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**0Addendum to the Environmental Impact Report for the
El Dorado County 2020-2040 Regional Transportation Plan**

SCH #: 2020019055

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INTRODUCTION

Project Overview and Background

The El Dorado County Transportation Commission (EDCTC) is the Regional Transportation Planning Agency (RTPA) for the west slope of El Dorado County (County) excluding the portion of the County located within the Tahoe Basin, which is under the jurisdiction of the Tahoe Metropolitan Planning Organization (TMPO). The EDCTC is also the agency responsible for coordinating the regional transportation efforts for the City of Placerville. Federal and state laws require each Metropolitan Planning Organization (MPO)¹ and RTPA to prepare a Regional Transportation Plan (RTP) in urban areas every four years (five years in regions that have attained federal air quality standards). A RTP is a long-range, 20-year minimum, comprehensive transportation plan for all modes, including: highways, local streets and roads, transit, active transportation, aviation, and goods movement. The purpose of the RTP is to serve as a foundation for development of “action” plans such as the Regional Transportation Improvement Program (RTIP), which satisfies California transportation planning requirements, and the federal counterpart referred to as the Federal Transportation Improvements Project (FTIP), for all transportation projects that require federal approval. The 2020-2024 RTP (herein referred to as the 2020-2040 RTP, Plan, or Project) includes EDCTC’s “Planned” list of projects (Planned projects are those that are currently planned for future development). The list of Planned projects identifies the 20-year list of financially constrained transportation investments in the region (EDCTC 2020a).

EDCTC prepared the 2020-2040 RTP to fulfill the state requirements of Assembly Bill 402 (AB 402, Government Code Title 7, Chapter 2.5 Sections 6508-65082) using specific guidance from the California Transportation Commission Regional Transportation Guidelines. EDCTC is required to adopt and submit an updated Plan to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans). The 2020-2040 RTP is action-oriented and pragmatic, considering both the short-term (10 year) and long-term (10- to 20-years and beyond) periods.

The EDCTC, acting as the lead agency, determined that a Program Environmental Impact Report (EIR), pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15168, would be the appropriate environmental review document for the 2020-2040 RTP (EDCTC 2020b). The EIR considered the broad environmental effects of the Plan as a whole. The programmatic approach is appropriate for the 2020-2040 RTP because it allows comprehensive consideration of the reasonably anticipated scope of the 2020-2040 RTP; however, not all aspects of future individual improvement projects were known (at the time) to enable more detailed analysis. Individual projects that require further discretionary approvals when their complete details become available can still be examined in light of this EIR to determine whether additional environmental documentation is necessary. The Draft EIR (including the NOP and IS as Appendix A) was released for a public review period from September 4, 2022, through October 19, 2020, and two (2) comment letters were received (EDCTC 2020c).

The 2020-2040 RTP was adopted by EDCTC and the Final EIR was certified on November 11, 2020, including adoption of a Mitigation Monitoring and Reporting Plan (MMRP) (refer to page 3.0-1 of the Final EIR) (EDCTC 2020d). The MMRP should be reviewed in conjunction with the El Dorado County 2020-2040 Regional Transportation Plan Draft EIR and Final EIR (which constitute the complete “EIR” for the adopted 2020-2040 RTP).

¹ Sacramento Area Council of Governments (SACOG) is the MPO for the federally designed ozone non-attainment area in El Dorado County.

Focus of the Addendum

The focus of this addendum is the **Bass Lake Road at Bridlewood Drive Roundabout Project** (refer to **Figure 1. Bridlewood Drive Intersection Improvements**). This individual project would construct a single-lane roundabout at the intersection of Bass Lake Road and Bridlewood Drive in the community of El Dorado Hills, near the proposed Bass Lake Regional Park.² The roundabout would improve traffic flow and safety, allowing vehicles to move through the intersection, reducing the amount of harmful emissions, and increasing the safety and performance of the intersection.

Project-specific Information about the proposed roundabout and surrounding area was obtained from technical reports and environmental documentation provided by the El Dorado Hills Community Services District (EDHCSD). The roundabout is located within the larger 211-acre Bass Lake Road Regional Park Project, which would expand the recreational opportunities offered in El Dorado Hills, and is anticipated to include but not be limited to lighted-ball fields, a dog park, playgrounds, a tot lot, volleyball courts, bocce courts, and a sensory garden, among other active and passive amenities. As of August 2022, preparation of a CEQA document for the Bass Lake Regional Park is underway. Specifically, the roundabout is a traffic improvement that is part of Alternatives for Project Driveway 3.³

A summary of the forecast intersection operations at Bass Lake Road/Bridlewood Drive from the Transportation Impact Study (TIS) prepared for the El Dorado Regional Park Project by LSA in December 2021 is included in this addendum as Attachment A. This summary provides a comparison of the intersection as a two-way-stop-controlled intersection (i.e., its current configuration with an added west leg from the park) and as a single-lane roundabout (i.e., one lane circulating within the roundabout). As documented in the summary, a roundabout configuration would improve Level of Service (LOS) to satisfactory LOS (LOS A/B) over the alternate configuration which would result in LOS F conditions in Near Term (2031) and Cumulative (2040) conditions.

California Environmental Quality Act Compliance

Altered conditions, changes, or additions to the description of a project that occurs after certification of an EIR may require additional analysis under the California Environmental Quality Act (CEQA). This addendum evaluates and confirms CEQA compliance for additions to the description of the 2020-2040 RTP, which would be a change relative to what is the “project” described and evaluated in the EIR.

As required by Section 15164 of the CEQA Guidelines, the determination not to prepare a Subsequent EIR must be supported by substantial evidence. This evidence is contained within this document and in files and records of EDCTC concerning the 2020-2040 RTP. Section 15162 of the CEQA Guidelines describes the conditions under which a Subsequent EIR or Negative Declaration is required. In summary, when an EIR has been certified for a project, no Subsequent EIR or Negative Declaration shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that one or more of the following circumstances is present:

² Additional information about the Bass Lake Regional Park is available at the El Dorado County Community Services District (EDCSD) webpage, at the following URL:

https://www.eldoradohillscsd.org/programs_and_amp_activities/park_improvement_projects_updates/bass_lake_project.php

³ Access to the Bass Lake Regional Park Project would be provided via three driveways: one (Project Driveway 1) located on Serrano Parkway and two others (Project Driveways 2 and 3) located on Bass Lake Road. Alternative 2 would locate Project Driveway 3 at the west leg of the intersection of Bass Lake Road/Bridlewood Drive.

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

An addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions would result in significant new or substantially more severe environmental impacts as defined in CEQA Guidelines Section 15162. (CEQA Guidelines Section 15164.)

The environmental analysis in this addendum examines: 1) whether a proposed change to the approved 2020-2040 RTP could trigger any new significant impacts that were not previously identified in the EIR; and 2) whether there are any substantial increases in the severity of previously identified effects. The proposed change is consistent with the land uses described in the EIR, and do not propose to substantially change the area of project disturbance. Because the proposed change is consistent with the land uses adopted in the Plan, and applicable ordinances and development standards, it was determined that the prior is adequate and that a Subsequent EIR or Negative Declaration would not be required for the modifications to the 2020-2040 RTP. The information contained within this addendum is provided as a disclosure document, consistent with Section 15164 of the CEQA Guidelines and will provide a basis for the EDCTC to make a determination that the previous EIR and environmental determinations fully address the proposed changes.

The following is an overview of the steps followed for the environment review of proposed changes.

- Review the proposed changes in light of the project description contained in the 2020-2040 RTP EIR to determine if the circumstances described in Section 15162 of the CEQA Guidelines calling for preparation of a Subsequent EIR or Negative Declaration has occurred.
- Review the proposed changes in light of the impact analysis and mitigation measures contained in the 2020-2040 RTP EIR and Initial Study (IS) (included in Appendix A of the Draft EIR, and as amended by the Final EIR).
- Identify whether any new significant impacts, or a substantial increase in impacts identified in the Final EIR, could arise as a result of implementation of the proposed modifications to the project.

- Consider whether any new mitigation measures may be appropriate to address newly identified impacts, if any.

The primary source reviewed for the preparation of this addendum is the 2020-2040 RTP EIR, and associated technical studies. Pursuant to Section 15164 of the CEQA Guidelines, if EDCTC adopts this addendum and approves the Project changes, the addendum will be treated as an attachment to the 2020-2040 RTP EIR.

As demonstrated below, the additions and clarifications to the EIR project description would have no new significant environmental effects beyond those identified in the previously approved EIR. Substantial evidence supports the decision to not prepare a Subsequent or Supplemental EIR pursuant to Sections 15162 and 15163 of the CEQA Guidelines and, as such, this addendum is the appropriate environmental document under CEQA.

PROJECT DESCRIPTION AND EVALUATION

Project Description

2020-2040 RTP Project Location

The 2020-2040 RTP covers El Dorado County, which is bordered by Placer County to the north, Amador County to the south, Sacramento County to the west, and the State of Nevada to the east. The subject of this addendum is located within El Dorado County.

2020-2040 RTP Project Goals and Objectives

The 2020-2040 RTP includes several specific goals one of which should be highlighted as it relates to the focus of this addendum. That goal is as follows:

Goal 3: Highways, Streets, and Regional/Inter-Regional Roadways

Optimize the existing local, interregional and regionally significant roadway system to support improved maintenance, increased throughput, improved safety and multi-modal mobility.

Objective A: Maintain the existing transportation system at a standard which furthers its life and viability and continues to support the region's current and future transportation needs.

Objective B; Develop and retrofit transportation facilities and corridors to improve safety, enhance community character, and improve multi-modal mobility.

Addition to the Project Description

Bass Lake Road at Bridlewood Drive Roundabout Project

The proposed change to the EIR Project Description is to include the **Bass Lake Road at Bridlewood Drive Roundabout Project** to Table 8-5: El Dorado County, City of Placerville, and Caltrans Regional Road and Highway Capacity Short-Term Action Plan (2020-2030) on page 8.15 of the 2020-2040 RTP (this is also Table 2.0-1: El Dorado County, City of Placerville and Caltrans Regional Road and Highway Capacity Short-Term Action Plan [2020-2030] on page 2.0-8 of the Draft EIR).

This individual project is a single-lane roundabout at the intersection of Bass Lake Road and Bridlewood Drive in the community of El Dorado Hills near the proposed Bass Lake Regional Park. The roundabout would improve traffic flow and safety allowing vehicles, bicycles, and pedestrians to move through the intersection reducing the amount of harmful emissions and would increase the safety and performance of the intersection.

Table 1. Addition to Table 8-5/Table 2.0-1: El Dorado County, City of Placerville and Caltrans Regional Road and Highway Capacity Short-Term Action Plan (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Bass Lake Road at Bridlewood Drive Roundabout	Single-lane roundabout at the intersection of Bass Lake Road and Bridlewood Drive	\$4,197,739	2022-2030

Additional Background Information

As previously described, several environmental technical reports for the Bass Lake Regional Park were made available by EDHCS. Applicable mitigation measures (MM) included in these reports all appear to fall within the scope of the programmatic MM included in the 2020-2040 RTP EIR. Background research and review of the technical reports indicated the following (organized by environmental topic):

General Information

- The proposed roundabout site is located in the community of El Dorado Hills. As shown in **Figure 1**, the site is already in use as existing transportation facility.
- A review of Farmland Mapping and Monitoring Program (FMMP) maps indicate no farmland is present within or immediately adjacent to the site (the roundabout site is in proximity to Grazing/Urban and Built Up Land) (California Department of Conservation 2022).⁴

Trees. The Arborist Report identified where two (2) “approximate unsurveyed tree locations” would be affected (LSA 2021a). The trees affected by the roundabout site were further reviewed by qualified Dudek staff on August 16, 2022, and were determined to be pine trees (*pinus sabiniana*). These trees are of “poor condition” due to extensive dieback. These trees are not heritage trees. No other trees in the vicinity are anticipated to be removed (i.e., are within the roundabout site footprint).⁵

Air Quality/Greenhouse Gas Emissions. The Air Quality and Greenhouse Gas Emissions Analysis Memorandum includes the roundabout site. The Memorandum discusses a regulatory compliance measure to address short-term construction-period air quality impacts (LSA 2022b).

Hazards/Hazardous Materials. The Environmental Site Assessment (ESAs) and ESA update indicate that the roundabout is not anticipated to be located in proximity to a site included on a list compiled pursuant to Government Section 65962.5. No recognized environmental conditions (RECs) exist at or in the vicinity of the roundabout site (2021b).

Biological Resources. The Biological Technical Report’s (BTR) biological study area (BSA) includes the roundabout site, which is identified as developed and ruderal/disturbed areas (refer to Figure 4). No jurisdictional waters of the U.S. are within or adjacent to the roundabout site (refer to Figure 5). No special-status species or sensitive recourse locations are within or adjacent to the roundabout site (Refer to Figure 7). The BTR includes project-specific mitigation measures to reduce potential biological resource impacts (LSA 2022c).

Cultural Resources. The Cultural Resources Report’s area of potential effect (APE) includes the roundabout site (refer to Figure 3). The report includes recommendations to reduce potential impacts related to unanticipated discovery of archaeological resources and human remains (LSA 2022a).

⁴ 2018 Important Farmland Map requested from the California Department of Conservation on August 16, 2022.

⁵ Personal communication with Laura Burris, Dudek Biologist, August 16, 2022.

Noise. The Noise Memorandum includes the roundabout site. The memorandum includes regulatory compliance measures to reduce potential noise impacts. The closest residence is approximately 270 feet away (LSA 2022d).⁶

Traffic/Transportation. The Transportation Impact Study (TIS) included the roundabout project as Alternative 3 (LSA 2021c). To narrow the focus to the roundabout site, a Bass Lake Road/Bridlewood Drive Roundabout Review memorandum was prepared and is included to this document as Attachment A. As described, a roundabout configuration would improve LOS to satisfactory LOS (LOS A/B) over a two-way stop controlled configuration which would result in LOS F conditions in Near Term (2031) and Cumulative (2040) conditions.

Evaluation of the Roundabout Project

As described in the EIR, the design process for each improvement project would involve environmental review (unless it is determined to be exempt under CEQA) to evaluate the effects that the individual project would have on the physical environment. Project-specific design measures could include revisions to the plans to address specific impacts that could occur. The aforementioned design process would ensure that each project, including the roundabout, would be consistent with local policies and General Plans. Replacement of a stop-controlled intersection with a roundabout would contribute to traffic calming, consistent with **Goal 3: Highways, Streets, and Regional/Inter-Regional Roadways**, increasing throughput and improving safety, as described previously.

Potential environmental impacts from a roundabout would be similar in nature to and would have impacts consistent with other improvement projects already included in the 2020-2040 RTP. Program-level MMs included in the EIR and IS, would be similarly applied to the roundabout, as with other projects already included in the 2020-2040 RTP.

The EIR evaluated the environmental issue areas of Aesthetics, Agricultural and Forest Resources, Air Quality, Cultural and Tribal Resources, Greenhouse Gases and Climate Change, Land Use and Population, Transportation and Circulation, and Wildfire. The IS evaluated the environmental issues areas of Biological Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Minerals, Noise, Public Services, Recreation and Utilities. Program-level MM were proposed in the EIR (and IS), that reduced all potential impacts to a **less-than-significant** level, with the exception of Agricultural and Forest Resources, Greenhouse Gases, and Transportation. These topics were discussed in the EIR and included impacts that were determined to be **significant and unavoidable**. No MM were proposed for Energy, Minerals, Public Services, or Recreation, as impacts were determined to be **less than significant** or **No Impact**.

Refer to **Table 2** which provides additional details about the applicability of MM included in the EIR to the roundabout project. As shown, updating the 2020-2040 RTP with the addition of the roundabout project would not result in a new significant impact, nor would it result in a substantial increase in severity of an impact. Similarly, MM included in the IS (which are also included by reference), would also be applicable to the roundabout, and thus no new significant impacts or substantial increases in severity of an impact are anticipated related to those topics (that were addressed in the IS and scoped out of the EIR).

⁶ Google Earth Map, measured line distance (273.22 feet) from intersection of Bass Lake Road/Bridlewood Drive to the first residence on Bridlewood Drive (to the south), August 16, 2022.

Table 2. Mitigation Measures Included in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
Aesthetics					
<p>Impact 3.1-1: Substantial adverse effects on scenic vistas, or substantial degradation</p>	<p>Potentially Significant (PS)</p>	<p>Mitigation Measure 3.1-1: The implementing agency shall, to the extent feasible, implement the following measures in the design of RTP projects:</p> <ul style="list-style-type: none"> • Design transportation systems in a manner where the surrounding landscape dominates. • Design transportation systems to be compatible with the surrounding environment (e.g., colors and materials of construction material). • Design transportation systems such that landscape vegetation blends in and complements the natural landscape. • Design transportation systems such that trees are maintained intact, or if removal is necessary, incorporate new trees into the design. • Design grades to blend with the adjacent landforms and topography. <p>Mitigation Measure 3.1.2: Prior to the design approval of RTP projects, the implementing agency shall assess whether the project would remove any significant visual resources in the project area, which may include trees, rock outcroppings, and historical buildings, and shall also assess whether the project would significantly obstruct views of scenic vistas or scenic resources including historic buildings, trees, rocks, or scenic water features.</p> <p>If it is determined that the RTP project would remove significant visual resources, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts from removal of significant visual resources to the extent feasible. Project-specific design measures may include revisions to the plans to retain trees, rocks, and historic buildings, or replanting of trees, and/or the relocation of scenic features.</p> <p>If it is determined that the RTP project would significantly obstruct scenic views, the implementing agency shall consider alternative designs that seek to avoid and/or minimize obstruction of scenic views to the extent feasible. Project-specific design measures may include reduction in height of improvements or width of improvements to reduce obstruction of views, or relocation of improvements to reduce obstruction of views.</p>	<p>LS</p>	<p>These MM would be considered at the design stage of the roundabout project.</p> <p>Based on a review by qualified Dudek staff, two (2) pine trees of poor quality would likely be removed to accommodate construction of the roundabout.</p> <p>Furthermore, the roundabout site is not within the viewshed of any El Dorado County-designed scenic vistas. The nearest El Dorado County-designated scenic vista is American River Canon and the ridgelines along northbound State Route (SR) 193 between the City of Placerville and Georgetown and southbound SR-193 between Georgetown and Placerville (County of El Dorado 2003), which is more than 12 miles east of the site.</p>	<p>No/No</p>
<p>Impact 3.1-2: Creation of new sources of light and glare</p>	<p>PS</p>	<p>Mitigation Measure 3.1-3: The RTP projects shall be designed to meet minimum safety and security standards and to avoid spillover lighting to sensitive uses. Design measures shall include the following:</p> <ul style="list-style-type: none"> • Luminaries will be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project light upward or horizontally will not be used. • Luminaries will be directed away from habitat and open space areas adjacent to the project site. • Luminaries will provide good color rendering and natural light qualities. Low-pressure sodium and high-pressure sodium fixtures that are not color corrected will not be used. Light intensity at roadway intersections and crosswalks will be at approximately 'low average maintained illumination', as classified by the Recommended Practices for Roadway Lighting of the Illuminating Engineering Society of North American (IESNA). Low average maintained illumination is 1.8 foot-candle for major/major roadways, 1.5 foot candle at major/collector roadways, 1.3 foot-candle at major/local roadways, 1.2 foot-candle at collector/collector roadways, 1.0 foot candle at collector/local roadways, and 0.8 foot-candle at local/local roadways. 	<p>LS</p>	<p>This MM would be considered at the design stage of the roundabout project.</p> <p>However, no lighting or lighting features ("luminaries") are included in the roundabout design, so new light or glare impacts are not anticipated.</p>	<p>No/No</p>

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
		<ul style="list-style-type: none"> Luminary mountings will be downcast and the height of the poles minimized to reduce potential for back scatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Luminary mountings will have non-glare finishes. Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences. 			
Agricultural Resources					
Impact 3.2-1: Conversion of farmlands, including prime farmland, unique farmland, and farmland of statewide importance, to non-agricultural uses, or conflict with existing zoning for agricultural use or a Williamson Act contract	PS	Mitigation Measure 3.2-1: Prior to the design approval of individual RTP improvement projects, the implementing agency shall assess the potential for agricultural impacts. For federally funded projects, the implementing agency shall complete form AD-1006 to determine the Farmland Conversion Impact Rating in compliance with the Farmland Protection Policy Act. The AD-1006 shall be submitted to the NRCS for approval. For non-federally funded projects, the implementing agency shall assess the project for the presence of important farmlands (prime farmland, unique farmland, farmland of statewide importance). If significant agricultural resources are identified within the limits of an individual RTP improvement project, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts to the agricultural resources. Design measures may include, but are not limited to, reducing the proposed roadway width or relocating/realigning the improvement to avoid important and significant farmlands to the extent feasible. If the improvement cannot be designed without complete avoidance of important or significant farmlands, the implementing agency shall compensate for unavoidable conversion impacts at a 1:1 ratio.	Significant and Unavoidable (SU)	This MM would be considered at the design stage of the roundabout project. However, the location of the roundabout is within El Dorado Hills in an urbanized area. There is no farmland in the vicinity of the roundabout.	No/No
Impact 3.2-2: Potential to conflict with forest or timber zoning or result in the conversion of forest lands or timber lands	PS	Mitigation Measure 3.2-2: Prior to the design approval of individual RTP improvement projects that could impact forest or timber resources, the implementing agency shall retain a qualified arborist, forester, and, or biologist to assess the potential impacts of tree removal and encroachment activities, and provide recommendations to the implementing agency.	LS	This MM would be considered at the design stage of the roundabout project. However, the location of the roundabout is within El Dorado Hills in an urbanized area. There is no forest or timber land in the vicinity of the roundabout.	No/No
Air Quality					
Impact 3.3-1: Long-term - conflict with, or obstruct, the applicable air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a non-attainment area	Less than Significant (LS)	None required.	--	--	No/No
Impact 3.3-2: Short-term - conflict with, or obstruct, the applicable air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a non-attainment area	PS	Mitigation Measure 3.3-1: The implementing agency for any construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), or operation of machines/equipment, shall prepare a dust control plan in accordance with AQMD Rule 223 (Fugitive Dust). The dust control plan shall use reasonable precautions to prevent dust emissions, which may include: cessation of operations at times, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, or other recommended actions by the AQMD.	LS	This MM would be considered at the design stage of the roundabout project.	No/No
Impact 3.3-3: Occasional localized carbon monoxide concentrations from traffic conditions at some individual locations	PS	Mitigation Measure 3.3-2: The implementing agency shall screen individual RTP projects at the time of design for localized CO hotspot concentrations and, if necessary, incorporate project-specific measures into the project design to reduce or alleviate CO hotspot concentrations.	LS	This MM would be considered at the design stage of the roundabout project.	No/No
Impact 3.3-4: Create Objectionable Odors Affecting a Substantial Number of People	LS	None required.	--	--	No/No

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
<p>Impact 3.3-5: Potential to release asbestos from earth movement or structural asbestos from demolition/renovation of existing structures</p>	PS	<p>Mitigation Measure 3.3-3: Prior to construction of RTP projects, the implementing agency should assess the site for the presence of asbestos including asbestos from structures such as road base, bridges, and other structures. In the event that asbestos is present, the implementing agency should comply with applicable state and local regulations regarding asbestos, including ARB's asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106), and El Dorado AQMD Rule 223-2, to ensure that exposure to construction workers and the public is reduced to an acceptable level. This may include the preparation of an Asbestos Hazard Dust Mitigation Plan to be implemented during construction activities, or other recommended actions by the AQMD.</p>	LS	<p>This MM would be considered at the design stage of the roundabout project.</p> <p>However, asbestos release from earth movement is not anticipated and there are no existing buildings on site where demolition/renovation could occur.</p>	No/No
Cultural and Tribal Resources					
<p>Impact 3.4-1: Potential to cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5</p>	PS	<p>Mitigation Measure 3.4-1: During environmental review of individual RTP improvement projects, the implementing agencies shall retain a qualified architectural historian to inventory and evaluate architectural resources located in project area using criteria for listing in the California Register of Historic Resources. In addition, the resources would be recorded by the architectural historian on appropriate California Department of Parks and Recreation (DPR) 523 forms, photographed, and mapped. The DPR forms shall be produced and forwarded to the Central California Information Center. If federal funding or approval is required, then the implementing agency shall comply with Section 106 of the National Historic Preservation Act.</p> <p>If architectural resources are deemed as potentially eligible for the California Register of Historic Resources or the National Register of Historic Places, the implementing shall consider avoidance through project redesign as feasible. If avoidance is not feasible, the implementing agencies shall ensure that the historic resource is formally documented through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. The documentation shall be entered into the Library of Congress, and archived in the California Historical Resources Information System. In the event of building relocation, the implementing agency shall ensure that any alterations to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.</p>	LS	<p>This MM would be considered at the design stage of the roundabout project.</p> <p>Furthermore, the proposed roundabout is included in a Cultural Resources Report prepared for the Bass Lake Regional Park. The MM included in that report is within the scope of the stated MM.</p>	No/No
<p>Impact 3.4-2: Potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5, or a significant tribal cultural resource, as defined in Public Resources Code §21074</p>	PS	<p>Mitigation Measure 3.4-2: During environmental review of individual RTP improvement projects, the implementing agencies shall:</p> <ul style="list-style-type: none"> • Consult with relevant Native American Tribes known to have been located within each individual improvement project area to determine whether a project could affect cultural resources that may be of importance to tribes. Provide each relevant tribe within the specific project area with copies of any archaeological reports, environmental documents, and mitigation measures that are prepared for a project. Consult with the tribes to determine if tribal monitors are needed for field surveys on individual projects. • Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project area. • Conduct a records search at the Central California Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether resources were identified. <p>In the event the records indicate that no previous survey has been conducted, the Central California Information Center will make a recommendation on whether a survey is warranted based on the archaeological sensitivity of the project area. If recommended, a qualified archaeologist shall be retained to conduct archaeological surveys. The significance of any resources that are determined to be in the project area shall be assessed according to the applicable local, state, and federal significance criteria. Implementing agencies shall devise treatment measures to ameliorate "substantial adverse changes" to significant archaeological resources, in consultation with qualified archaeologists and other concerned parties. Such treatment measures may include avoidance through project redesign, data recovery excavation, and public interpretation of the resource. Implementing</p>	LS	<p>This MM would be considered at the design stage of the roundabout project.</p> <p>Furthermore, the proposed roundabout is included in a Cultural Resources Report prepared for the Bass Lake Regional Park. The MM included in that report is within the scope of the stated MM.</p>	No/No

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
		<p>agencies and the contractors performing the improvements shall adhere to the following requirements:</p> <ul style="list-style-type: none"> • If an improvement project is located in an area rich with cultural materials, the implementing agency shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. • If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 meters (165 feet) of the discovery, the implementing agency shall be notified, and a qualified archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery. • The implementing agency shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources. 			
<p>Impact 3.4-3: Potential to disturb human remains, including those interred outside formal cemeteries</p>	<p>PS</p>	<p>Mitigation Measure 3.4-3: Implement Stop-Work and Consultation Procedures Mandated by Public Resources Code 5097. In the event of discovery or recognition of any human remains during construction or excavation activities associated with an RTP project, the implementing agency shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the following steps are taken:</p> <ul style="list-style-type: none"> • The El Dorado County Coroner has been informed and has determined that no investigation of the cause of death is required. • If the remains are of Native American origin, either of the following steps will be taken: <ul style="list-style-type: none"> ○ The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. ○ The coroner will make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. ○ The implementing agency or its authorized representative will retain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance when any of the following conditions occurs: <ul style="list-style-type: none"> • The Native American Heritage Commission is unable to identify a descendent. • The descendant identified fails to make a recommendation. • The implementing agency or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. 	<p>LS</p>	<p>This MM would be considered at the design stage of the roundabout project.</p> <p>Furthermore, the proposed roundabout is included in a Cultural Resources Report prepared for the Bass Lake Regional Park. The MM included in that report is within the scope of the stated MM.</p>	<p>No/No</p>

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
Greenhouse Gas Emissions					
<p>Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment</p>	<p>PS</p>	<p>Mitigation Measure 3.5-1: The EDCTC shall explore the feasibility of a transportation pricing policy for the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. The EDCTC shall continue to participate and host programs that are deemed feasible by the EDCTC for the region to incentivize alternative transportation modes.</p> <p>Mitigation Measure 3.5-2: The EDCTC shall consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).</p> <p>Mitigation Measure 3.5-3: Consistent with Appendix G of the CEQA Guidelines, the agencies implementing RTP projects shall:</p> <ul style="list-style-type: none"> • Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed. • Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste. • Promote efforts to reduce peak energy demand in the design and operation of RTP projects. • Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects. • Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects. <p>Mitigation Measure 3.5-4: The EDCTC shall coordinate with local and regional agencies to assist in efforts to develop local and regional CAPs (Climate Action Plans) and/or General Plan policy that address climate change and greenhouse gas emissions. Local and regional CAPs should include the following components:</p> <ul style="list-style-type: none"> • Baseline inventory of GHG emissions from community and municipal sources. • A target reduction goal consistent with AB 32 and SB 32. • Policies and measures to reduce GHG emissions. • Quantification of the effectiveness of the proposed policies and measures. • A monitoring program to track the effectiveness and implementation of the CAP(s). <p>Mitigation Measure 3.5-5: EDCTC shall consider the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy in the future and assist local agencies with the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy. In developing an AFV policy, EDCTC should consider the studies prepared by SACOG (i.e. TakeCharge II: Infrastructure Roadmap). The policy could include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including:</p> <ul style="list-style-type: none"> • A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs should have GHG emissions that are lower than comparable gasoline- or diesel- powered vehicles. 	<p>SU</p>	<p>These MM would be considered at the design stage of the roundabout project.</p> <p>Construction of a roundabout is not anticipated to generate GHG emissions that may have a significant impact on the environment.</p>	<p>No/No</p>

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
		<ul style="list-style-type: none"> To the extent that it is deemed economically feasible for the local agency, a fleet purchase policy to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) for municipally owned fleets. A public education policy to encourage the use of alternative fuel vehicles and development of supporting infrastructure. 			
Impact 3.5-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases	LS	None required.	--	--	No/No
Impact 3.5-3: Project implementation has the potential to result in the inefficient, wasteful, or unnecessary use of energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency	LS	None required.	LS	--	No/No
Land Use and Population					
Impact 3.6-1: Physical division of an established community	PS	Mitigation Measure 3.6-1: Prior to approval of RTP projects, the implementing agency shall consult with local planning staff to ensure that the project will not physically divide the community. The consultation should include a more detailed project-level analysis of land uses adjacent to proposed improvements to identify specific impacts. The analysis should consider new road widths and specific project locations in relation to existing roads. If it is determined that a project could physically divide a community, the implementing agency shall redesign the project to avoid the impact, if feasible. The measures could include realignment of the improvements to avoid the affected community. Where avoidance is not feasible, the implementing agency shall incorporate minimization measures to reduce the impact. The measures could include: alignment modifications, right-of-way reductions, provisions for bicycle, pedestrian, and vehicle facilities, and enhanced landscaping and architecture.	LS	This MM would be considered at the design stage of the roundabout project. Construction of a roundabout is not anticipated to physically divide an established community.	No/No
Impact 3.6-2: Conflicts with applicable land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect	LS	None required.	--	-	No/No
Impact 3.6-3: Induce substantial unplanned population growth in an area	LS	None required.	--	The roundabout project does not include construction of housing that could induce growth.	
Impact 3.6-4: Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere	LS	None required.	--	The roundabout project site does not include any existing housing that could be displaced.	No/No
Transportation and Circulation					
Impact 3.7-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities	LS	None required.	--	--	No/No

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
<p>Impact 3.7-2: Substantially interfere with achievement of the VMT reductions set forth in CARB's 2017 Scoping Plan</p>	<p>PS</p>	<p>Mitigation Measure 3.7-1: The state recognized that additional state policy actions and funding would be required to close the VMT gap between what the MPOs could achieve through implementation of their SCS's, and reductions needed to meet state goals. Though the state must initiate these additional actions and funding programs, the exact form of the policies and funding programs must be collaboratively developed with input from MPOs, local agencies, and other organizations to ensure they provide the tools and incentives necessary to go beyond the SCSs in reducing VMT. Consequently, EDCTC shall work collaboratively with SACOG, El Dorado County, and City of Placerville to support implementation of regional and local-level strategies and measures to achieve further VMT reductions. Implementing agencies (i.e., El Dorado County and City of Placerville) shall implement the following strategies to reduce VMT.</p> <p><u>Local-Level:</u></p> <ul style="list-style-type: none"> Implementing agencies shall require implementation of VMT reduction strategies through transportation demand management (TDM) programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, or other land use project conditions that reduce VMT. Programs should be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The following strategies from Quantifying Greenhouse Gas Mitigation Measure, CAPCOA, August 2010 were identified in the El Dorado County and City of Placerville SB 743 Implementation Plan, July 2019, as strategies most suited to El Dorado County and the City of Placerville given the rural and suburban land use context: <ol style="list-style-type: none"> <u>Increase diversity of land uses</u> – This strategy focuses on the inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips. <u>Provide pedestrian network improvements</u> – This strategy focuses on creating a pedestrian network within the project and connecting to nearby destinations. Projects in El Dorado County tend to be smaller, so the emphasis of this strategy would likely be the construction of network improvements that connect the project site directly to nearby destinations. Alternatively, implementation could occur through an impact fee program or benefit/assessment district based on local or regional plans such as the Active Transportation Plan under development. <u>Provide traffic calming measures and low-stress bicycle network improvements</u> – This strategy combines the CAPCOA research focused on traffic calming with new research on providing a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome. Implementation options are similar to strategy 2 above. One potential change in this strategy over time is that e-bikes (and e-scooters) could extend the effective range of travel on the bicycle network, which could enhance the effectiveness of this strategy. <u>Implement car-sharing program</u> – This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Note that implementation of this strategy would require regional or local agency implementation and coordination and would not likely be applicable for individual development projects. <u>Increase transit service frequency and speed</u> – This strategy focuses on improving transit service convenience and travel time competitiveness with driving. Given land use density in El Dorado County, this strategy may be limited to traditional commuter transit where trips can be pooled at the start and end locations or require new forms of demand-responsive transit service. The demand-responsive service could be provided as subsidized trips by contracting to private TNCs or Taxi companies. Alternatively, a public transit operator could provide the subsidized service but would need to improve on traditional cost effectiveness by relying on TNC ride-hailing technology, using smaller vehicles sized to demand, and flexible driver employment terms where drivers are paid by trip versus by hour. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects. 	<p>SU</p>	<p>This MM would be applicable at the design stage of the roundabout project.</p> <p>Construction of a roundabout (a traffic calming project) is not anticipated to substantially interfere with achievement of the VMT reductions set forth in CARB's 2017 scoping plan.</p>	<p>No/No</p>

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
		<p>6. <u>Encourage telecommuting and alternative work schedules</u> – This strategy relies on effective internet access and speeds to individual project sites/buildings to provide the opportunity for telecommuting. The effectiveness of the strategy depends on the ultimate building tenants and this should be a factor in considering the potential VMT reduction.</p> <p>7. <u>Provide ride-sharing programs</u> – This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants and has similar limitations as strategy 6 above.</p> <p><u>Regional:</u></p> <ul style="list-style-type: none"> Implementing agencies shall require project modifications during the project design and environmental review stage of project development that would reduce VMT effects. For roadway capacity expansion projects, this would include but is not limited to demand management through transportation systems management and operations (TSMO) including the use of pricing. Implementing agencies shall participate in SACOG’s “Green means Go” program that is proposed as part of the 2020 MTP/SCS, which is intended to serve as a pilot for some of the infill incentives and support for transit and innovative mobility that are envisioned in the 2017 Scoping Plan as key elements of filling that VMT gap. 			
Impact 3.7-3: Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	LS	None required.	--	--	No/No
Impact 3.7-4: Result in inadequate emergency access	LS	None required.	--	--	No/No
Wildfire					
Impact 3.8-1: Potential to expose people or structures to a risk of loss, injury or death from wildland fires, or result in a wildfire impact	LS	None required.	--	--	No/No
Cumulative					
Impact 4.1: Cumulative Degradation of the Existing Visual Character of the Region	Less than Cumulatively Considerable (LCC)	None required.	--	--	No/No
Impact 4.2: Cumulative Impact on Agricultural and Forest Land and Uses	PS	Implement mitigation measure 3.2-1 through 3.2-2.	Cumulatively Considerable (CC) and SU	Refer to 3.2-1 through 3.2-2.	No/No
Impact 4.3: Cumulative Impact on the Region's Air Quality	LCC	None required.	--	--	No/No
Impact 4.4: Cumulative Impacts on Known and Undiscovered Cultural Resources	LCC		--	--	No/No

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change	PS	Implement mitigation measure 3.5-1 through 3.5-5.	CC and SU	Refer to 3.5-1 through 3.5-5.	No/No
Impact 4.6: Cumulative Impact on Communities and Local Land Uses (Less than Considerable Contribution)	LCC	None required.	--	--	No/No
Impact 4.7: Cumulative Impact on the Transportation Network (Considerable Contribution and Significant and Unavoidable)	PS	Implement mitigation measures 3.7-1.	CC and SU	Refer to 3.7-1.	No/No
Impact 4.8: Cumulative Impact on the Potential for Wildfire (Less than Cumulatively Considerable)		None required.	--	--	No/No

Note: Where the Resulting Level of Significance and Relationship to the Roundabout Project cells are populated with "--," no change in the level of significance is anticipated as a result of the proposed roundabout project.

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CONCLUSION

Based on the above discussions, the proposed inclusion of the Bass Lake Road at Bridlewood Drive roundabout in the 2020-2024 RTP would not cause any new impacts or cause previously identified impact to become more severe. The feasibility of mitigation measures or alternatives previously identified would not be modified with the addition, and different mitigation measures or alternatives from those previously identified are not necessary.

As established in the discussions above regarding the potential effects of the addition of the proposed roundabout to the 2020-2040 RTP, no substantial changes would occur that would require major revisions to the previous EIR. Impacts beyond those identified and analyzed in the previous EIR. Impacts beyond those identified and analyzed in the previous EIR would not be expected to occur as a result of the additions proposed in this addendum. As such, these additions would not result in any conditions identified in the CEQA Guidelines Section 15162, and supplemental environmental review or a subsequent EIR is not required.

REFERENCES

California Department of Conservation. 2022. 2018 Important Farmlands Map. Accessed August 16, 2022.

El Dorado County Transportation Commission (EDCTC. 2020a. 2020-2024 Regional Transportation Plan. November 2022.

EDCTC. 2020b. Final EIR for the El Dorado County 2020-2040 RTP. SCH Number #: 2020019055. Prepared by De Novo Planning Group. October 2020.

EDCTC. 2020c. Notice of Preparation (and Initial Study) for the 2020-2040 El Dorado County RTP. Prepared by De Novo Planning Group. January 2020.

EDCTC. 2020d. Draft Environmental Impact Report for the El Dorado County 2020-2040 Regional Transportation Plan (RTP). SCH Number #: 2020019055. Prepared by De Novo Planning Group. August 2020.

LSA. 2022a. Cultural Resources Study for the Bass Lake Regional Park Project. Prepared by LSA. February 2022.

LSA. 2022b. Air Quality and Greenhouse Gas Emission Analysis (Memorandum) for the Bass Lake Regional Park Project. Prepared by LSA. March 2022.

LSA. 2022c. Biological Resources Evaluation for the Bass Lake Regional Park Project. Prepared by LSA. March 2022.

LSA. 2022d. Noise Impact Analysis: Bass Lake Regional Park Project (Memorandum). Prepared by LSA. March 2022.

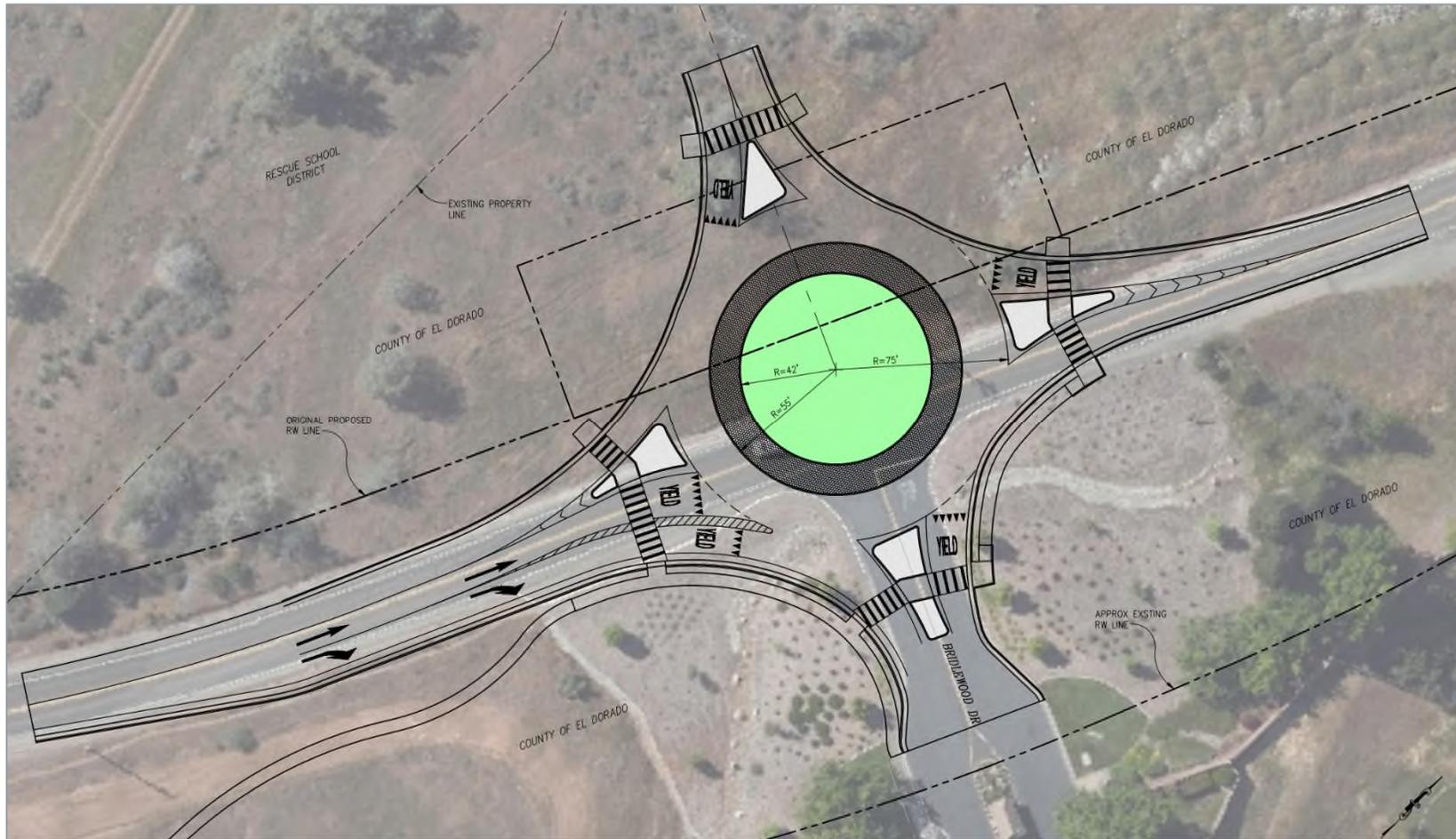
LSA. 2021a. Tree Evaluation for Bass Lake Regional Park. Prepared by LSA. August 2021.

LSA. 2021b. Environmental Site Assessment Update for Bass Lake Park Project. Prepared by Blackburn Consulting for LSA. October 2021.

LSA. 2021c. Transportation Impact Study for Bass Lake Regional Park Project. Prepared by LSA. December 2021.

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Figure 1. Bridlewood Drive Intersection Improvements
(Source: Sheet EX-2 [dated 6/28/21], County of El Dorado Department of Transportation)



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Attachment A – Bass Lake Road/Bridlewood Drive Roundabout Review

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MEMORANDUM

To: Woodrow Deloria, El Dorado County Transportation Commission (EDCTC)
From: Dennis Pascua, Transportation Services Manager
Subject: Bass Lake Road/Bridlewood Drive Roundabout Review
Date: August 15, 2022
cc: Steve Peterson, Dudek
 Christine Fukasawa, Dudek
Attachment(s): Intersection Improvement Plans (Sheet EX-1 and EX-2)

The following memorandum provides a summary of the forecast intersection operations at Bass Lake Road/Bridlewood Drive as analyzed in the *Transportation Impact Study (TIS) for the El Dorado Hills Bass Lake Regional Park Project* prepared by LSA in December 2021. Per the TIS, during the weekdays, the proposed Bass Lake Regional Park project would generate approximately 686 daily trips, 23 AM peak hour trips, and 91 PM peak hour trips; and, 1,772 daily trips and 249 midday peak hour trips during the Saturday midday peak hour.

Under Alternative 2 of the Bass Lake Regional Park Project, the intersection of Bass Lake Road/Bridlewood Drive would serve as Project Driveway 3 of the park. Alternative 1 includes Project Driveway 3 at the intersection of Silver Springs Parkway/Bass Lake Road. The LSA TIS analyzed the intersection of Bass Lake Road/Bridlewood Drive as a two-way stop-controlled (TWSC) intersection (i.e., its current configuration with an added west leg from the park), and as a single-lane roundabout (i.e., one lane circulating within the roundabout). Table 1 summarizes the level of service (LOS) analysis of the intersection from the LSA TIS.

Table 1 - Intersection LOS Summary (Alternative 2)

Intersection	Configuration	Weekday		Saturday
		AM Peak Hour	PM Peak Hour	Midday Pk Hr
Existing plus Project				
Bass Lake Road/Bridlewood Drive	two-way stop-control	LOS C	LOS C	LOS D
	roundabout	LOS A	LOS A	LOS A
Near Term (2031) plus Project				
Bass Lake Road/Bridlewood Drive	two-way stop-control	LOS E	LOS E	LOS F
	roundabout	LOS A	LOS A	LOS A
Cumulative (2040) plus Project				
Bass Lake Road/Bridlewood Drive	two-way stop-control	LOS F	LOS F	LOS F
	roundabout	LOS B	LOS B	LOS B

Source: Transportation Impact Study, El Dorado Hills Bass Lake Regional Park Project, LSA, December 2021.

The County considers LOS E as the minimum acceptable threshold for unsignalized intersections. Per the table, as a TWSC intersection, unsatisfactory LOS F conditions are forecast for the Saturday midday peak hour in the Near Term (2031) condition, and all peak hour conditions in the Cumulative (2040) condition. Under the roundabout configuration, the intersection is forecast to operate at LOS A in the Existing and Near Term (2031) conditions, and LOS B in the Cumulative (2040) condition.

Table 2 summarizes the results of the 95th percentile (design) queue analysis in the LSA TIS under the TWSC configuration. Since all intersection approach lanes are single lanes, the reported storage lengths are based on the distances from the intersection to the next adjacent intersection and/or driveway.

Table 2 - Queue Summary for Two-Way Stop-Controlled Intersection (Alternative 2)

Intersection	Movement	Storage Length (ft/ln)	Weekday		Saturday
			AM Peak Hr	PM Peak Hr	Mdday Pk Hr
<i>Existing plus Project</i>					
Bass Lake Rd/Bridlewood Dr	NB LTR	380	5	5	5
	SB LTR	700	5	70	50
	EB LTR	685	5	25	50
	WB LTR	570	70	55	90
<i>Near Term (2031) plus Project</i>					
Bass Lake Rd/Bridlewood Dr	NB LTR	380	0	10	55
	SB LTR	700	0	105	100
	EB LTR	685	5	25	60
	WB LTR	570	90	75	110
<i>Cumulative (2040) plus Project</i>					
Bass Lake Rd/Bridlewood Dr	NB LTR	380	0	5	25
	SB LTR	700	30	90	125
	EB LTR	685	20	30	50
	WB LTR	570	135	120	200

Source: Transportation Impact Study, El Dorado Hills Bass Lake Regional Park Project, LSA, December 2021.

Based on the analysis, the maximum queues under the TWSC configuration are 55 feet (approximately 2 vehicles based on 25 feet per vehicle) for the northbound approach; 125 feet (5 vehicles) for the southbound approach; 60 feet (2 vehicles) for the eastbound approach; and, 200 feet (8 vehicles) for the westbound approach.

Table 3 summarize the results of the 95th percentile queue analysis in the LSA TIS under the roundabout configuration.

Table 3 - Queue Summary for Roundabout (Alternative 2)

Intersection	Movement	Storage Length (ft/ln)	Weekday		Saturday
			AM Peak Hr	PM Peak Hr	Mdday Pk Hr
Existing plus Project					
Bass Lake Rd/Bridlewood Dr	NB LTR	380	20	115	75
	SB LTR	700	120	35	65
	EB LTR	685	5	5	5
	WB LTR	570	15	10	15
Near Term (2031) plus Project					
Bass Lake Rd/Bridlewood Dr	NB LTR	380	35	165	125
	SB LTR	700	165	55	95
	EB LTR	685	5	5	5
	WB LTR	570	20	15	20
Cumulative (2040) plus Project					
Bass Lake Rd/Bridlewood Dr	NB LTR	380	55	230	210
	SB LTR	700	220	75	130
	EB LTR	685	5	5	5
	WB LTR	570	25	20	30

Source: Transportation Impact Study, El Dorado Hills Bass Lake Regional Park Project, LSA, December 2021.

Based on the analysis, the maximum queues under the roundabout configuration are 230 feet (9 vehicles) for the northbound approach; 220 feet (9 vehicles) for the southbound approach; 5 feet (1 vehicle) for the eastbound approach; and, 30 feet (1 vehicle) for the westbound approach. All queues, including the maximum queues, would be adequately stored within their approach lanes under both TWSC and roundabout configurations.

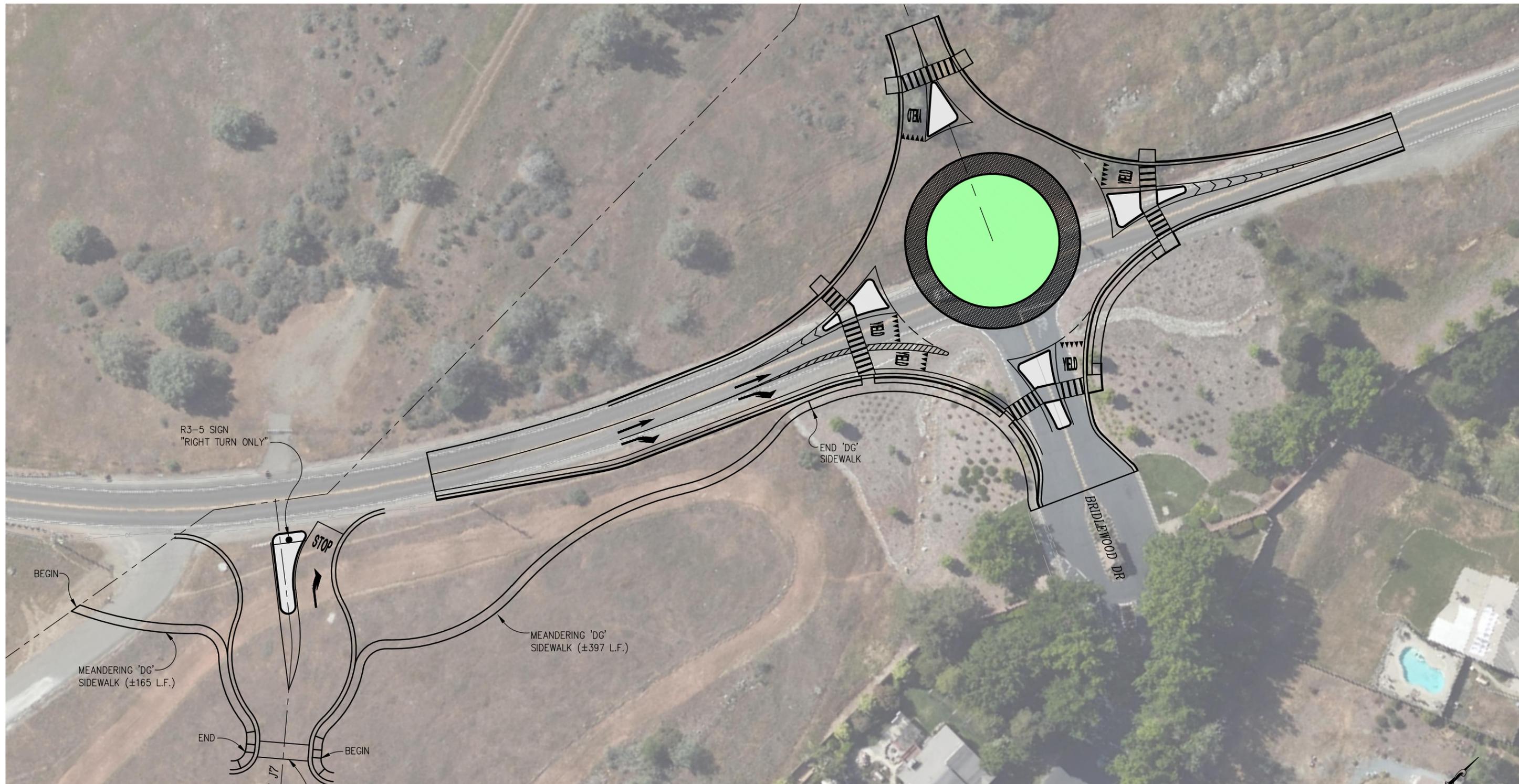
Based on the LOS and queuing analyses summarized above, the LSA TIS recommended the roundabout configuration at Bass Lake Road/Bridlewood Drive under Alternative 2 to improve forecast LOS to satisfactory levels. The text below states their recommendation:

“...As shown in Tables 10-B, 10-C, and 10-D, with the implementation of the proposed improvements, all intersections are forecast to operate at a satisfactory LOS except for the two-way-stop-controlled intersection of Bass Lake Road/Project Driveway 3-Bridlewood Drive under near-term and cumulative conditions. However, as shown in Tables 5-C and 7-C, this intersection is forecast to operate at a satisfactory LOS with the implementation of a roundabout. Therefore, the roundabout can be recommended as a potential improvement at this intersection under Alternative 2...”

Therefore, under Alternative 2 (Project Driveway 3 at Bass Lake Road/Bridlewood Drive) of the proposed El Dorado Hills Bass Lake Regional Park Project, the roundabout configuration would improve LOS to satisfactory LOS (LOS A/B) over the TWSC configuration which would result in LOS F conditions during the Near Term (2031) and Cumulative (2040) conditions.

The intersection improvement plans for the roundabout are attached.

ORIGINAL SCALE IS IN INCHES
 Drawing name: Z:\Civil 3D Projects\Department\Bass Lake at Bridlewood\CADD Files\Exhibits\Preliminary Roundabout.dwg
 Layout Tab: EX-1 May 28, 2021 - 2:07pm SMeVey
 FOR REDUCED PLANS
 REVISION



R3-5 SIGN
"RIGHT TURN ONLY"

END 'DG'
SIDEWALK

BRIDLEWOOD DR

MEANDERING 'DG'
SIDEWALK (±165 L.F.)

MEANDERING 'DG'
SIDEWALK (±397 L.F.)

SERRANO VILLAGE J7
ENTRANCE

CROSSWALK

MEANDERING 'DG' SIDEWALK (±562 L.F.)

ESTIMATED PROJECT COST = \$20,000
 100% DEVELOPER FUNDED TO BE BUILT AS PART OF PROJECT

BRIDLEWOOD ROUNDABOUT PROJECT COST = \$2.28 M

DEVELOPER CONTRIBUTION = \$200,000
 CSD FORMATION 15 YEAR = \$480,000
 COUNTY DOT DIFFERENTIAL CONTRIBUTION = \$1,600,000

**BRIDLEWOOD DR AND SERRANO J7
 INTERSECTION IMPROVEMENTS**
 SCALE : 1" = 30'

PRELIMINARY

REVISION	NUMBER	DATE	DESCRIPTION	BY

PREPARED UNDER THE SUPERVISION OF :	DESIGNED: -	DRAWN: SGM
REGISTERED CIVIL ENGINEER	CHECKED: -	DATE: 05/28/21
DATE:	ROAD NUMBER: 004	

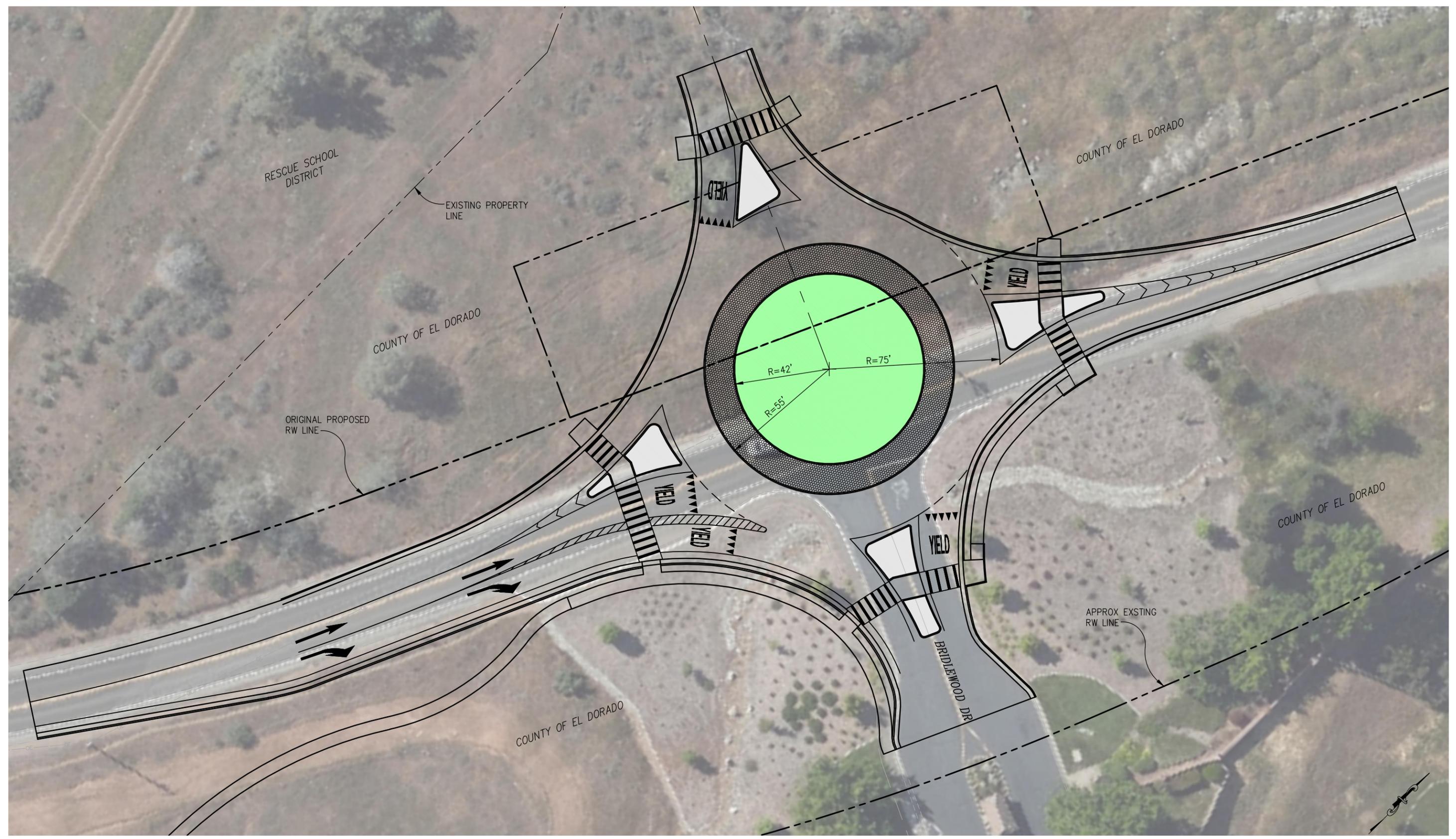


**COUNTY OF EL DORADO
 DEPARTMENT OF TRANSPORTATION**

BASS LAKE ROAD

SHEET
EX-1
 1 OF 2
 W.O. No. **XXXX**

ORIGINAL SCALE IS IN INCHES
 Drawing name: Z:\Civil 3D Projects\Department\Bass Lake at Bridlewood\CADD Files\Exhibits\Preliminary Roundabout.dwg
 Layout Tab: EX-2
 May 28, 2021 - 2:19pm SMC\vev



ESTIMATED PROJECT COST = \$2,280,000

PRELIMINARY

BRIDLEWOOD DR INTERSECTION IMPROVEMENTS
SCALE : 1" = 20'

REVISION	NUMBER	DATE	DESCRIPTION	BY

PREPARED UNDER THE SUPERVISION OF :	DESIGNED: -	DRAWN: SGM
REGISTERED CIVIL ENGINEER	CHECKED: -	DATE: 05/28/21
DATE: _____	ROAD NUMBER: 004	



COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION

BASS LAKE ROAD

SHEET
EX-2
 2 OF 2
 W.O. No. **XXXX**