



**NEPA/CEQA RE-VALIDATION FORM (rev. 09/2024)**  
**CEQA Addendum**

<b>DIST-CO-RTE:</b> 06 - FRE - 099
<b>PM/PM:</b> 21.200/24.400
<b>EA or Fed-Aid Project No.:</b> 06-0W800_ / 0617000306
<b>Other Project No.(specify):</b>
<b>Project Title:</b> El Dorado to Clinton Rehabilitation
<b>Environmental Approval Type:</b> Complex EA / EIR
<b>Date Approved:</b> 2/8/2023 / 2/7/2023
<b>Reason for Consultation (23 CFR 771.129):</b> <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> N/A (Re-Validation for CEQA only)
<b>Description of Changed Conditions:</b> See continuation sheets.

**NEPA CONCLUSION - VALIDITY**

Based on an examination of the changed conditions and supporting information: (*Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated. NOTE: If applicable, remember to check conformity status. See the SER Vol. 1, Chapter 11 and contact the District Air Quality Specialist for additional information.*)

- The original environmental document or CE remains valid. No further documentation will be prepared.**
- The original environmental document or CE is in need of updating; further documentation has been prepared and  is included on the continuation sheet(s) or attached. With additional documentation, the original ED or CE remains valid.**

**Additional public review is warranted (23 CFR 771.111(h)(3))**     Yes     No

**The original document or CE is no longer valid.**

**Additional public review is warranted (23 CFR 771.111(h)(3))**     Yes     No

**Supplemental environmental document is needed**     Yes     No

**New environmental document is needed**     Yes     No    (If "Yes," specify type:\_\_\_)

**CONCURRENCE WITH NEPA CONCLUSION**

I concur with the NEPA conclusion above.

Philip Vallejo  
 Signature: Environmental Branch Chief

03/05/2025  
 Date

Mduloh An  
 Signature: Project Manager/DLAE

03/05/2025  
 Date

## NEPA/CEQA RE-VALIDATION FORM

### CEQA CONCLUSION (Only mandated for projects on the State Highway System)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: *(Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)*

- Original document remains valid. No further documentation is necessary but may be included on continuation sheets..
- An Addendum was prepared for minor technical changes or additions to the project and is:
- included on the continuation sheets
  - attached

It need not be circulated for public review (CEQA Guidelines, §15164). The addendum must include a brief explanation of why the decision was made to not prepare a subsequent or supplemental environmental document as well as a summary statement explaining the changes to the project.

- Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review (CEQA Guidelines, §15163). The addendum must include a brief explanation of why the decision was made to not prepare a subsequent or supplemental environmental document as well as a summary statement explaining the changes to the project.
- Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162)  
(Specify type of subsequent document, e.g., Subsequent FEIR):
- The CE is no longer valid. New CE is needed:  Yes  No

### CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

Philip Vallejo  
Signature: Environmental Branch Chief

03/05/2025  
Date

Mdullah Ar  
Signature: Project Manager/DLAE

03/05/2025  
Date

**NEPA/CEQA RE-VALIDATION FORM**  
**CEQA Addendum**

**CONTINUATION SHEET**

Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

**Changes in project design, e.g., scope change; new alternative; change in project alignment.**

**Change in environmental setting, e.g., new development affecting traffic or air quality.**

**Change in environmental circumstances, e.g., new law or regulation; change in the status of a listed species.**

**Change to environmental impacts of the project, e.g., new type of impact, or a change in the magnitude of an existing impact.**

**Change to avoidance, minimization, and/or mitigation measures since the environmental document was approved.**

## **Off-System Work:**

The below measures provide further specificity to the identified mitigation obligations in the Environmental Document. Items 1-5 will be implemented to mitigate project direct impacts identified in the updated Traffic Impact Analysis of the local circulation elements within the disadvantaged communities. Due to the permanent closures of the Belmont and McKinley interchanges, there are project direct impacts resulting in the redistribution of traffic at the identified locations. The off-system roadwork is listed below, along with its corresponding justification from numbers one to five:

1. Olive Avenue Overlay
2. Olive/Hughes Intersection Signalization
3. Parkway/Belmont Intersection Signalization
4. Parkway Drive Grind and Overlay
5. Hughes Avenue Grind and Overlay

1. Traffic is expected to increase due to the permanent Belmont and McKinley ramp closures. As a result, traffic volumes will increase by 59 percent along this section of Olive Avenue. The additional traffic demand is also estimated to increase the average daily travel truck percentage from 7 percent to 10 percent (Traffic Impact Analysis 2025). The additional traffic demands due to the closure of the ramps will create a permanent impact on the pavement and shorten the life of the structural section. Asphalt overlay will mitigate project direct impacts of the increased traffic.

2. Traffic is expected to increase due to the permanent Belmont and McKinley ramp closures. Opening day 2029, the vehicle/capacity ratio will nearly double, and motorists will experience a 3.5-minute delay at the Olive/Hughes intersection without mitigation (Traffic Impact Analysis 2025). Signalization will mitigate traffic congestion and provide better access for commuters and residents.

3. Traffic is expected to increase due to the permanent Belmont and McKinley ramp closures. Opening day, 2029, LOS will worsen from D to E at the Parkway/Belmont intersection without mitigation (Traffic Impact Analysis 2025). Signalization will mitigate traffic congestion and provide better access for commuters and residents.

4. Traffic is expected to increase due to the permanent Belmont and McKinley ramp closures. Traffic volumes will increase by 25 percent along this 0.5-mile section of Parkway Drive and average daily travel truck percentage travel is estimated to increase from 4 to 7 percent (Traffic Impact Analysis 2025). The additional traffic demands due to the closure of the ramps will create a permanent impact on the pavement and shorten the life of the structural section. Grind and asphalt overlay will mitigate the project direct impacts of the increased traffic.

5. Traffic is expected to increase due to the permanent Belmont and McKinley ramp closures. Traffic volumes will increase by 42 percent along this 0.5-mile section of Hughes Avenue and average daily travel truck percentage is estimated to increase from 5 to 9 percent (Traffic Impact Analysis 2025). The additional traffic demands due to the closure of the ramps would create a permanent impact on the pavement and shorten the life of the structural section. Grind and asphalt overlay will mitigate the project direct impacts of the increased traffic.

**Change to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets. Other Information**