

Addendum
to the
Cold Springs Road Realignment Project
Initial Study/Mitigated Negative
Declaration
(SCH #2012092047)

To Include Provisions for Construction Detour

El Dorado County, California

February 2016

Project Background and Description

The Cold Springs Road Realignment Project was approved by the Board of Supervisors on November 13, 2012. The project is located on Cold Springs Road approximately three quarters of a mile south of the intersection with Gold Hill Road, approximately 3.25 miles north of U.S. Highway 50 (U.S. 50) and approximately 3 miles south of the Community of Coloma, in west central El Dorado County.

The County has identified the Project Area as a location with above-average accident rates. As a result of the higher frequency of accidents, the County was awarded a grant from the Highway Safety Improvement Program (HSIP), a federal safety grant program administered by the Federal Highway Administration (FHWA).

Roadway improvements proposed by this project would occur along two segments of Cold Springs Road that are separated by a 400 foot stretch of road that will not be modified as part of this project. Segment 1 is a section of Cold Springs Road that extends approximately 1,100 feet in length from Skyview Lane north to Fox Print Court. Approximately four hundred feet further north of the northern end of Segment 1, Segment 2 extends north for approximately 1,130 feet, approximately 600 feet north and 600 feet south of the intersection Cold Springs Road with Mt. Shasta Lane.

The project area does not contain access to driveways and/or other roads with the exception of Mt. Shasta Lane in Segment 2. The existing roadway width within the project area ranges from 24 to 26 feet. The full length of the project area is approximately 1,100 feet for Segment 1 (Mile Post 3.2 to 3.4) and 1,130 feet for Segment 2 (Mile Post 3.5 to 3.7).

Collision/Accident Data collected by the County for the project area indicate most accidents result from vehicles running off the roadway and hitting fixed objects. Accidents in both segments most frequently involve vehicles traveling downhill, in the southbound direction. The primary cause of accidents in the project area was identified as “excessive vehicle speeds for the conditions.” Limited sight distance through the existing curves and narrow to zero width shoulders also contribute to the higher than average accident rate in the project area.

Proposed Addendum

This Addendum proposes to amend selected sections on Pages 11 and 12, *Section 3.4.6 Project Construction* of the final Initial Study/Mitigated Negative Declaration (IS/MND) document to include provisions for a construction detour. This detour is proposed to address the need to safely construct portions of the Project due to the narrow roadway and lack of shoulders. Changes are shown below in bold with new text shown in underline format and replaced text shown in strikethrough format. No other changes are proposed.

3.4.6 Project Construction

The El Dorado County DOT would retain a contractor to construct the proposed improvements and the contractor would be responsible for compliance with all applicable rules, regulations and ordinances associated with construction activities and for actual implementation of the construction-related mitigation measures to be adopted for the project. DOT would provide construction inspection and would be responsible for verifying mitigation measure implementation. The proposed project would be constructed in accordance with the Public Contracts Code of the State of California, the State of California Department of Transportation Standard Plans and Standard Specifications, the Contract Project Plans, and Project Special Provisions under development by the County of El Dorado Department of Transportation.

The contract will contain the following standard and project-specific procedures/requirements:

- Special provisions will require that a traffic management plan be prepared. The traffic management plan will include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic during construction. Minor traffic stoppages or delays may be allowed if necessary during project construction. Full roadway closures will be **avoided allowed for a period of 12 calendar days** during project construction and provisions for emergency vehicle movement through the project area will be provided at all times during construction. Any longer duration than 12 days may only occur under extenuating circumstances beyond County control;
- **A detour and traffic management plan will be prepared for a full roadway closure. Viable routes for detouring traffic from Cold Springs Road would be via Gold Hill Road to Highway 49 to Combellack Road/Middletown Road to Cold Springs Road. The detour for this route would be 10 miles from the northern project limits to southern project limits. Another viable route would be via Gold Hill Road to Lotus Road to Green Valley Road to Coolwater Creek Road/Mallard Lane to Cold Springs Road. The detour for this route would be 16 miles from the northern project limits to the southern project limits. Portable changeable message signs will be placed throughout the area along with additional signage to make the public aware of dates of full roadway closures (See Attachment B).**
- Special provisions will require compliance with EDCAQMD Rules 223, 223-1, and 223-2 to minimize fugitive dust emissions and the potential for risk of disturbance to naturally occurring asbestos;
- A standard provision will require compliance with the California Air Resources Board Airborne Toxic Control Measure (ATCM) at Title 17 Section 93105 addressing Construction, Grading, Quarrying, and Surface Mining activities and

with the Asbestos ATCM for Surfacing Applications (California Code of Regulations, Title 17, Section 93106);

- A standard provision will require notification of DOT and compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.94 et seq., regarding the discovery and disturbance of human remains should any human remains be discovered during project construction;
- A standard provision will require compliance with the El Dorado County Grading Ordinance and Storm Water Management Plan for Western El Dorado County and implementation of Best Management Practices as identified in the National Pollutant Discharge Elimination System permit and/or Storm Water Management Plan; A standard provision requires compliance with applicable requirements of Department of Toxic Substances Control (DTSC) Variance #V09HQSCD006 pertaining to aerially deposited lead;
- A standard provision requires DOT or its construction contractors to conduct early coordination with utility service providers, law enforcement and emergency service providers to ensure minimal disruption to service during construction;
- A standard provision requires DOT and its construction contractors to comply with the State of California Standard Specifications (May 2006 or newer), written by the State of California Department of Transportation, for public service provision;
- A standard provision requires access to adjacent residential properties to remain open at all times during the construction period;
- A special provision will require the project to comply with General Plan Policy 6.5.1.11 pertaining to construction noise; and
- A special provision will require night time construction to be conducted to minimize traffic disruption if necessary in compliance with General Plan Policy 6.5.1.11.

The County anticipates that construction of the proposed project would require the construction contractor to close one of the two traffic lanes during construction activities, resulting in a reversible traffic control (both directions alternating use of a single lane). **A full roadway closure is also anticipated in order to safely construct portions of the proposed project due to the narrow roadway and lack of shoulders.** Diversions of traffic would be signed; and barriers, striping, and cones would be used as necessary to guide traffic and delineate temporary lanes. Flaggers would monitor and guide traffic during periods of reversible traffic control, equipment movement, or when construction activities were occurring near traffic lanes to ensure public and worker safety.

PROCESS and COMPLIANCE with CEQA

This document has been prepared to comply with the requirements of the California Environmental Quality Act (CEQA), (PRC §21000, et seq.) as set forth below. El Dorado County is the lead agency for the project for purposes of environmental review under CEQA.

15164. Addendum to an EIR or Negative Declaration

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in §15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in §15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Pursuant to §15164 (e) set forth above, the following is a brief explanation of the decision not to prepare a subsequent EIR pursuant to §15162.

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

Discussion: The change to include a detour for safety reasons is not considered a major revision to this Project. As demonstrated in the attached CEQA Checklist, no new significant environmental effects or increase in the severity of previously identified effects will occur as a result of this addendum to include provisions for a construction detour.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

Discussion: As demonstrated in the attached CEQA Checklist, no substantial changes have occurred that require major revisions to the 2012 MND.

(3) New information of substantial importance not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(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 measure or alternative; 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.

Discussion: No new information has occurred since certification of the 2012 MND. As demonstrated in the attached CEQA Checklist, no new information occurred or was discovered as a result of this analysis and no new mitigation measures are warranted.

CEQA Checklist

The attached CEQA Checklist provides the supporting documentation demonstrating that no additional impacts or mitigation measures are required for the Cold Springs Road Realignment Project to Include Provisions for a Construction Detour. (Attachment B)

Mitigation Measures from 2012 IS/MND

All Mitigation Measures set forth in the 2012 IS/MND still apply. The Project site remains the same, so no additional studies or surveys are necessary and no additional mitigation measures are required.

ATTACHMENT A

CEQA Guidelines Appendix G Environmental Checklist Form

1. **Project title:** ADDENDUM TO THE COLD SPRINGS REALIGNMENT PROJECT 2012 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION TO INCLUDE PROVISION FOR CONSTRUCTION DETOUR
2. **Lead agency name and address:**
El Dorado County Department of Transportation
2850 Fairlane Court
Placerville, CA 95667
3. **Contact person,:** Janet Postlewait: (530) 621-5993: janet.postlewait@edcgov.us
4. **Project location:** The project is located on Cold Springs Road approximately three quarters of a mile south of the intersection with Gold Hill Road, approximately 3.25 miles north of U.S. Highway 50 (U.S. 50) and approximately 3 miles south of the Community of Coloma, in west central El Dorado County.
5. **Project sponsor's name and address:**
El Dorado County Department of Transportation
2850 Fairlane Court
Placerville, CA 95667
6. **General plan designation:** Rural Residential
7. **Zoning:** Residential Estate Ten Acres (RE-10)
8. **Description of project:** The Project approved in 2012 will widen the existing intersection to provide for dedicated left and right turn lanes, class II bike lanes, overlay of existing pavement section, associated signage and striping, construction of asphaltic concrete curbs, associated existing drainage culvert extensions, and retaining wall construction. This Addendum will add a provision to allow for a detour during construction for a period of 12 days (Attachment B). No other changes are proposed.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project:

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards and
Hazardous Materials | <input type="checkbox"/> Hydrology/
Water Quality | <input type="checkbox"/> Land Use Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Services | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION:

On the basis of this initial evaluation: (choose appropriate one)

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required other than this addendum to the 2012 Cold Springs Road Realignment Mitigated Negative Declaration.

Signature

Date

Janet Postlewait

El Dorado County Department of Transportation

Printed Name

For

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone).
- 2) All answers must take account of the whole action involved, including both on and off site, cumulative and project-level; indirect and direct; construction and operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impacts" when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation " applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects were within the scope and adequately analyzed in an earlier document pursuant to applicable legal standards, and if effects were addressed by mitigation measures from the earlier analysis.
 - c) Mitigation Measures. For effects "Less than Significant with Mitigation Measures," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant

CEQA Environmental Checklist

**ADDENDUM TO THE COLD SPRINGS REALIGNMENT PROJECT 2012 INITIAL
STUDY/MITIGATED NEGATIVE DECLARATION TO INCLUDE PROVISION FOR
CONSTRUCTION DETOUR**

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. The provision to provide a detour during construction for 12 days will have no effect on any potential visual impacts that may occur.				
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: No agricultural farmland exists in the project area.				

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Create greenhouse gas emissions and contribute to global climate change | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The project would result in short-term air pollutant emissions from ground disturbance and construction vehicle operation. All activities and equipment will comply with applicable rules and regulations for minimizing construction emissions that are currently in place for the 2012 Cold Springs MND. Traffic patterns will be temporarily modified due to the detour, but no additional overall trips will occur as a result. No additional air quality impacts will occur and no additional mitigation measures are required.

IV. BIOLOGICAL RESOURCES: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The provision for a construction detour for 12 days has no effect upon any potential biological impacts identified in the 2012 MND. No additional biological impacts will occur and no additional mitigation measures are required.

V. CULTURAL RESOURCES: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The provision for a construction detour for 12 days has no effect upon any potential cultural impacts identified in the 2012 MND. No additional cultural impacts will occur and no additional mitigation measures are required.

VI. GEOLOGY AND SOILS: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No additional impacts relative to geology and soils have been identified and no additional mitigation measures are required.

VII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

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g) The project will not impair implementation of or interfere with any adopted emergency response plan, nor will it create any additional risk of wildland fires. This amendment adds a provision in the Project Description addressing the detour by calling for the preparation of a detour and traffic management plan for a full roadway closure. Viable routes for detouring traffic from Cold Springs Road would be via Gold Hill Road to Highway 49 to Combella Road/Middletown Road back to Cold Springs Road. The detour for this route would be 10 miles from the northern project limits to southern project limits. Another viable route would be via Gold Hill Road to Lotus Road to Green Valley Road to Coolwater Creek Road/Mallard Lane back to Cold Springs Road. The detour for this route would be 16 miles from the northern project limits to the southern project limits. Portable changeable message signs will be placed throughout the area along with additional signage to make the public aware of dates of full roadway closures (See Attachment B). As such, no additional impacts having to do with emergency response will occur as a result of this detour, and no additional mitigation measures are required.

VIII. HYDROLOGY AND WATER QUALITY: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No additional impacts relative to hydrology and water quality have been identified and no additional mitigation measures are required.

IX. LAND USE AND PLANNING: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (ie: general plan, specific plan, local coastal program, or zoning ordinance) adopted to avoid or mitigate an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No additional impacts relative to Land Use and Planning have been identified and no additional mitigation measures are required.

X. MINERAL RESOURCES: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No known mineral resources are available on the site.

XI. NOISE: Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) No additional impacts relative to Noise have been identified and no additional mitigation measures are required.

XII. POPULATION AND HOUSING: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

This is road improvement project that will not add lanes or increase capacity. The provision of a temporary detour has no bearing on population growth, nor will it displace any existing population.

XIII. PUBLIC SERVICES:

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- Fire protection?
- Police protection?
- Schools?
- Parks?
- Other public facilities?

All standards regarding public services will be adhered to. The proposed road closure and detour will be done according to an approved traffic management plan set forth in this amendment to the Project Description. No additional impacts will occur and no new mitigation is warranted.

XIV. RECREATION:

- a) Would the project increase the use of neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur?
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Discussion: This is a temporary detour for a road improvement project that will not affect recreation facilities or the need for new recreation facilities.

XV. TRANSPORTATION/TRAFFIC: Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in substantial increase in either the number of vehicle trips, volume to capacity ratio, or congestion at intersections)?
- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

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- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including increase in traffic levels or change in location resulting in safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) The provision for a temporary detour (12 days) will not increase overall trips in relation to the existing traffic load and capacity of the road system; b) nor will this temporary detour exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. e) The provision for a temporary detour will not impair implementation of or interfere with emergency access. This amendment adds a provision in the Project Description addressing the detour by calling for the preparation of a detour and traffic management plan for a full roadway closure. Viable routes for detouring traffic from Cold Springs Road would be via Gold Hill Road to Highway 49 to Combellack Road/Middletown Road back to Cold Springs Road. The detour for this route would be 10 miles from the northern project limits to southern project limits. Another viable route would be via Gold Hill Road to Lotus Road to Green Valley Road to Coolwater Creek Road/Mallard Lane back to Cold Springs Road. The detour for this route would be 16 miles from the northern project limits to the southern project limits. Portable changeable message signs will be placed throughout the area along with additional signage to make the public aware of dates of full roadway closures (See Attachment B).

As such, no additional impacts having to do with Transportation and Traffic will occur as a result of this detour, and no additional mitigation measures are required.

XVI. UTILITIES AND SERVICE SYSTEMS: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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- g) Comply with federal, state, and local statutes and regulations related to solid waste?

All standards and policies relative to utilities and service systems will be adhered to pursuant to the mitigation measures set forth in the 2012 IS/MND for this temporary detour. No additional impacts having to do with Utilities and Service Systems will occur as a result of this detour, and no additional mitigation measures are required

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- b) Does the project have impacts that are individually limited, but cumulatively considerable? (Cumulatively considerable means that incremental effects are considerable when viewed in connection with effects of past projects, effects of other current projects, and effects of probable future projects)?
- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

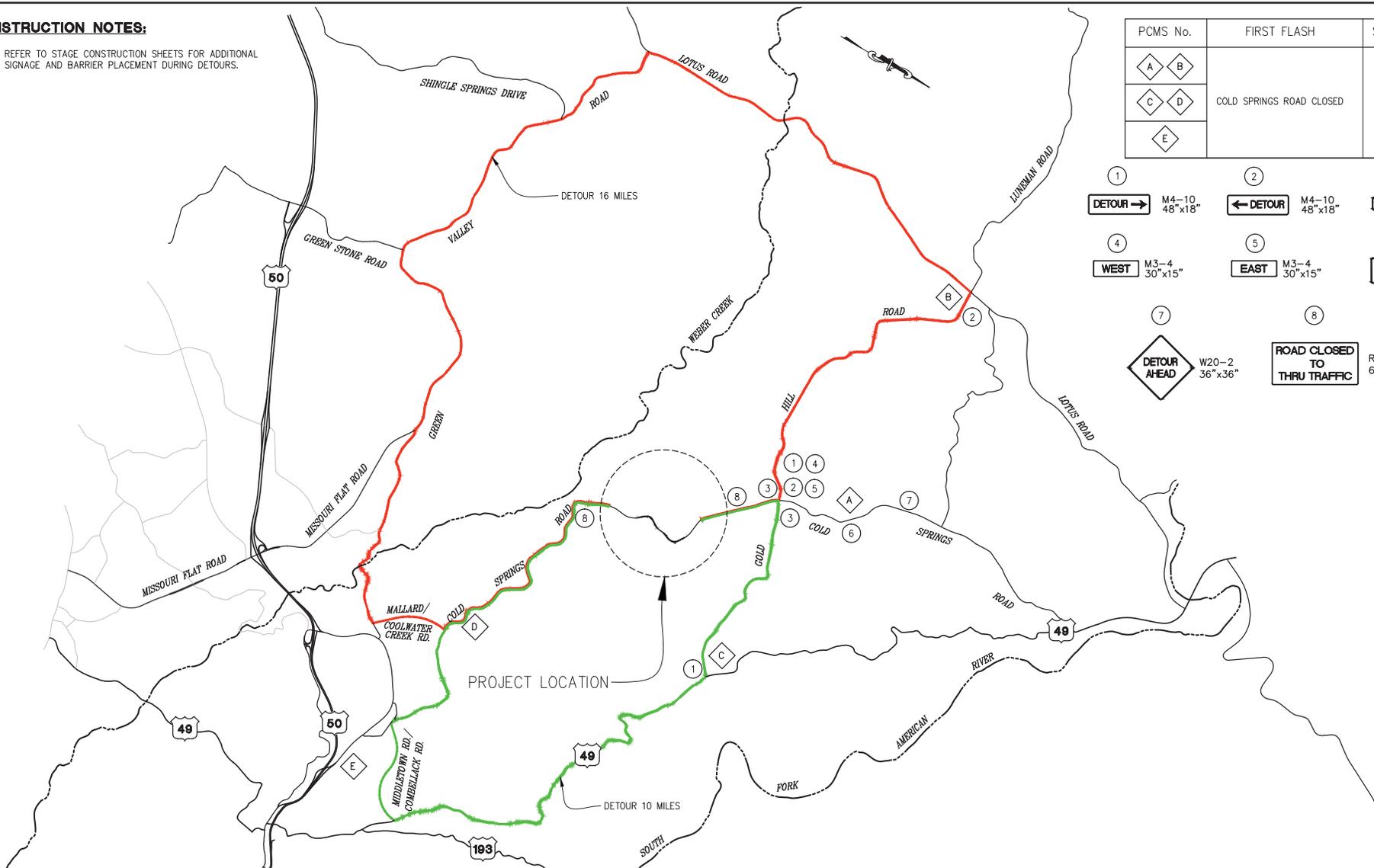
The provision to allow a temporary road closure for 12 days and detour does not have the potential to degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species. No streams exist in the vicinity and the VELB have not been found on the elderberry shrubs – see Biological Resources.

The project has no cumulative impacts

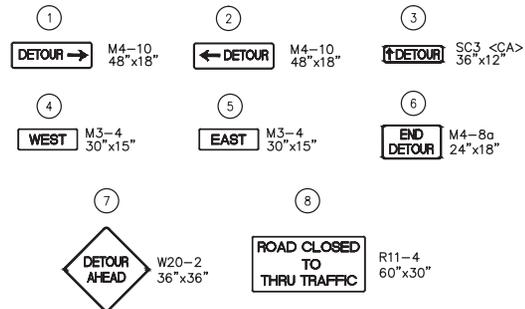
The project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

CONSTRUCTION NOTES:

- REFER TO STAGE CONSTRUCTION SHEETS FOR ADDITIONAL SIGNAGE AND BARRIER PLACEMENT DURING DETOURS.



PCMS No.	FIRST FLASH	SECOND FLASH
A B	COLD SPRINGS ROAD CLOSED	(DATES CLOSED)
C D		
E		



ORIGINAL SCALE IS IN INCHES
 Drawing name: C:\Civil_3D\Projects\73360_Cold_Springs_Rd_at_Mt_Shasta_Ln\CADD_Files\Sheets\DE.dwg Layout Tab: DE-ENV Jan 21, 2016 - 10:30am Arnyun
 FOR REDUCED PLANS



DETOUR PLAN
SCALE : 1" = 2000'



PREPARED UNDER THE SUPERVISION OF:
 [Signature]
 REGISTERED CIVIL ENGINEER
 DATE:

DESIGNED: AN
 DRAWN: AN
 CHECKED: DH DATE: 1/21/2016
 ROAD NUMBER: 020



COUNTY OF EL DORADO
 COMMUNITY DEVELOPMENT AGENCY
 TRANSPORTATION DIVISION

COLD SPRINGS ROAD AT MOUNT
 SHASTA LANE REALIGNMENT

SHEET
 DE-1
 1 OF 1
 P.C. No. 73360

REVISION	NUMBER	DATE	DESCRIPTION	BY