon operation, the Intertie Improvements would be underground and would not physically impede alternative forms of circulation. This would be a less than significant impact.

Parking

Impact 4.12-9	**The projects may result in inadequate parking supply or loading facilities. (Less than Significant)**

Impact Analysis
This impact evaluates the proposed project's impacts on parking capacity. The analysis considers impacts associated with all the proposed project components.

Currently, on-street parking is not permitted along SR-49 or Missouri Flat Road. Therefore, the proposed project does not include the addition or removal of parking capacity along any roadway. The proposed project would likely impact a small parking lot, of approximately 15 parking spaces, at the Missouri Flat Road terminus of the EDMUT which was constructed recently with the EDMUT trail improvements. This existing lot is heavily used. However, the proposed project would construct

a 30- to 40-space parking lot for EDMUT trail users at the northwest corner of the Missouri Flat Road/Diamond Springs Parkway/Old Depot Road intersection (Exhibit 3-5c) that would increase overall parking availability for EDMUT trail users. In order to accommodate equestrian use of the EDMUT, at least five of the parking spaces would be adequately sized for truck and horse trailer combinations. The additional parking spaces would be a benefit. Accordingly, the proposed project would not adversely affect parking supply in the surrounding area and impacts are considered less than significant.

Significance Determination Before Mitigation
Less than significant impact.

MC&FP EIR Mitigation Measures
There are no mitigation measures proposed in the MC&FP EIR that are applicable to proposed project related to parking capacity.

Additional Mitigation
N/A

Significance Determination After Additional Mitigation and Supporting Rationale
Less than significant impact.

EID Intertie Improvements
The EID Intertie Improvements would not result in impacts to parking capacity. No impact would occur.

Construction of Recreational Facilities

Impact 4.12-10	**The construction of recreational facilities has the potential to create an adverse physical effect on the environment. (Less than Significant)**

Impact Analysis
As previously discussed, the proposed project would construct a connection of the EDMUT to the signalized intersection of Diamond Springs Parkway and Missouri Flat Road. The proposed project would also construct an 8-foot wide, Class I bike path along the western side of Missouri Flat Road. A 30- to 40-space parking lot for EDMUT trail users would be constructed at the northwest corner of the Missouri Flat Road/Diamond Springs Parkway/Old Depot Road intersection (Exhibit 3-5c). The proposed EDMUT connection, Class I bike path, and parking lot would be located within the project's footprint and all related construction would be required to adhere to applicable mitigation set forth in this Draft EIR.

Trail traffic would require a temporary detour in order to avoid construction areas. The detour would be properly marked to ensure that recreational traffic (e.g. pedestrians or equestrian riders) would not adversely affect areas outside of the project area by deviating from the designated route and potentially affecting vegetation and wildlife or creating soil erosion issues. As described in Section 3,

Project Description, temporary avoidance fencing would be installed around environmentally sensitive areas. Accordingly, the temporary detour route and proposed recreational facilities would not result in adverse physical effects on the environment and impacts would be less than significant.

Significance Determination Before Mitigation
Less than significant impact.

MC&FP EIR Mitigation Measures
N/A

Additional Mitigation Measures
No additional mitigation is necessary.

Significance Determination After Additional Mitigation and Supporting Rationale
Less than significant impact.

EID Intertie Improvements
The EID Intertie Improvements would not result the construction or expansion of any recreational facilities. No impacts would occur.

Use of Recreational Facilities

Impact 4.12-11	**The project has the potential to increase the use of the El Dorado Multi-Use Trail such that substantial physical deterioration of the facility would occur or be accelerated. (Less than Significant)**

Impact Analysis
The proposed project would construct a parking lot and connection to the EDMUT, which would allow increased access and, therefore, increased use of the EDMUT. However, the EDMUT has been designed for increased recreational use and, therefore, would not be expected to experience substantial physical deterioration. Accordingly, impacts would be less than significant.

Significance Determination Before Mitigation
Less than significant impact.

MC&FP EIR Mitigation Measures
N/A

Additional Mitigation Measures
No additional mitigation is necessary.

Significance Determination After Additional Mitigation and Supporting Rationale
Less than significant impact.

EID Intertie Improvements
The EID Intertie Improvements would not cause or increase usage of the EDMUT or any other recreational facility. No impact.