U.S. 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements Project
Comments and Responses to Comments on the Draft IS/MND-EA/FONSI

This document lists the comments received on the Draft IS/MND-EA/FONSI, provides copies of the individual comments, and responds in turn to each comment related to environmental issues. The County has prepared master responses to address the most frequently raised issues. When an individual comment raises an issue discussed in a master response, the response to that individual comment will cross-reference to the appropriate master response (e.g., "see Master Response 1").

The Master Responses address the following topics:

- Master Response 1: Public Concerns Regarding Access to Local Businesses
- Master Response 2: Public Concerns Regarding Safety, Congestion, and Circulation

Comments Received

During the 60-day public comment period for the Draft IS/MND-EA/FONSI (January 26, 2018 to March 26, 2018), 23 comment letters were received. Each letter was placed into one of four categories (Agencies, Tribal Organization, Other Organizations, and Individuals) and given a unique number, as listed in Table 2-1 below.

Additionally, a Public Informational Workshop was conducted on February 21, 2018 and public comment was taken at the meeting using comment cards. 17 comment cards were received. Each comment card was placed into the Comment Cards category and given a unique number, as listed in Table 2-1 below.

Table 2-1. Comment Letters Received on the Draft IS/MND-EA/FONSI

Comment Letter Number	Name of Commenter	Date of Letter
Agencies		
A-1	Central Valley Regional Water Quality Control Board	02/16/2018
A-2	Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	02/26/2018
A-3	El Dorado County Historical Society	03/09/2018
Tribal Organization		
T-1	United Auburn Indian Community of the Auburn Rancheria	02/08/2018

Comment Letter Number	Name of Commenter	Date of Letter
Other Organizations		
O-1	Durock Center	02/11/2018
O-2	Doran Enterprises LLC (Comments withdrawn)	03/05/2018
O-3	Smith Engineering and Management (Comments withdrawn)	03/22/2018
O-4	Shingle Springs Alliance	03/26/2018
O-5	Marsha A. Burch Attorney at Law (Comments withdrawn)	03/26/2018
Individuals		
I-1	Phil Glatz	01/29/2018
I-2	Teddy McGraw (Response from Bane)	02/06/2018
I-3	Mike Bean	02/06/2018
I-4	Roy E. Jones, Jr. and Diana A. Jones	02/09/2018
I-5	Gary Baldock	02/14/2018
I-6	Dr. Jonathan M. Nielson, PhD	02/28/2018
I-7	Rebecca Perry	03/14/2018
I-8	Andy and Laura Nevis (Comments withdrawn)	03/17/2018
I-9	Emmapreet Bal (Comments withdrawn)	03/21/2018
I-10	Nick Azevedo	03/21/2018
I-11	Beenie Bal (Comments withdrawn)	03/21/2018
I-12	Teddy McGraw	03/23/2018
I-13	James Doran (Comments withdrawn)	03/23/2018
I-14	Tim Costello (Comments withdrawn)	03/25/2018
Comment Cards		
C-1	Barbara Todd	02/21/2018
C-2	David Thomas (Comments withdrawn)	02/21/2018
C-3	James Doran (Comments withdrawn)	02/21/2018
C-4	Ryan Waggoner	02/21/2018
C-5	Michael Doran (Comments withdrawn)	02/21/2018
C-6	Jenny Montivo	02/21/2018
C-7	Kelly Rains (Comments withdrawn)	02/21/2018
C-8	Fred Wren (Comments withdrawn)	02/21/2018
C-9	Robin DeBruler (Comments withdrawn)	02/21/2018
C-10	Tristy North (Comments withdrawn)	02/21/2018
C-11	Haeyinder Singh (Comments withdrawn)	02/21/2018
C-12	Natalie Fletterick	02/21/2018
C-13	Manbir Singh (Comments withdrawn)	02/21/2018
C-14	Soung Kim (Comments withdrawn)	02/21/2018
C-15	Bhupinder Bal (Comments withdrawn)	02/21/2018
C-16	Michelle Cooper (Comments withdrawn)	02/21/2018
C-17	Alma Zildzo (Comments withdrawn)	02/21/2018
C-18	Robin Rush (Comments withdrawn)	02/21/2018
C-19	Natalie Rush (Comments withdrawn)	02/21/2018
C-20	Unknown Author	02/21/2018

Master Responses

Comment letters from three public agencies were received (see Table 2-1 at the beginning of this chapter). A copy of each letter and responses to the provided comments follow this page.

Master Response 1.

Public Concern Regarding Access to Local Businesses

Many comments were received expressing concern regarding access to the Gold Harvest Market Center and related impacts to businesses. While the economic impact to businesses is not an environmental impact, the County worked with local business owners and the public to address the concerns, which was ultimately memorialized in a memorandum of understanding (MOU). As part of the MOU, DOT sought and obtained approval from Caltrans for a design modification to address access concerns. The project design has been revised to provide full turning movements (Right and Left turns for both access and egress) to the easterly driveway of the Gold Harvest Market Center.

Master Response 2.

Public Concern Regarding Safety, Congestion, and Circulation

Several comments were received expressing concern regarding traffic congestion, circulation and safe access and egress to businesses, residents and other facilities. The project Traffic Study and subsequent updates were prepared by a Registered Civil Engineer, consistent with the Transportation Research Board's Highway Capacity Manual and Highway Capacity Software (HCS), Synchro/Sim Traffic microscopic simulation software, and the El Dorado County General Plan travel demand model. These documents summarize a comprehensive traffic analysis of the project area, the results of which are included in the Draft Project Study Report / Project Report. Individual comments regarding specific concerns and locations have been noted by staff, and further detailed analysis will be included in the final design process.

The project final design documents will be prepared by and reviewed by licensed Civil Engineers to assure applicable safety standards are met.

Comments and Responses—Agencies

Comment letters from three public agencies were received (see Table 2-1 at the beginning of this chapter). A copy of each of the letters and responses to the provided comments follow this page.

Comment Letter A-1, Central Valley Regional Water Quality Control Board

LETTER A-1

CALIFORNIA Water Boards

EDMUND G. BROWN JR. GOVERNOR

MATTHEW RODRIQUEZ SECRETARY FOR ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

16 February 2018

Adam Bane
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

CERTIFIED MAIL
91 7199 9991 7035 8419 4355

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, U.S. 50/PONDEROSA ROAD/SOUTH SHINGLE SPRINGS ROAD INTERCHANGE IMPROVEMENTS PROJECT, SCH# 2018012042, EL DORADO COUNTY

Pursuant to the State Clearinghouse's 25 January 2018 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the U.S. 50/Ponderosa Road/ South Shingle Springs Road Interchange Improvements Project, located in El Dorado County.

A-1-1

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

A-1-2

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

KARL E. LONGLEY SCD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER
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Comment Letter A-1, Central Valley Regional Water Quality Control Board

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

A-1-2 cont'

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit
Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit

Comment Letter A-1, Central Valley Regional Water Quality Control Board

requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]
The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

A-1-2 cont'

For more information on the Caltrans Phase I MS4 Permit, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/caltrans.shtml.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit
Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Comment Letter A-1, Central Valley Regional Water Quality Control Board

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance (i.e., discharge of dredge or fill material) of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

A-1-2 cont'

Waste Discharge Requirements (WDRs)

Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

Land Disposal of Dredge Material

If the project will involve dredging, Water Quality Certification for the dredging activity and Waste Discharge Requirements for the land disposal may be needed.

Local Agency Oversite

Pursuant to the State Water Board's Onsite Wastewater Treatment Systems Policy (OWTS Policy), the regulation of septic tank and leach field systems may be regulated under the local agency's management program in lieu of WDRs. A county environmental health department may permit septic tank and leach field systems designed for less than 10,000 gpd. For more information on septic system regulations, visit the Central Valley Water Board's website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/owts/sb_owts_policy.pdf

Comment Letter A-1, Central Valley Regional Water Quality Control Board

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit
If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

A-1-2 cont'

Regulatory Compliance for Commercially Irrigated Agriculture
If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100**. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the

Comment Letter A-1, Central Valley Regional Water Quality Control Board

specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

A-1-2 cont'

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:

Comment Letter A-1, Central Valley Regional Water Quality Control Board

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

A-1-2 cont'

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.

Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Response to A-1, Central Valley Regional Water Quality Control Board, February 16, 2018

A-1-1: This comment is a summary of purpose of Regional Water Quality Control Board. No change to the Draft IS/MND-EA/FONSI is necessary.

A-1-2: This comment is a summary of standard permit requirements that are not project specific and is not a comment on the Draft IS/MND-EA/FONSI. No change to the Draft IS/MND-EA/FONSI is necessary.

Comment Letter A-2, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

LETTER A-2

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

February 26, 2018

Adam Bane
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

Subject: U.S. 50/Ponderosa Road/South Shingle Springs Road Interchange Improvements Project
SCH#: 2018012042

Dear Adam Bane:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 23, 2018, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

A-2-1

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

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL 1-916-445-0613 FAX 1-916-558-3164 www.opr.ca.gov

Comment Letter A-2, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

Document Details Report
State Clearinghouse Data Base

SCH# 2018012042
Project Title U.S. 50/Ponderosa Road/South Shingle Springs Road Interchange Improvements Project
Lead Agency El Dorado County

Type MND Mitigated Negative Declaration

Description The proposed improvements entail modifying the existing US 50/Ponderosa/South Shingle Springs Rd Interchange and adjacent frontage roads. Modifications would include increasing the capacity of the overcrossing from 3-5 lanes; widening the westbound on-ramps; providing acceleration/deceleration lanes at all ramps; adding turn pockets on the local roads at ramp intersections; add adding square ramp junctions and islands to provide safety and ADA compliance for pedestrians and bicycles. Generally speaking, the project extends westerly along the mainline for approx 450 ft and easterly 600 ft. To the north, widening would extend 450 ft just north of the Ponderosa and North Shingle road junction; and in a southern direction 600 ft to the south Shingle Springs Rd and Sunset Lane road junction.

Lead Agency Contact

Name Adam Bane
Agency El Dorado County
Phone (530) 621-5900 **Fax**
email
Address 2850 Fairlane Court
City Placerville **State** CA **Zip** 95667

Project Location

County El Dorado
City
Region
Lat / Long 38° 39' 45" N / 120° 56' 15.5" W
Cross Streets US 50/Ponderosa Rd and South Shingle Springs Rd
Parcel No.
Township 9N **Range** 9E **Section** 1 **Base**

Proximity to:

Highways 50
Airports
Railways
Waterways
Schools Cameron Park Montess
Land Use commercial, medium res, industrial, rec, and open space

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian

Reviewing Agencies Resources Agency; Central Valley Flood Protection Board; Department of Fish and Wildlife, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, District 3 N; Air Resources Board, Transportation Projects; State Water Resources Control Board, Division of Water Quality; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission

Date Received 01/25/2018 **Start of Review** 01/25/2018 **End of Review** 02/23/2018

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

Comment Letter A-2, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

CALIFORNIA Water Boards

2/23/18 E

EDMUND G. BROWN JR., GOVERNOR

MATTHEW RODRIQUEZ, SECRETARY FOR ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

16 February 2018

Governor's Office of Planning & Research
FEB 20 2018
STATE CLEARINGHOUSE

Adam Bane
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

CERTIFIED MAIL
91 7199 9991 7035 8419 4355

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, U.S. 50/PONDEROSA ROAD/SOUTH SHINGLE SPRINGS ROAD INTERCHANGE IMPROVEMENTS PROJECT, SCH# 2018012042, EL DORADO COUNTY

Pursuant to the State Clearinghouse's 25 January 2018 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the U.S. 50/Ponderosa Road/ South Shingle Springs Road Interchange Improvements Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

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The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

Comment Letter A-2, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

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This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

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Comment Letter A-2, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

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http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]
The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Caltrans Phase I MS4 Permit, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/caltrans.shtml.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit
Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Comment Letter A-2, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance (i.e., discharge of dredge or fill material) of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements (WDRs)

Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

Land Disposal of Dredge Material

If the project will involve dredging, Water Quality Certification for the dredging activity and Waste Discharge Requirements for the land disposal may be needed.

Local Agency Oversite

Pursuant to the State Water Board's Onsite Wastewater Treatment Systems Policy (OWTS Policy), the regulation of septic tank and leach field systems may be regulated under the local agency's management program in lieu of WDRs. A county environmental health department may permit septic tank and leach field systems designed for less than 10,000 gpd. For more information on septic system regulations, visit the Central Valley Water Board's website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/owts/sb_owts_policy.pdf

Comment Letter A-2, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit
If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture
If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100**. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the

Comment Letter A-2, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:

Comment Letter A-2, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.

Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

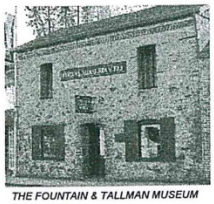
Response to A-2, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, February 26, 2018

A-2-1: This comment is a summary of purpose of State Clearinghouse and process of review under California Public Resources Code Section 21104(c). No change to the Draft IS/MND-EA/FONSI is necessary.

Comment Letter A-3, El Dorado County Historical Society

LETTER A-3

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



THE FOUNTAIN & TALLMAN MUSEUM

EDC Department of Transportation
2850 Fair Lane Court, Bldg. 'C'
Placerville, CA 95667
Attn: Donna Keeler

March 9, 2018

Re: Response to Invitation to Comment
U.S. 50/Ponderosa Rd./So. Shingle Sp. Interchange Impvmt Proj.

Dear Ms. Keeler:

Thank you for the opportunity to comment on the cultural resource impact aspects of this proposed project.

Several of our member reviewers have noted that the project limits as shown encompass any number of known culturally sensitive sites, such as pioneer and Native American burial/crematory sites, the (unlocated) shingle machine site which named the embryo town, extensive above & underground remains of the terminus railroad station, traces of buildings from when Shingle Springs was an important transportation hub for the 49er trail, the Sacramento-Carson Valley Wagon Rd, numerous staging and freighting routes, the SVRR/SPRR tracks, the Lincoln Highway and the original Hwy 50. A-3-1

Obviously, an accurate site survey was not performed when Hwy 50 was built as evidence shows that it plows through a Native American crematory/burial site. It is imperative that a thorough archaeological ground and records surveys be conducted throughout the project limits before any plans are drawn. A-3-2

Douglas A. Walker

Douglas A. Walker
Resource Coordinator, EDCHS

Response to A-3, El Dorado County Historical Society, March 9, 2018

A-3-1: The comment summarizes El Dorado County Historical Society's member reviewers understanding of culturally sensitive sites within the project limits. No response is necessary.

A-3-2: The comment states that an accurate site survey was not performed when US 50 was constructed and expresses the needs for thorough archaeological ground and record surveys be conducted within the project limits. Efforts to identify cultural resources impacted by the project were first conducted in 2008 and consisted of establishing an Area of Potential Effect (APE), conducting archival research, consulting with Native American tribes and organizations, consulting with historical societies, and conducting a pedestrian field survey. These cultural resource identification efforts and results were documented in a 2008 Historic Property Survey Report (HPSR) and 2008 Archaeological Survey Report (ASR). Additional consultation and supplemental review of site records and reports were conducted in 2015 to ascertain whether additional cultural resources had been identified since the 2008 cultural resource investigations. A supplemental HPSR was prepared and approved in 2016. The 2015/16 Supplemental HPSR did not identify any previously unkown cultural resources within the Archaeological APE. AB 52 requires that any information submitted by a California Native American Tribe or other Tribal resource, shall not be included in the environmental document or otherwise disclosed by any public agency.

Cultural resource identification efforts did not identify any National Register eligible historic properties, California Register eligible historic resources, or TCRs within the projects APE. Based on these results, it is unlikely that the proposed project will impact cultural resources or tribal cultural resources, however, minimization measures (CR-1 through CR-3) shall be implemented to minimize impacts to cultural or tribal cultural resources discovered during construction of the project. No change to the Draft IS-MDN/EA-FONSI is necessary.

Comments and Responses—Tribal Organization

A comment letter from one Tribal organization was received (see Table 2-1 at the beginning of this chapter). A copy of the letters and responses to the provided comments follow this page.

Comment Letter T-1, United Auburn Indian Community of the Auburn Rancheria

LETTER T-1

MIWOK MAIDU United Auburn Indian Community of the Auburn Rancheria

Gene Whitehouse, Chairman | John L. Williams, Vice Chairman | Calvin Moman, Secretary | Jason Camp, Treasurer | Gabe Cayton, Council Member

February 8, 2018

Donna Keeler
County of El Dorado
2850 Fairlane Court
Placerville, CA 95667

Subject: US 50/ Ponderosa Road/ South Shingle Springs Interchange Improvements Project

Dear Donna Keeler,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and whose service area includes El Dorado, Nevada, Placer, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects. The UAIC would like to consult on this project. T-1-1

In order to ascertain whether the project could affect cultural resources that may be of importance to the UAIC, we would like to receive copies of any archaeological reports that are completed for the project. We also request copies of environmental documents for the proposed project so that we have the opportunity to comment on appropriate identification, assessment and mitigation related to cultural resources. Finally, we request and recommend that UAIC tribal representatives observe and participate in all cultural resource surveys. To assist in locating and identifying cultural resources, UAIC's Preservation Department offers a mapping, records and literature search services program. This program has been shown to assist project proponents in complying with the necessary resource laws and choosing the appropriate mitigation measures or form of environmental documentation during the planning process. If you are interested, please let us know. T-1-2

The UAIC's Preservation Committee would like to set up a meeting or site visit, and begin consulting on the proposed project. Based on the Preservation Committee's identification of cultural resources in and around your project area, the UAIC recommends that a tribal monitor be present during any ground disturbing activities. Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the documents requested above and consulting on your project. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or by email at mguerrero@auburnrancheria.com if you have any questions. T-1-3

Sincerely,

Gene Whitehouse,
Chairman

CC: Marcos Guerrero, CRM

Tribal Office 10720 Indian Hill Road Auburn, CA 95603 (530) 883-2390 FAX (530) 883-2380

Response to T-1, United Auburn Indian Community (UAIC) of the Auburn Rancheria, February 8, 2018

T-1-1: This comment is a statement that this project is within the Tribe's aboriginal territory, that the Tribe has concerns about development within this area, and that they would like to consult on the project. In 2015 a Supplemental HPSR/ASR was prepared to document efforts to identify supplemental cultural resource identification efforts and Native American consultation efforts, including consultation between the County and UAIC 2015 and 2016. At that time UAIC inquired as to whether any cultural resources were identified. Dokken Engineering sent a reply email stating that no Native American resources had been discovered but several historic era resources had been identified. UAIC responded stating they would like to continue receiving information on the project. Since 2015 no additional cultural information has been obtained by any Tribe or other information resource on the project. No change to the Draft IS-MND/EA-FONSI is necessary.

T-1-2: This comment is a standard initial request for copies of all cultural and tribal studies and environmental documents in anticipation of consultation. The comment also requests that tribal representatives observe and participate in cultural resource surveys. However, all studies have already been sent to the tribes and consultation has already occurred, as outlined in the IS-MND/EA-FONSI. No change to the IS-MND/EA-FONSI is necessary.

T-1-3: This comment is a request to set up a meeting or site visit and begin consultation on the project, and requests that a tribal monitor be present at any ground disturbing activities. Consultation on the project has already occurred in 2015 and the Shingle Springs Band of Miwok Indians was identified as the consultation lead on the project as outlined in the IS-MND/EA-FONSI. Through consultation with the Shingle Springs Band of Miwok Indians, requests were made to have a tribal monitor present during ground disturbing activities, and for a monitoring plan. Minimization measure CR-3 has been incorporated to ensure that the County will continue coordination with the Shingle Springs Band of Miwok Indians throughout project duration and that they will have the opportunity to provide tribal monitoring during construction. No change to the IS-MND/EA-FONSI is necessary

Comments and Responses—Other Organizations

Comment letters from five non-governmental organizations were received (see Table 2-1 at the beginning of this chapter). A copy of each of the letters and responses to the provided comments follow this page.

Comment Letter O-1, Durock Center

LETTER O-1

Durock Center
3044 Dos Vistas Drive
Shingle Springs, CA 95682

February 11, 2018

Ms. Donna Keeler
Principle Planner
El Dorado County Department of Transportation
345 Fair Lane
Placerville, CA 95667
Re: US 50/Ponderosa/South Shingle Springs Interchange Improvements Project ("Project")

Dear Ms. Keeler,

I am one of the owners of the property located at 4050 Durock Road (APN 109 040 39 per your document), Shingle Springs, CA. In reviewing the available documentation for the Project it appears that a partial taking of our property is proposed as part of the realignment of Durock Road in Alternatives 1 and 2. It also appears from the documentation that Caltrans and El Dorado County ("County") consider Alternatives 1 and 2 to be the most viable courses of action. We have a number of concerns regarding the Project's impact on our property as discussed below. O-1-1

Historically we have filled every parking space on the site very often, in fact almost every Sunday when we had churches as tenants. Even today the parking lot is filled several times a year. It appears from the Project maps that we could lose at least 13 and as many as 20 parking spaces due to having to relocate our sign, our entrances and potentially our propane gas tank. O-1-2

Currently we have several vacancies and one of the big selling points is the amount of parking. The churches especially love it. We have had two churches as tenants in the past for several years of occupancy. We have also had business, like dance studios, that require many parking spaces at certain times of the day/evening. In addition, the double ingress/egress to Durock Road is also a great selling point for potential tenants. We feel that any loss of parking will severely hamper our ability to lease spaces and damage the economic viability of our property. Therefore, we are against any plan that would lessen what are currently important aspects to our being able to provide existing and potential tenants of our property with adequate parking. O-1-3

We are also concerned about moving the marquee as it is now visible from the freeway and important to the economic viability of both current and future tenants. Having to relocate it further into the property could impact the visibility from the freeway. Such a loss of potential customer exposure will definitely impact both current tenants and our ability to lease space to new tenants. O-1-4

Additionally, we have concerns about the noise factor that will be enhanced on two sides of our property due to the closeness of the road (and the drastic curve created by realignment). The increased O-1-5

Comment Letter O-1, Durock Center

closeness alone will result in much more traffic noise both outside and inside the structure. The drastic curve in the road will also lead to louder noise due to traffic negotiating the curve. This potential and very likely condition is not adequately analyzed by the documents made available. O-1-5 cont'

Finally, we have very serious concerns about the highly dangerous driver safety issue that will be created by the 90 degree turn that will wrap around the east and north sides of our property on a road where traffic does and will continue to travel at speeds of 35-45+ miles per hour. The situation that the Project as proposed will create will certainly result in a dangerous threat to retail traffic entering and exiting our property. O-1-6

As things are, we cannot put the property on the market until a decision is made on which Alternative you are going to move forward with. Therefore we urge you to make a decision in a timely manner. O-1-7

For the reasons discussed above the owners of the property are unable to support any alternative that takes only a portion of the property.

Sincerely,

Lloyd Elliott
3044 Dos Vistas Drive
Shingle Springs, CA 95682

Response to O-1, Durock Center, February 11, 2018

O-1-1: Comment noted.

O-1-2: Comment noted.

O-1-3 & 4: The County recognizes the need to acquire right-of-way from multiple parcels, as discussed in section 2.1.3 (Community Impacts). Further discussion of the right-of-way acquisition process and property owner / business relocation rights is included in Appendix B (Title VI Policy Act) and Appendix C (Summary of Relocation and Benefits and Relocation Impact Memorandum).

The right-of-way acquisition process requires property owners from whom right-of-way is needed, be informed of the process and provided fair and just compensation for impacts to their property. Impacts related to signing, parking and other right-of-way related issues will be addressed through above described formalized process. While Appendix B and C reference Caltrans, the County will be the lead agency for right-of-way acquisitions for this project and will follow the same principles and procedures.

O-1-5: Noise related impacts to residents and businesses have been evaluated and discussion of this issue is included in Section 2.2.7 "Noise" of the Draft ISMD/EA (Pages 107-108). Where noise related impacts are identified, mitigation measure NOI-4 will be implemented. This will include the use of rubberized asphalt or open-grade asphalt on Durock Road to reduce road noise related impacts to a less than significant level, consistent with the El Dorado County General Plan, Noise Ordinance. Please see Table 24 (page 111), Figured 13 (page 113) and Table 26 (page 114) for reference.

O-1-6: Comment noted. Please see Master Response 2

O-1-7: Comment noted.

Comment Letter O-4, Shingle Springs Alliance

LETTER O-4

Comment on the Ponderosa Interchange project environmental assessment
Submitted by Shingle Springs Community Alliance 3/26/18

Thank you for the opportunity to comment on the proposed Highway 50 / Ponderosa Road interchange improvement project. We appreciate the safety aspects of a new overpass, including the sidewalks and bike lanes on both sides of the overpass. We do have specific comments which we summarize below. O-4-1

Our comments:

1. Will drivers be able to turn left into the Gold Harvest Market from eastbound Mother Lode Drive? If not, how does one access those businesses while eastbound on Mother Lode? If everyone has to go down to a stoplight to make a U-turn, will road improvements be necessary to accommodate vehicles stacked up waiting to pull a U-turn? O-4-2

2. The existing stoplight at French Creek and Mother Lode does not allow for a U-turn. Where will people who are forced to make a right turn from the businesses on the southeast corner of Ponderosa/Mother Lode make their U-turn to head west? Will the proposed changes inadvertently encourage drivers to make illegal U-turns along Mother Lode and cause safety issues to other drivers? O-4-3

3. We request a left turn lane be added to eastbound Mother Lode Drive to provide access to Gold Harvest Market businesses, if not already planned. O-4-4

4. Did the Initial Study include impacts to the Gold Harvest business owners who will likely suffer reduced business due to blocking them off from freeway traffic gong onto eastbound Mother Lode Drive (no easy access anymore without the left turn lane)? O-4-5

5. Will the proposed interchange at Sunset Lane/Durock Road and South Shingle Road result in high traffic loads on Sunset Lane? That road is not designed to handle high traffic loads. What studies have been performed to evaluate anticipated increased traffic loads on Sunset Lane? O-4-6

6. How will traffic flow out of the 76 station? Will the present-day stoplight remain? O-4-7

7. Re-routing North Shingle Road onto Ponderosa Road will result in a new stoplight in a new location. How will that affect the local businesses, including the Happy Kids Daycare? The new stoplight will be located very close to the daycare, and the morning and especially the afternoon traffic coming out of Ponderosa High School (southbound on Ponderosa Road) will back-up significantly, possible in front of the daycare and possibly the fire station. That could block entrance to and egress from those businesses, which would be a O-4-8

Page 1 of 4

Comment Letter 0-4, Shingle Springs Alliance

Comment on the Ponderosa Interchange project environmental assessment
Submitted by Shingle Springs Community Alliance 3/26/18

safety hazard. In the morning, parents driving northbound on Ponderosa Road have to turn left across Ponderosa Road into Happy Kids Daycare, while dodging heavy traffic going southbound on Ponderosa. How will the closer stoplight affect those trying to turn into Happy Kids Daycare in the morning? O-4-8 cont'

8. Shingle Springs is currently working on design standards, as directed by the Board of Supervisors on December 5, 2017. The interchange project could be approved before the Shingle Springs Design Standards are approved. How will the interchange project be coordinated to comply with the Design Standards? Concerns include, but are not limited to: O-4-9

   A. How much widening of Mother Lode Drive will be performed? It is anticipated that the Shingle Springs Design Standards will include a more natural-looking type of pathway, rather than urban-style concrete sidewalks - something that is more in line with the rural nature of the area and our vision of the commercial core ambience. How will the interchange project be coordinated with the new Design Standards? Can the sidewalk feature be extended down to the park site? There is no shoulder now, and that area is a dangerous area to walk. The recently constructed low income housing unit nearby generates foot traffic in this area. O-4-10

   B. The widening of the overpass will result in a significantly wider bridge, possibly twice as wide – how wide will it be? Given the 5 lanes of traffic, two sidewalks, and two bike lanes, it appears it will be very similar to the Scott Road overpass in Folsom (same number of lanes, sidewalks, and bike lanes), and perhaps the Missouri Flat Road overpass. Can the design elements be consistent with our community? Something decorative that has a rural feel and perhaps a railroad theme? What about fencing – will that be needed? Can that be minimized so it is not so ugly? O-4-11

9. The County has not completed its Scenic Corridor ordinance. Concerns have been raised about the potential degradation of the visual resource in this area – the top of the hill and overpass provide the first glimpse of the Sierra (Crystal Range) looking to the east from this location, and from eastbound 50. The County allowed this iconic view to be marred a few years ago by the lighted billboard just east of the project area over the objections of the community. The Initial Study document notes on Page 50 that this portion of US. Highway 50 is "…not an officially designated scenic highway." That statement minimizes and possibly dismisses the iconic view from this location, which conflicts with the finding in Table 5.3-1 that shows the Crystal Range in this area to be an Important Public Scenic Viewpoint. Based on the public backlash from the unsightly billboard, El Dorado County residents strongly feel that the viewpoint should be protected. O-4-12

Page 2 of 4

Comment Letter 0-4, Shingle Springs Alliance

Comment on the Ponderosa Interchange project environmental assessment
Submitted by Shingle Springs Community Alliance 3/26/18

10. The current overpass is fairly low profile, which minimizes the impact to the view to the east toward the mountains. The new design should maintain that low profile look, and not include tall structures on or near the overpass such as freeway signs, light posts, or tall chain link fencing. O-4-13

11. County staff assured several community members that the interchange project is intended to only accommodate development of the current general plan, not proposed projects beyond the general plan. What guarantee do residents have that this interchange project is not growth-inducing to accommodate projects that are beyond the density of current zoning districts? O-4-14

12. Concerns have been raised regarding the potential displacement of Halk Rentals to accommodate this project. Are the owners agreeable to this displacement? If not, we request that alternative designs be proposed to reduce or remove the negative impacts to this long-standing business. O-4-15

Page 3 of 4

Comment Letter 0-4, Shingle Springs Alliance

Comment on the Ponderosa Interchange project environmental assessment
Submitted by Shingle Springs Community Alliance 3/26/18

Table 5.3-1
Important Public Scenic Viewpoints

Viewpoint	Location No.[1]	Location	Direction	Scenic View or Resource[2]
Highways				
U.S. 50 westbound	1a	East of Bass Lake Road	South	Marble Valley (V)
	1b	Between South Shingle Road/ Ponderosa Road interchange and Greenstone Road	East	Crystal Range (V)
	1c	East of Placerville, various locations (state-designated scenic highway)	East, north, and south	Sierra Nevada peaks (V), American River canyon (V,R), lower Sierra Nevada ridgelines (V)
	1d	Echo Summit	East	Christmas Valley (V), Lake Tahoe (V,R)
U.S. 50 eastbound	2a	Between Echo Summit and Placerville (state-designated scenic highway)	West, north, and south	American River canyon (V,R), Sacramento Valley (V), lower Sierra Nevada ridgelines (V), Horsetail Falls (R)
	2b	Camino Heights	West	Sacramento Valley (V)
	2c	Bass Lake Grade	West	Sacramento Valley (V)
U.S. 49 northbound	3a	Coloma	All	Historic townsite of Coloma (Marshall Gold Discovery State Historic Park) (R)
	3b	Marshall Grade Road to Cool	East and west	Coloma Valley (V), American River (V,R), ridgelines (V), rolling hills (V)
	3c	North of Cool Quarry	North	Middle Fork American River Canyon (V,R)
U.S. 49 southbound	4a	Pedro Hill Road to Coloma	East and west	Coloma Valley (V), American River (V,R), Mt. Murphy (V,R), rolling hills (V)
	4b	Coloma	All	Historic townsite of Coloma (Marshall Gold Discovery State Historic Park) (R)
	4c	South of Crystal Boulevard	East and south	Cosumnes River canyon (V), ridgelines (V)

EDAW
May 2003

5.3-3

El Dorado County General Plan EIR
Visual Resources

EXHIBIT E

Page 4 of 4

Response to O-4, Shingle Springs Alliance, March 26, 2018

O-4-1: The commenter expresses thanks for opportunity to comment and appreciation of the safety aspects of the new overpass, including several project components. Comment noted. No response is necessary.

O-4-2: Please see Master Response 1.

O-4-3: Please see Master Response 1.

O-4-4: Please see Master Response 1.

O-4-5: Please see Master Response 1.

O-4-6: The Motherlode Drive / Sunset Lane intersection was analyzed for traffic volumes and movements. The intersection will operate at acceptable levels of service under each of the three Build Alternatives. Please see Traffic Study (page 2, table ES-1, intersection #6). Please see Master Response 2.

O-4-7: Please see Master Response 1.

O-4-8: Please see Master Response 2.

O-4-9 through O-4-11: The commenter is expressing concerns about the project's consistency with the Shingle Springs community design standards which are under development and have not yet been adopted, and concerns that that project's design elements remain consistent with the community. The project cannot be evaluated at this time against design standards that have been completed or adopted. However, there will be opportunities for additional public input regarding final design and aesthetic treatments of the proposed interchange throughout the final design process. Further, the new external treatments, such as texture and paint color, will match the theme of new interchanges within the El Dorado County U.S. 50 corridor, specifically, the El Dorado Hills Boulevard Interchange and the Missouri Flat Road Interchange. These changes are considered consistent with the existing character of the area.

O-4-12 and O-4-13: The portion of U.S. 50 east of the South Shingle Road/Ponderosa Road interchange and west of Greenstone Road, looking east toward the Crystal Range, was identified as a scenic viewpoint in Table 5.3-1 and Exhibit 5.3-1 of the El Dorado County General Plan Draft Environmental Impact Report (DEIR). General Plan Goal 2.6 seeks to protect and improve scenic values along designated scenic road corridors. General Plan Policy 2.6.1.1 requires that a Scenic Corridor Ordinance be prepared and adopted establishing standards for the protection of identified scenic local roads and State Highways. Also, General Plan Policy 2.6.1.2 states "Until such time as the Scenic Corridor Ordinance is adopted, the County shall review all projects within designated State Scenic Highway corridors for compliance with State criteria." The portion of U.S. 50 inside the project area is not an officially designated scenic highway and is located just west of the portion of U.S. 50 identified as a scenic viewpoint within the DEIR.

As stated in Section 2.1.6 of the Draft IS/MND-EA/FONSI, "completion of the proposed project will introduce a permanent physical change through construction of a 5-lane overcrossing to replace the existing 3-lane structure, exposing travelers to altered external bridge treatments." The proposed interchange improvements would not increase the height of the interchange structure significantly. Therefore, the proposed project would not deteriorate the existing eastbound U.S. 50 view of the Crystal Range near the crest of the highway. Further, Section 2.1.6 states "viewer exposure will be

brief and peripheral due to high travel speeds. Resident commuters may notice a new overcrossing; however, it will be of similar construction to the existing structure. Further, the new external treatments, such as texture and paint color, will match the theme of new interchanges within the El Dorado County U.S. 50 corridor, specifically, the El Dorado Hills Boulevard Interchange and the Missouri Flat Road Interchange. These changes are considered consistent with the existing character of the area and therefore impacts are less than significant."

The proposed interchange fencing, lighting, and signage would be regulated by Caltrans standards and specifications. The existing billboards east of the project site are not a part of this project. The Comments are noted.

O-4-14: The proposed interchange improvements accommodate planned growth in the area as it is currently anticipated within the County's General Plan based on the General Plan Land Use Diagram. The proposed interchange improvements do not address planned/future growth within the project area above what is anticipated in the General Plan, thus is not considered growth inducing. Approval of any developments would require an analysis for consistency with the General Plan, and any project with proposed amendments to the General Plan would in turn require additional traffic impact analysis to demonstrate how the projects would mitigate impacts resulting from growth that is higher than what is currently anticipated in the General Plan.

O-4-15: Comment noted. The County recognizes the need to acquire right-of-way from multiple parcels, as discussed in section 2.1.3 (Community Impacts). Further discussion of the right-of-way acquisition process and property owner / business relocation rights is included in Appendix B (Title VI Policy Act) and Appendix C (Summary of Relocation and Benefits and Relocation Impact Memorandum).

The right-of-way acquisition process requires property owners from whom right-of-way is needed be informed of the process and provided fair and just compensation for impacts to their property. Impacts related to business, possible relocation, and other right-of-way related issues will be addressed through above described formalized process. While Appendix B and C reference Caltrans, the County will be the lead agency for right-of-way acquisitions for this project and will follow the same principals and procedures.

Comments and Responses—Individuals

Comment letters from 14 individuals were received (see Table 2-1 at the beginning of this chapter). A copy of each of the letters and responses to the provided comments follow this page.

Comment Letter I-1, Phil Glatz

2/13/2018 Edcgov.us Mail - U.S. 50/Ponderosa Road/South Shingle Springs Interchange Improvements Project LETTER I-1

Donna Keeler <donna.keeler@edcgov.us>

U.S. 50/Ponderosa Road/South Shingle Springs Interchange Improvements Project
3 messages

Phil Glatz <phil@pglatz.com> Mon, Jan 29, 2018 at 6:36 PM
To: donna.keeler@edcgov.us

Hello Ms. Keeler-

I received a public notice today about the U.S. 50/Ponderosa Road/South Shingle Springs Interchange Improvements Project, but could find no details on what the changes are to be.

It said to go to https://www.edcgov.us/government/dot/projects/pages/projects.aspx to review the documents, but the link there had a link to a pdf of the notice, and an interactive map that had a few shaded areas, but no details about the proposed changes. I-1-1

Is there more information online somewhere that details what the changes would be? My family is curious, since we use the interchange quite often, and would look forward to improvements that would reduce congestion and add safety.

thanks you, Phil Glatz

Donna Keeler <donna.keeler@edcgov.us> Tue, Jan 30, 2018 at 8:37 AM
To: Phil Glatz <phil@pglatz.com>
Bcc: Adam Bane <adam.bane@edcgov.us>

Hi Phil,
Thank you for your email and I apologize for the problems reaching the information page. Our website can be confusing. When you go to the project page, click on the link "To access Public Environmental Documents click here" (also below). From there you will be routed to a list of documents that provide a description of the project and the alternatives being considered. I would recommend starting with the top of the list and moving down from there.
Try that and if you still have trouble, please let me know.
Thanks,
Donna

- To access Public Environmental Documents click here

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Donna Keeler
Principal Planner
County of El Dorado
Community Development Services
Transportation Department
2850 Fairlane Court
Placerville, CA 95667
(530) 621-3829 / Fax (530) 626-0387
donna.keeler@edcgov.us

Phil Glatz <phil@pglatz.com> Tue, Jan 30, 2018 at 9:10 AM
To: Donna Keeler <donna.keeler@edcgov.us>

Thanks!
[Quoted text hidden]

[Quoted text hidden]

https://mail.google.com/mail/u/0/?ui=2&ik=a77f091909&jsver=RqHDBzBcPso.en.&view=pt&as_has=Ponderosa&as_sizeoperator=s_sl&as_sizeunit=s_... 1/2

Comment Letter I-1, Phil Glatz

Response to I-1, Phil Glats, January 29, 2018

I-1-1: The commenter requested web access to additional information on the project. County responded via email on January 30, 2018.

Comment Letter I-2, Teddy McGraw

LETTER I-2

Donna Keeler <donna.keeler@edcgov.us>

Ponderosa Road Interchange
1 message

Adam Bane <adam.bane@edcgov.us> Tue, Feb 6, 2018 at 11:52 AM
To: Teddy McGraw <tnbmcgraw1777@gmail.com>
Cc: Donna Keeler <donna.keeler@edcgov.us>

Good morning Teddy,

It was nice to speak with you again. I've marked up a couple of exhibits to show the right-of-way impacts needs of the project from your parcels (APNs 070-250-69 & 70). The project documents were created prior to your boundary line adjustment and reflect the prior parcel numbers (APNs 070-250-05 & 15). In reviewing the history, the parcel configurations have changed; however, it appears as though the right-of-way needs of the project remain the same.

The right-of-way needs for the Interchange are dependent upon the alternative that is ultimately chosen.

Alternative 1 realigns North Shingle Road to an intersection adjacent to your parcel (See RW-104).

Alternative 2 realigns North Shingle Road and continues west across Ponderosa Road, tying into Wild Chaparral Drive and impacts your parcels to a greater extent (See RW-204,205,208). I-2-1

Alternative 3 does not realign North Shingle Road; however, Ponderosa Road is widened in this alternative and right-of-way is needed for this alternative as well (See RW-304).

The Board of Supervisors will ultimately select the preferred alternative. The public comment period which has been extended to March 26, 2018 (Updated revised notice forthcoming), is the appropriate time to provide your opinion on the preferred alternative as well as any other input you may have.

Please take a look and feel free to give me a call with any questions.

Sincerely,

Adam Bane
Senior Civil Engineer

County of El Dorado
Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5983 / FAX (530) 626-0387
adam.bane@edcgov.us

2 attachments

Ponderosa right-of-way exhibit.pdf
3496K

Detmold LP - McGraw Parcel exhibit.pdf
794K

Response to I-2, Teddy McGraw (Response from A. Bane), February 6, 2018

I-2-1: See email response from Staff to oral comment. .

Comment Letter I-3, Mike Bean

2/13/2018 Edcgov.us Mail - Camino Heights and N Shingle projects LETTER I-3

Donna Keeler <donna.keeler@edcgov.us>

Camino Heights and N Shingle projects

3 messages

Mike Bean <mike@rivervilla.com> Tue, Feb 6, 2018 at 5:29 AM
To: Donna Keeler <donna.keeler@edcgov.us>

Is Camino Heights underpass going to happen soon? Seems like a important connection from El Dorado Trail to Carson Rd although I think it would be interesting to continue EDT to Snows Rd on south side of 50. I saw public meeting on N Shingle exit, I have commuted through on bike on many occasions and will try to attend workshop. Finally it would appear Durock Rd is ready for repaving, if so 2 foot shoulders where possible would be a great improvement. I-3-1

Plan to attend Bike Friendly 50 meeting this Friday, we really need a group in EDC.

Hope you and family are well,

Mike

Donna Keeler <donna.keeler@edcgov.us> Tue, Feb 6, 2018 at 1:10 PM
To: Mike Bean <mike@rivervilla.com>

Hi Mike,

It's great to hear from you! The Camino Height underpass is only partially funded, but the goal is to begin construction in 2020 (pending full funding). We're also applying for grant funds to connect the EDT to Carson Road. (With the update to the Active Transportation Plan coming up, we should take a look at a Snows Road connection).

Note, the public meeting on the US 50/Ponderosa/N Shingle interchange has been moved to February 21st at 6:00 PM. We also extended the comment period. Attached is the revised flyer.

I'll share your comments on Durock Road with Brian Mullens. I would like for him to meet you, so I'll set something up in the next couple of weeks.

Talk to you soon,
Donna

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Donna Keeler
Principal Planner
County of El Dorado
Community Development Services
Transportation Department
2850 Fairlane Court
Placerville, CA 95667
(530) 621-3829 / Fax (530) 626-0387
donna.keeler@edcgov.us

Pondo Public Notice Extension Update.docx
159K

Mike Bean <mike@rivervilla.com> Wed, Feb 7, 2018 at 6:16 AM
To: Donna Keeler <donna.keeler@edcgov.us>

My thought was underpass would be connection from EDT to Carson. I hope project gets funded and started. I took us 15 minutes to find a gap to cross Hwy 50 at Camino Heights on one of our bike tours. We rode from Coloma to Apple Hill

Comment Letter I-3, Mike Bean

last Sunday and I was wondering about the missing link. I need to figure out land ownership (1 parcel?) and hike what seems like a likely possibility:

https://ridewithgps.com/routes/11511342

Half is old rail bed and is already used, half might parallel Hwy 50 if topology allows. It would connect Camino Heights to a school if that makes it more competitive for funds.

Unfortunately the week of Feb 21st is Dawn's school break and my new "job" is to plan bike tours whenever Dawn has a break. If weather holds we will be riding Sonoma coast. As for interchange, I had hoped for N Shingle Rd to have earlier merge on to eastbound lane. There is a lot happening at that intersection. Too bad a fly over or roundabout can't increase capacity. I-3-2

In addition to Durock Rd there is the primitive dirt trail connecting Wild Chaparral to Palmer on north side Hwy 50. Not sure current state, it usually gets real muddy in winter. Crews were using dirt road to replace power poles. I believe parcel is part of Pine Hill Preserve. I believe that a bike route other than EDT needs to be considered from Placerville to Folsom. Here was a start:

https://ridewithgps.com/routes/9695189

Yes would love to meet new maintenance director. I also heard from Bary Smith (Marshall Gold Discovery SHP) that Dan Bolster got $130K for planning improvements on Hwy 49 between Mt Murphy Bridge and Hwy 49 Bridge (through park). Barry is supportive of bike/ped improvements in park. Vicki Sanders also mentioned wanting bike lanes from Hwy 49 to Henningsen Lotus Park, honestly 2 foot shoulders would be a big help and to Bassi Rd should be goal if possible.

Lots here, no need to respond.

Thanks,

Mike
[Quoted text hidden]

[Quoted text hidden]

Response to I-3, Mike Bean, February 6, 2018

I-3-1: Comment noted. The County responded by email on February 6, 2018.

I-3-2: Comment noted. The County responded by email on February 6, 2018.

Comment Letter I-4, Roy E. Jones, Jr. and Diana A. Jones

LETTER I-4

February 9, 2018

Mrs. Donna Keeler
Principal Planner
El dorado County Department of Transportation
1850 Fairlane Court, Bldg. C
Placerville, CA 95667

Mrs. Keeler,

We are sending this letter in response to the public notification of a proposed Improvement to the Exit 37 U.S. 50/Ponderosa Rd. interchange. We have lived approximately 0.7 miles north of the interchange off of North Shingle Road for 45 years and have experienced the growth in our community and resulting traffic.

I-4-1

We heartily approve of the proposed improvements and hope the funding and authorizations are timely. Please plan for future growth because it is inevitable.

Thank you for the efforts to ease the traffic problems. Hope this helps.

Roy E. Jones, Jr. & Diana A. Jones

3550 East View Drive
Shingle Springs, CA 95682
Res. Tele: (530) 677-2795

Response to I-4, Roy E. Jones, Jr. and Diana A. Jones, February 9, 2018

I-4-1: This comment expresses support for the project but does not address the adequacy of the environmental analysis. No further response to the comment is necessary.

Comment Letter I-5, Gary Baldock

2/15/2018 Edcgov.us Mail - Ponderosa Road/South Shingle Interchange Improvements LETTER I-5

Donna Keeler <donna.keeler@edcgov.us>

Ponderosa Road/South Shingle Interchange Improvements

2 messages

gary baldock <garybaldock28@gmail.com> Wed, Feb 14, 2018 at 12:44 PM
To: donna.keeler@edcgov.us

Dear Ms. Keeler,
I have had a chance to review the Ponderosa Interchange plans and agree they are sorely needed. I am a retired El Dorado County Deputy Fire Marshall and have had experience reviewing various projects that have been proposed for the area. I also live down South Shingle Rd. I believe that plan #2 best serves the area. The reason I disagree with plan#1 is that the proposed road that will connect Ponderosa Rd and Wild Chaparral West of Ponderosa Rd is not needed unless there are plans to extend Wild Chaparral through to Cameron Park Drive. I-5-1

I have dealt with projects who have explored the concept of bringing Wild Chaparral through to Cameron Park Dr. in the past but the area between to two roads is blocked by a refuge for an endangered plant (I don't recall the name of the plant). The folks who control that area will fight for that property to remain undeveloped even for an easement to allow the two roads to intersect. Unless there has been movement in obtaining that right of way, the proposed new road between Ponderosa Rd and Wild Chaparral does nothing to improve traffic flow in the area. I-5-2

With other proposed projects slated for the area around the Ponderosa Rd Interchange the improvement of the traffic flow in the area is a must to avoid gridlock.

Thank you for your time.
530.919.1683
garybaldock28@gmail.com

--
Gary

Donna Keeler <donna.keeler@edcgov.us> Thu, Feb 15, 2018 at 9:19 AM
To: gary baldock <garybaldock28@gmail.com>
Cc: Adam Bane <adam.bane@edcgov.us>

Dear Gary,
Thank you for sending us your comments and recommendations on the MND for the Ponderosa Road / South Shingle Road Interchange Improvements. Your comments will be considered as part of the official record.

In case you have not heard, I wanted you to know the public information workshop for this project has been moved to February 21st. Details are below. We deeply apologize for the inconvenience.

Public Information Workshop NEW Date:
February 21, 2018
6:00 PM
El Dorado County Planning Commission Hearing Room
2850 Fairlane Court, Placerville

Please do not hesitate to contact me if you have additional questions.

All my best,
Donna

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Comment Letter I-5, Gary Baldock

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Donna Keeler
Principal Planner
County of El Dorado
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2850 Fairlane Court
Placerville, CA 95667
(530) 621-3829 / Fax (530) 626-0387
donna.keeler@edcgov.us

Response to I-5 Gary Baldock, February 14, 2018

I-5-1: Comment noted.

I-5-2: Comment noted.

Comment Letter I-6, Dr. Jonathan M. Nielson, PhD

LETTER I-6

February 28, 2018

Re: Public Comment US50/Ponderosa Road/ South Single Springs
Interchange Improvement Project

El Dorado County Department of Transportation

After careful review of the proposed project and its four alternatives, I am persuaded that Alternative #2 most adequately addresses the need and stated rationale and will have impacts, environmental and otherwise, that are acceptable as required by SEQUA and NEPA. I-6-1

Thank you.

Dr. Jonathan M. Nielson, PhD
4341 Hillwood Dr
Shingle Springs, CA 95682
530 677-9951
aranmore469@hotmail.com

Response to I-6, Dr. Jonathan M. Nielson, PhD, February 28, 2018

I-6-1: Comment noted.

Comment Letter I-7, Rebecca Perry

3/14/2018 Edcgov.us Mail - Proposed changes at 50 and Ponderosa LETTER I-7

Donna Keeler <donna.keeler@edcgov.us>

Proposed changes at 50 and Ponderosa

3 messages

Rebecca Perry <rpjr99@gmail.com> Wed, Mar 14, 2018 at 11:36 AM
To: donna.keeler@edcgov.us

Hello Donna
I spoke with you a while back. Thank you for taking the time to speak with me. You asked if I would email my concerns regarding proposed changes and the current hazardous situations I see daily near this interchange.

As I mentioned have been a resident of Shingle Springs since 1991. I live off of Mother lode on Childhood Ln one mile from interchange and about a block from where one turns for Buckeye School.

In regards to the interchange. Not sure what the total interchange solution is but the County, Department of Transportation, Caltrans, whomever responsible need to correct some issues NOW that are obviously problems before tearing up or changing things more. With the changes I have seen in the last 3-5 years its like putting a small bandage on a major wound that just festers. Whomever is doing these studies needs a lot more time in the field to be accurate on the impacts of this interchange. A few years back I know it took people going out in the field after the fact to see what a mess happened off the exit (heading east) when they tried to put two lanes to go left on to Ponderosa and only one lane for going straight on Mother Lode and also right on South Shingle.

I would be interested to know how the 76 gas station was allowed to go in. This was a bad decision and whom ever allowed this without extensive research on the impacts should be reprimanded. This created more problems 10 fold off freeway ramp, heading south on South Shingle, Durock and on Mother Lode. It was bad enough with the short space between the two light moving 3 cars through to make a left from Durock or right on South Shingle and the gas station just added more delays and congestion. The North side of freeway is not much better on North Shingle but will not address that right now.

The lights aren't synchronized correctly at all to move people off Durock, or freeway exit to turn right onto South Shingle and now with the far right lane off freeway noting right OR straight you are getting more back up on freeway ramp where people can't make right turns as easy as before. Also the far right lane coming off the freeway now noting right OR straight has created a another mess on Mother Lode. It is growing daily and someone is really going to be hurt or killed there. I have seen a least 6 incidents in the last 3 weeks, one actually today.

I-7-1

On Mother Lode the with the far right lane also going straight now have creating the following:
1. The uninformed person not knowing the lane ends immediately past the gas station ends up in a area that almost looks like a driveway to the auto store or in the ditch.
2. Many individuals are now using that far right lane to go straight, and KNOW DAM WELL that lane ends immediately. Those individuals hit the gas petal (Ricky Road Racers) with no respect to others that are in the lane going straight then pushing people into the left hand turn lane that goes into Gold Harvest or almost or being side swiped.
3. In many cases you just have plain road rage ending with the Ricky Road Racers that are pushing everyone get pushed themselves into the ditch, sad but true. Gas station was BAD decision. Far right lane to go straight or right bad idea.
4. The bike lane is a joke, and dangerous with the current situation of that lane lane ending immediately and now people pushing each other to merge into one lane.

There are numerous people who now use Mother Lode as a FREEWAY or back road to avoid highway 50. This has been growing dramatically in last 3-5 years. People going 65 plus MPH fly by our street, then in many cases have to slam on breaks, swerve, cause a side swipe, or rear end people making a left to Buckeye School. Its ridiculous! Peak hours of school drop offs in morning or afternoon 2:45 PM to maybe 3:30 PM particularly Mother Lode can be backed up almost to small park in Shingle Springs, and dangerous to even make a left out of Childhood Ln. I have spoken to the county about Buckeye School and Mother Lode and slowing the speed down, and at least putting in left turn lane if not a stop light. They say they cant do anything noting basely not enough incidents there and for some reason it must be 50 MPH to enforce radar. Maybe not enough reported incidents but there are numerous incidents there bottom line. If a officer parked down off Holiday lake road I would bet could write 15-20 tickets a day unless backed up because of individuals making a left, or the bus dropping a child off on right side. At night on weekends the speeding really increases.

I read the 30 pages of proposal but seems like some of the statistics don't seem accurate especially reaching into 2025-2035. You mentioned one item which I didn't see in document which was removing the left hand turn into Gold Harvest presumably to smooth two lanes into one. That idea seems as bad as the gas station and doesn't make sense. Then

https://mail.google.com/mail/u/0/?ui=2&ik=a77f091909&jsver=kBTDgkPpgMA.en.&view=pt&search=inbox&th=16225eb9fb19b0c0&siml=16225ccaf651... 1/3

Comment Letter I-7, Rebecca Perry

those Ricky Road Racers using the right lane off the ramp to go straight on Mother Lode will just push people into oncoming traffic when going down to one lane causing more incidents. No easy way to end smoothly from two to one lane along there as there are to many businesses along Mother Lode. Also with the center lane at least people can make right or left into most of the businesses along there. Secondly a lot of people going straight or live on Ponderosa heading north stop at that store before going home. Its pretty easy to get out of Gold Harvest making a left back onto Mother Lode or two easy right hand turns to get back on Ponderosa. Its a pretty clean store and would destroy there business. Also one proposed alternative the report mentioned was removal of one business which one do you know? If any should be the 76 gas station!

Few suggestions I would recommend. They shouldn't cost the millions being proposed or waiting years to get done but help eliminate some of the congestion we currently have and reduce incidents.

1. On the freeway off ramp exit (heading east) place two large sign getting off ramp noting "RIGHT LANE =RIGHT TURN & GAS ONLY " and enforce it! Give a warning then a ticket it might stop the Ricky Road Racers. Or put it back the way it was right turn only.

2. Widen the one lane you have off the exit (heading east) so people going straight or right can move up the line . There is almost enough room now to do that. There are a lot of people who are not turning left but are sitting because of only one lane off freeway. The same situation is true at Cameron Park exit. One long lane has never been acceptable going into three lanes that close to the light.

3. On Durock widen one lane to two heading east as far back as possible from stop light, enough room to do it now and wouldn't need to take much land or asphalt. A lot of people trying to turn right can't and it just backs up Durock even more.

4. On Mother Lode heading east reduce speed to 40 MPH beyond the park and especially past the school. If the signs they put in about school crossing and crosswalk think they are slowing people down they aren't. I really had to laugh at that one with the speed set at 50 MPH that's something you don't see to often in a school zone. They need to put in left hand lane to turn to school or light which there is plenty of room to do so. They put in a light at French Creek which doesn't have half the congestion as the left turn off Mother Lode to Buckeye school why? If that light was put in because of a planned development project to move people out onto Mother Lode that is another joke because that light isn't enough to help the problem with Mother Lode traffic its a freeway! Maybe if Mother Lode was 40 or 45 and enforced people would stop using it as freeway and go to further on Highway 50 to other exits reducing traffic off Ponderosa exit. I-7-1 Cont'

5. Synchronize the lights better! Example getting off freeway exit (heading east) wanted to make right hand turn onto South Shingle and then turn right on Durock . I had to wait until green light (which never had to do before) because two people in front of me where going straight and yes they were Ricky Road Racers. Finally got green light didn't go anywhere because the three cars on South Shingle had red light sitting going nowhere either.
Also heaviest traffic especially peak hours driving North Shingle trying to make a left have sat there through five lights at times moving very few cars. Yet there is very low traffic flow coming off ramp (heading west) nor on West Chaparral.

The four short stop lights across North and South side of freeway cause a lot of back up and the gas station didn't help. I know long term planning is needed but shouldn't take until 2025 to make happen. Please don't just keep using bandages it isn't working. Please have the people making the changes use some common sense, real time out in field and make it happen.

It was difficult to read the maps of proposed planning and unfortunately I could not make the meeting. But just looking at exit ramp (heading west) it runs parallel to North Shingle and the one lane goes clear back to curve by health club . Couldn't merging the exit ramp (heading west) and North Shingle eliminate the short light and help move traffic across the freeway and also reduce delays with moving people off North Shingle by just reducing the short light? Then you could have two left lanes, one straight, and one right lane. Would still need long exit to get people to be able merge right or left. They did pretty good job at Sunrise with one short lane then to two and then to four. Yes you would lose the small park and ride on the east side which is the same thing could be done on the south side with more expense involved. I read something about taking Durock down to Sunset which doesn't make sense to me at all for a number of reasons.

Before the plans and actions deal with bike lanes, pedestrians walk ways, park and rides areas and more development please focus on getting our cars around for the safety of our children, teenagers, mid age people, and elderly who drive these roads.

Sincerely,
Rebecca Perry

Response to I-7, Rebecca Perry, March 14, 2018

I-7-1: Comments noted. Please see Master Responses 1 & 2.

Comment Letter I-12, Teddy McGraw

4/2/2018 Edcgov.us Mail - Ponderosa Road Interchange LETTER I-12

Donna Keeler <donna.keeler@edcgov.us>

Ponderosa Road Interchange
2 messages

Teddy McGraw <tnbmcgraw1777@gmail.com> Fri, Mar 23, 2018 at 2:57 PM
To: donna.keeler@edcgov.us
Cc: adam.bane@edcgov.us, Dave Bolster <dbolster@erarealtycenter.com>

March 23, 2018

Ms. Donna Keeler, Principal Planner
El Dorado County Dept. of Transportation
2850 Fairlane Court, Building C
Placerville, CA 95667

Re: US 50/Ponderosa Rd/South Shingle Springs Interchange Improvements Project

Dear Ms. Keeler:

I am the General Partner of the Detmold Limited Partnership: a family business that owns 2 parcels which would be affected by all three proposals for the above project. Our parcel numbers were: 070-250-05 and 070-250-15; however, we did a boundary line adjustment in 2016 and the new parcel numbers are: 070-250-69 and 070-250-70. One parcel is residential, and the other parcel is a combined zoning of commercial and residential. Although your records do not indicate the combined zoning, there were no changes made in the last General Plan to change our zoning. I-12-1

Here are our views on the different alternatives proposed:

Alternative 1 would obviously impact us the least and is therefore **our alternative of choice**. It is our understanding that this alternative would only require frontage for a road sign and a little bit for widening the road.

Alternative 2 would run through both pieces of our property, and anything (**IF** anything) left would be unsellable as there would be little remaining for anyone to build on. Not to mention the fact that no one would want residential property next to an off ramp! The worst part of this alternative for us is that according to our sources, currently there is NO funding for this project, and it is estimated it could take 10 years or more to get the funding! What do we do in the meantime? We would have to disclose the County/State's plans and then who would want to buy the property? We would be left paying taxes, insurance, etc. for 10 years! (Please note: I'm 71, my siblings are 70, 59 and 57 – WE DO NOT WANT TO WAIT TO SELL!) **We do NOT want this alternative!** I-12-2

https://mail.google.com/mail/u/0/?ui=2&ik=a77f091909&jsver=iM8e9KVjh8k.en.&view=pt&search=inbox&th=162551399c4d1e2c&siml=16254ddaf3a77d7f&siml=1625

Comment Letter I-12, Teddy McGraw

Alternative 3 would be our **second choice** as it again shaves some area off the front of our properties, but it would still leave us with properties large enough that they could be sold. I-12-2 Cont'

This project has been presented to the community more than once and has been reported in the newspapers. Our desire is that the Board of Supervisors **make a decision**. We feel this project has left us in limbo too long. I-12-3

We hope the County will include our opinions in their decision-making.

We will look forward to hearing which alternative is selected.

Sincerely,

Teddy Albusche McGraw
General Partner, Detmold LP
1777 E Moonshroud Dr.
Oro Valley, AZ 85737

cc: Dave Bolster (realtor), Adam Bane

Adam Bane <adam.bane@edcgov.us> Fri, Mar 23, 2018 at 3:55 PM
To: Teddy McGraw <tnbmcgraw1777@gmail.com>
Cc: Donna Keeler <donna.keeler@edcgov.us>, Dave Bolster <dbolster@erarealtycenter.com>

Hi Teddy,

Just wanted to let you know we received your comments.

Thank you for your involvement in the project.

Adam Bane
Senior Civil Engineer

County of El Dorado
Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5983 / FAX (530) 626-0387
adam.bane@edcgov.us

[Quoted text hidden]

Response to I-12, Teddy McGraw, March 23, 2018

I-12-1: Comment noted.

I-12-2: Comment noted.

I-12-3: Comment noted.

I-12-4: Comment noted.

Comments and Responses—Comment Cards

A Public Informational Workshop was conducted on February 21, 2018 and public comment was taken at the meeting using comment cards. Comment cards from 17 individuals were received (see Table 2-1 at the beginning of this chapter). A copy of each of the comment cards and responses to the provided comments follow this page.

Comment Card C-1, Barbara Todd

COMMENT CARD C-1

US-50/Ponderosa Road Interchange Improvements Public Meeting
Wednesday, February 21, 2018

Comment Card

Comments: Please designate Ponderosa Road in front of Fire Station 28 as "keep clear at all times" on pavement; please study if a light signal is appropriate to allow the Fire Station egress ~~for calls~~ freely during any traffic load time. I want the Fire Dept to be able to respond to any call & not be subject to traffic backups. C-1-1

Comments may be submitted today at this meeting, by email to: US50PonderosaIC@edcgov.us or by mail to: Community Development Services, Department of Transportation, Attn: CIP 71333 Project Manager, 2850 Fairlane Court, Placerville, CA 95667. Additional information can be found at https://www.edcgov.us/Government/dot/projects/Pages/US-50-at-Ponderosa-Interchange-Improvements-Project.aspx

Your Contact Information (Optional):

Name: Barbara Todd

Address: 3494 Ramada Way, Shingle Springs, CA 95682

Email: barbara_todd@att.net **Phone:** 530-677-5317

Response to C-1, Barbara Todd, February 21, 2018

C-1-1: Please see Master Response 2.

Comment Letter C-4, Ryan Waggoner

COMMENT CARD C-4

US-50/Ponderosa Road Interchange Improvements Public Meeting
Wednesday, February 21, 2018

Comment Card

Comments: - CONCERN TO ADDED VOLUME OF TRAFFIC ON SUNSET W/ REROUTING OF DUROCK RD. PLEASE CONTINUE ROADWAY IMPROVEMENT EAST TO MOTHERLODE DRIVE. C-4-1

- CONCERNED ABOUT NEGATIVE IMPACTS W/ NO LEFT TURN LANES INTO HARVEST MARKET BUSINESS. C-4-2

Comments may be submitted today at this meeting, by email to: US50PonderosaIC@edcgov.us or by mail to: Community Development Services, Department of Transportation, Attn: CIP 71333 Project Manager, 2850 Fairlane Court, Placerville, CA 95667. Additional information can be found at https://www.edcgov.us/Government/dot/projects/Pages/US-50-at-Ponderosa-Interchange-Improvements-Project.aspx

Your Contact Information (Optional):

Name: RYAN WAGGONER

Address: 4099 LAKEVIEW DR, SHINGLE SPRINGS CA 95682

Email: ryan.susan24@gmail.com **Phone:** 530-518-6082

Response to C-4, Ryan Waggoner, February 21, 2018

C-4-1: Please see Master Response 2.

C-4-2: Please see Master Response 1.

Comment Letter C-6, Jenny Montivo

COMMENT CARD C-6

US-50/Ponderosa Road Interchange Improvements Public Meeting
Wednesday, February 21, 2018

Comment Card

Comments: As it may be 10 yrs plus before this is done. The synchronizing of the lights needs to be better. Traveling South towards Hwy 50 we sit for way too long, watching no one at the opposite end. Please time these better

C-6-1

Comments may be submitted today at this meeting, by email to: US50PonderosaIC@edcgov.us or by mail to: Community Development Services, Department of Transportation, Attn: CIP 71333 Project Manager, 2850 Fairlane Court, Placerville, CA 95667. Additional information can be found at https://www.edcgov.us/Government/dot/projects/Pages/US-50-at-Ponderosa-Interchange-Improvements-Project.aspx

Your Contact Information (Optional):

Name: Jenny Montivo

Address:

Email: _____ **Phone:** 530-676-9433

Response to C-6 Jenny Montivo, February 21, 2018

C-6-1: Comments are noted and will be shared with Caltrans for consideration of reviewing the traffic signal timing throughout the existing interchange.

Comment Letter C-12, Natalie Fletterick

COMMENT CARD C-12

US-50/Ponderosa Road Interchange Improvements Public Meeting
Wednesday, February 21, 2018

Comment Card

Comments: Construction will cause too much disruption!! We need to keep things as they are. We do not need this here!! C-12-1

Comments may be submitted today at this meeting, by email to: US50PonderosaIC@edcgov.us or by mail to: Community Development Services, Department of Transportation, Attn: CIP 71333 Project Manager, 2850 Fairlane Court, Placerville, CA 95667. Additional information can be found at https://www.edcgov.us/Government/dot/projects/Pages/US-50-at-Ponderosa-Interchange-Improvements-Project.aspx

Your Contact Information (Optional):
Name: Natalie Fletterick
Address: 3756 Whispering Pines Shingle Springs
Email: _____ Phone: 209 598 2733

Response to C-12 Natalie Fletterick, February 21, 2018

C-12-1: Comment noted.

Comment Letter C-20, Unknown Author

COMMENT CARD C-20

US-50/Ponderosa Road Interchange Improvements Public Meeting
Wednesday, February 21, 2018

Comment Card

Comments: Accessability to Gold Harvest Plaza. For customers as well as Emergency Vehicles is top priority. To restrict in any way the easy access to the plaza by building a medium down the center would impede customers as well as emergency crews. Not good!!! C-20-1

Comments may be submitted today at this meeting, by email to: US50PonderosaIC@edcgov.us or by mail to: Community Development Services, Department of Transportation, Attn: CIP 71333 Project Manager, 2850 Fairlane Court, Placerville, CA 95667. Additional information can be found at https://www.edcgov.us/Government/dot/projects/Pages/US-50-at-Ponderosa-Interchange-Improvements-Project.aspx

Your Contact Information (Optional):

Name: _____

Address: _____

Email: _____ **Phone:** _____

Response to C-20 Unknown Author, February 21, 2018

C-20-1: Please see Master Response 1.