ADDENDUM No. 4 to the
FINAL ENVIRONMENTAL IMPACT REPORT
for the
U.S. HIGHWAY 50/EL DORADO HILLS BOULEVARD-LATROBE ROAD INTERCHANGE PROJECT

El Dorado County, California

MAY 2025

1.0 INTRODUCTION

A Final Environmental Impact Report (FEIR) for the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange (SCH #98072050) was certified by the El Dorado County Board of Supervisors on July 22, 2003, and Addendums #1 through #3 were adopted between 2005 and 2012. However, the project has been under development since that time and additional minor changes in the project description have occurred as described in detail below.

The State CEQA Guidelines provide guidance on the appropriate document for revisions to a previously certified EIR. Section 15162 requires the preparation of a Subsequent EIR if 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 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant 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 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.

Section 15164 requires the lead agency to prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. An addendum need not be circulated for public review but can be included in or attached to the final EIR. A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in the

addendum, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

2.0 BACKGROUND

Previously Certified EIR and Addendum No. 1:

A Draft Environmental Impact Report/Environmental Assessment (EIR/EA) (State Clearinghouse #98072050) was prepared for this project in November 1999. Additionally, since the County planned to use federal funds for construction, the Federal Highway Administration acted as federal lead agency for this project under the National Environmental Policy Act.

The Draft EIR/EA was circulated for public review for 45 days from November 15, 1999 to December 30, 1999. El Dorado County certified the EIR on May 11, 2000.

A petition for writ of mandate was subsequently filed by the *Citizens Against Roadway Encroachment* (C.A.R.E.), and the Superior Court issued a writ that required the Board of Supervisors to clarify their action and re-adopt the project. On July 22, 2003, the Board of Supervisors took action to readopt the project. The County subsequently requested that the Court discharge the writ. The discharge was granted by the Court.

Addendums to the EIR were approved by the Board of Supervisors between 2005 and 2012, which have since been constructed. This addendum covered changes to Phase 2B.2.

Project Description Summary as Originally Approved for Phase 2B in Addendum No. 3:

Due to funding limitations, Phase 2B was divided into two sub phases, Phase 2B.1 and 2B.2. Phase 2B.1 segregated the westbound on- and off-ramps from the eastbound on- and off-ramps, which was constructed in 2014. Phase 2B.2 was proposed to address remaining eastbound on- and off-ramp improvements left to complete the ultimate interchange project as defined by the 2003 EIR. Phase 2B.2 was proposed to be constructed in the future due to funding limitations.

3.0 FINDINGS

None of the conditions described above under Section 15162 of the State CEQA Guidelines requiring a subsequent EIR have occurred. New significant environmental effects or a substantial increase in the severity of previously identified significant effects are not expected. In addition, no substantial changes have occurred with respect to the circumstances under which the project will be undertaken. These findings are supported by the following environmental assessment of the project. The minor changes and additions to the project as listed below are consistent with Section 15164 of the State CEQA Guidelines, and an addendum to the previously certified EIR is the appropriate CEQA documentation.

4.0 PROPOSED CHANGES FOR ADDENDUM No. 4

Phase 2B (Final Phase) of Approved Project:

The project is the final phase of a four-phase project reconstructing the interchange of US 50 and Latrobe Road / El Dorado Hills Boulevard (see Figure 1: Project Vicinity, Figure 2: Project

Location, and Figure 3: Project Features attached). The final phase to be constructed as part of this project includes reconstruction and widening of the eastbound loop off-ramp and reconstruction and widening of the eastbound diagonal on-ramp. to two lanes with ramp metering. An additional through lane will be added to northbound Latrobe Road from Town Center Drive and extending under the overpass to eliminate the current merge lane, which will improve traffic flow from the eastbound loop off-ramp. Further, multi-model improvements consisting of a Class 1 path will be constructed adjacent to the eastern shoulder of El Dorado Hills Boulevard and Latrobe Road from Town Center Drive to Saratoga Way with a concrete barrier separating the path from vehicular traffic. Additional drainage improvements, retaining walls, and modification of the Carson Creek culvert are anticipated adjacent to the eastbound on-ramp. Utility relocations may also potentially be required.

Other project features not previously included in the EIR include the additional through lane along northbound Latrobe Road, a retaining wall, and modifications of the Carson Creek culvert adjacent to the eastbound on-ramp.

5.0 IMPACT ASSESSMENT

The EIR approved the reconstruction and widening of the eastbound loop off-ramp, reconstruction and widening of the eastbound diagonal on-ramp to two, adding an additional lane to northbound El Dorado Hills Blvd under the overpass to eliminate the current merge lane; sidewalk improvements along the eastern shoulder of El Dorado Hills Boulevard and Latrobe Road, drainage improvements, and utility relocations. The proposed additional lane along northbound El Dorado Hills Blvd from Town Center Drive to the eastbound on-ramp, retaining wall, and modification of the Carson Creek culvert adjacent to the eastbound on-ramp were not evaluated within the previous EIR or addendums.

Due to the length of time since the EIR and subsequent Addendum's approval, the entire project footprint was surveyed and analyzed for impacts to environmental resources. No new resources and no new impacts above and beyond what were originally anticipated in the EIR were identified. A summary of the impacts for each CEQA resources can be found below along with additional avoidance and minimization measures recommended for inclusion with the project, which are identified below the table. **Attachment A** contains the CEQA Guidelines Appendix G and Environmental Checklist Form. These changes do not significantly increase or create new significant impacts not already analyzed in the approved EIR and the changes do not increase any existing impacts requiring mitigation or create any new impacts requiring mitigation.

Summary Impact Discussion

Resource	Impact	Discussion
Aesthetics	LS	The project would result in a minimal change in the visual character of the project area and would be consistent with the character of the area. The project is not located within or adjacent to a designated scenic highway corridor.
Agricultural and Forestry Resources	None	None present. No potential for impacts.
Air Quality	LS	Construction-related Air Quality Impacts: Construction-related air emissions would vary slightly from those estimated in the previously-certified EIR due to the timing of these improvements, but the changes in emissions would be negligible and would not affect the EIR's significance conclusions or recommended mitigation measures. Measure **AQ-1** has been updated to comply with current El Dorado

Resource	Impact	Discussion
		County Air Quality Management District Rules and Regulations for construction related emissions. Operational air quality impacts: The above-described changes will not generate additional trips to the project area, will improve traffic and operational safety, are not expected to result in any new impacts or substantially increase significant impacts identified in the previously-certified EIR for the following reasons. • The proposed changes would have a minor improvement on operational emissions and would not change the EIR's conclusion that the project would not cause significant carbon monoxide impacts. The previously-certified EIR stated that the project was included in the SACOG 1996 Metropolitan Transportation Plan (MTP), which was also approved by the Federal Highway Administration (FHWA). The project is included in the most recent versions of SACOG's RTP/SCS and the MTIP. Both documents have been approved by the FHWA as meeting federal air quality conformity requirements.
Biological Resources	LS	With the proposed modifications, impacts to jurisdictional waters are anticipated to be 0.012 acres of permanent impacts and 0.0063 acres of temporary impacts to jurisdictional waters. Based on the biological survey conducted on February 29, 2024, habitat evaluations, site elevation, and distances from known occurrences, it was determined that northwestern western pond turtle, burrowing owl, California black rail, tricolored blackbird, and Swainson's hawks and other migratory birds and raptors have the potential to occur within the BSA and be affected by project activities. Potential impacts to biological resources associated with this phase of the project would not cause a significant impact in the project vicinity with implementation of measures **11a**, **11b**, and **11c** included in the 2000 EIA/EA and **BIO-1** through **BIO-10**. Avoidance and/or minimization measures for biological resources would ensure impacts would be less than significant.
Cultural Resources	LS	No known archeological/historical resources are present within the project area and the potential for disturbance to unknown resources is considered low.
Energy*	LS	The project does not increase need for energy.
Geology / Soils	LS	The project would require minimal earth moving and trenching and would not result substantial soil erosion or loss of topsoil.
Greenhouse Gas Emissions*	LS	Construction-related Greenhouse Gas Impacts: Construction-related greenhouse gas emissions would vary slightly from those estimated in the previously-certified EIR due to the timing of these improvements, but the changes in emissions would be negligible and would not affect the EIR's significance conclusions or recommended mitigation measures. Operational Greenhouse Gas impacts: The above-described changes will not generate additional trips to the project area, will improve traffic and operational safety, are not expected to result in any new impacts or substantially increase significant impacts identified in the previously-certified EIR.
Hazards and Hazardous Materials	LS	The project would not result in the use of significant amounts of hazardous materials and would not pose a reasonably foreseeable risk of upset or accident conditions.

Resource	Impact	Discussion
Hydrology / Water Quality	LS	The project would not result in the use or degradation of surface or groundwater supplies. Best management practices control runoff from disturbed areas during construction would be utilized.
Land Use / Planning	None	The project is consistent with El Dorado County land use planning
Mineral Resources	None	No regionally or locally important mineral resources have been identified within the project area, and no impacts to such resources are anticipated.
Noise	LS	The project is intended to provide operational improvements that reduce congestion and are located over 900 feet from the nearest residences. No new trips will be generated. These types of changes (widening of eastbound on- and off-ramps and widening of El Dorado Hills Blvd) are too distant from the residences to generate additional perceptible traffic noise over and above the U.S. 50 freeway noise. Therefore, these changes are not expected to have significant effect on traffic noise received at residences and will not result in any new noise impacts or substantially increase significant noise impacts identified in the previously-certified EIR.
Population / Housing	None	The project does not induce population growth nor displace existing housing or people.
Public Services	LS	The project does not increase need for public services.
Recreation	None	The project does not affect existing or planned recreational facilities.
Transportation/Traffic	LS	The project will improve operational and safety conditions. As the project was approved in 2000, and recirculation of the EIR is not required as there are no substantial changes in the project or circumstances that would require major revisions of the document, there is no requirement to evaluate Vehicle Miles Traveled (VMT) impacts for Phase 2B. Traffic analysis shows that the additional lane will act as a gap closure on El Dorado Hills Boulevard/Latrobe Road, and traffic volumes are anticipated to remain the same in the No-Build and Build conditions. Therefore, the No-Build and Build conditions would result in identical VMT, and impacts are assumed to be less than significant.
Tribal Cultural Resources*	None	No known tribal cultural resources are present within the project area and the potential for disturbance to unknown resources is considered low.
Utilities / Service Systems	None	No additional utilities/services would be required.
Wildfire*	None	The project is not located within a high or very high fire risk area and impacts to wildfire are not anticipated.
Mandatory Findings of Significance	LS	The project will avoid and minimize impacts to the environment to the maximum extent practicable; however, there is potential for less than significant cumulatively considerable impacts.
S = Significant ; PS = Potentially Significant; LS = Less than Significant; None = No Impact. * = New CEQA Environmental Factor Evaluated		

New Avoidance and Minimization Measures

The following Avoidance and Minimization Measure are recommended to be implemented as part of the project to ensure impacts remain less than significant:

AQ-1: The County shall construct the project using the following measures to reduce construction related impacts on air quality; as specified in the El Dorado County AQMD Rules and Regulations:

- Use low-emission onsite mobile construction equipment.
- Maintain equipment in tune per manufacturer's specifications.
- Retard diesel engine injection timing by two to four degrees unless not recommended by manufacturer (due to lower emission output in-place).
- Use reformulated, low-emission diesel fuel.
- Substitute electric and gasoline-powered equipment for diesel-powered equipment where feasible.
- Use catalytic converters on gasoline-powered equipment.
- Do not leave inactive construction equipment idling for prolonged periods (i.e., more than 2 minutes).
- Schedule construction activities and material hauls that affect traffic flow to off-peak hours.
- Configure construction parking to minimize traffic interference.
- Develop a construction traffic management plan that includes, but is not limited to:
  - providing temporary traffic control during all phases of construction activities to improve traffic flow,
  - rerouting construction trucks off congested streets, and
  - provide dedicated turn lanes for movement of construction trucks and equipment onsite and offsite.
- Reestablish ground cover on construction sites through seeding and watering for dust control.

BIO-1: A Service-approved biologist (biologist) will implement and administer the survey and monitoring duties outlined in these conservation measures. The biologist will also develop a Worker Environmental Awareness Training Program that will be presented to all construction personnel that may work within suitable northwestern pond turtle (NWPT) habitat, prior to commencement of work activities. The biologist may exclude select construction personnel from awareness training if their duties simply will not expose them to suitable NWPT habitat (e.g., delivery drivers, traffic control). Awareness training will include a brief review of the biology of NWPT and a description of the conservation measures that directly pertain to construction personnel; and which must be followed by all construction personnel.

BIO-2: Pre-construction surveys for NWPT shall be conducted by a qualified biologist 14 days before and 24 hours before the start of ground-disturbing activities where suitable habitat exists (e.g., along riparian areas and freshwater emergent wetlands).

BIO-3: If NWPT or their nests are observed during pre-construction surveys, a qualified biologist shall be on-site to monitor construction in suitable NWPT habitat. The biologist will have qualifications meeting or exceeding that of the Service-approved biologist. The monitor will be responsible for on-site NWPT “clearance” surveys and monitoring of occupied NWPT areas during ground-disturbing activities, in-water work, and any other time when project activities could reasonably result in adverse effects to NWPT. The biologist or the monitor will notify the Resident Engineer if NWPT is encountered within the action area during project activities. The biologist or monitor will have the authority to temporarily stop work activities that may result in adverse effects to NWPT until reasonable protective measures can be applied.

BIO-4: If NWPT nests are identified in the work area during pre-construction surveys, a 300-foot no disturbance buffer shall be established between the nest and any areas of potential disturbance. Buffers shall be clearly marked with temporary fencing.

Construction will not be allowed to commence in the exclusion area until hatchlings have emerged from the nest, or the nest is deemed inactive by a qualified biologist.

BIO-5: A qualified project biologist shall conduct pre-construction, take-avoidance surveys for burrowing owls no earlier than 14 days prior to ground-disturbing activities within the construction area, or if time lapses between project activities for 14 days or more, subsequent pre-construction avoidance surveys, including, but not limited to an additional survey within 24 hours of ground-disturbing activities shall be conducted. Focused burrowing owl surveys shall be conducted in accordance with the Staff Report on Burrowing Owl Mitigation (2012 Staff Report; CDFG 2012), with the exception of the survey buffers, which follows the California Burrowing Owl Consortium (1993). Surveys shall be conducted by walking 20-meter transects. Pre-construction surveys shall be conducted within a reasonable buffer around the area, generally 150 meters (492 feet). If burrowing owl, including any active burrowing owl burrows, are not found during the pre-construction survey, no further action is required.

If pre-construction focused burrowing owl surveys determine that burrowing owls occupy the project area, a tiered approach referred to as an Avoidance and Relocation Strategy shall be implemented to avoid burrowing owls, relocate burrowing owls, and prevent recolonization of areas (where needed, such as construction and/or substation areas) by bur-rowing owls. These methods generally adhere to the recommendations contained in the Staff Report on Burrowing Owl Mitigation currently used by CDFW to guide burrowing owl mitigation measures.

BIO-6: Every individual working on the project must attend a biological awareness training session delivered by a biologist. This training program shall include information regarding the sensitive habitats and special-status species occurring or potentially occurring within the project area, and the importance of avoiding impacts to these species and their habitat.

BIO-7: Prior to the start of construction activities, the project limits within environmentally sensitive areas (annual grassland, black willow thicket, cattail marsh, and intermittent stream) will be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into sensitive resources.

BIO-8: Following the completion of construction, all annual grassland disturbed by project activities would be re-graded and seeded with a California native hydroseed mix to allow the site to return to pre-construction conditions.

BIO-9: If construction, tree removal, or restoration activities are necessary during the black rail breeding season (mid-March to early June), preconstruction surveys for California black rail will be conducted where suitable habitat for these species occurs within or adjacent to work areas. Surveys will be initiated between January 15 and February 1.

A minimum of four (4) surveys will be conducted evenly spaced prior to mid-April. Should California black rail be identified within the project area during these surveys, the project biologist will coordinate with CDFW to determine appropriate avoidance and minimization measures to prevent project related impacts to the species.

BIO-10: If project activities are to be conducted during the nesting bird season (February 1 – September 15) a pre-construction nesting bird survey will be required no later than 7

days prior to construction activities to identify potential nests and minimize risk of impact to the species.

If a nest is discovered, a minimum 500-foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 0.5 mile no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the buffer area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the project biologist and approved by CDFW.

Summary of Findings

Staff reviewed the original 2003 EIR and all the impacts analyzed. In particular, staff considered whether the changes proposed would increase the impacts a level of significance as illustrated in the attached CEQA Guidelines Appendix G and Environmental Checklist Form. None of the conditions described under Section 15162 of the State CEQA Guidelines requiring a subsequent or supplemental EIR have occurred. No new significant environmental effects or a substantial increase in the severity of previously identified significant effects are expected. In addition, no substantial changes have occurred with respect to the circumstances under which the project will be undertaken. These findings are supported by the analysis above. The minor changes and additions to the project as listed above are consistent with Section 15164 of the State CEQA Guidelines, and an addendum to the previously certified EIR is the appropriate CEQA documentation.

LIST OF ATTACHMENTS

Attachment A: CEQA Guidelines Appendix G and Environmental Checklist Form

LIST OF FIGURES

Figure 1. Project Vicinity
Figure 2. Project Location
Figure 3. Project Features

ATTACHMENT A
CEQA Guidelines Appendix G
Environmental Checklist Form

Project Title: U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange EIR ADDENDUM No.4

Lead Agency: County of El Dorado Department of Transportation
2850 Fairlane Court
Placerville, CA 95667

Contact Person: Dustin Harrington, Senior Civil Engineer, (530) 621-5950

Project Location: El Dorado Hills, El Dorado County

Description of Project:

The project is the final phase of a four-phase project reconstructing the interchange of US 50 and Latrobe Road / El Dorado Hills Boulevard (see attached Figure 1. Project Vicinity, Figure 2. Project Location, and Figure 3. Project Features). The final phase to be constructed as part of this project includes reconstruction and widening of the eastbound loop off-ramp, reconstruction and widening of the eastbound diagonal on-ramp to two lanes with ramp metering, adding an additional through lane to northbound El Dorado Hills Blvd under the overpass to eliminate the current merge lane which will improve traffic flow from the eastbound loop off-ramp; and sidewalk improvements along the eastern shoulder of El Dorado Hills Boulevard and Latrobe Road. Additional drainage improvements, a retaining wall, and modifications of the Carson Creek culvert are anticipated adjacent to the eastbound on-ramp. Utility relocations may also potentially be required.

DETERMINATION

☒ 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 previously approved EIR for the **U.S. 50/EL DORADO HILLS BOULEVARD-LATROBE ROAD INTERCHANGE PROJECT**.

May 13, 2025

Signature — Date

Dustin Harrington — County of El Dorado Department of Transportation

Printed Name — For

CEQA Environmental Checklist

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURE AND FOREST 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district 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?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒
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 Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	☐	☐	☒	☐
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐
VI. ENERGY: Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☐
VII. 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:				
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?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect 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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
IX. 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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
(iii) 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; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
XII. 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 the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial unplanned 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)?	☐	☐	☐	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐
XV. PUBLIC SERVICES: 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 following public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

XVII. TRANSPORTATION/TRAFFIC: Would the project:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) 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?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

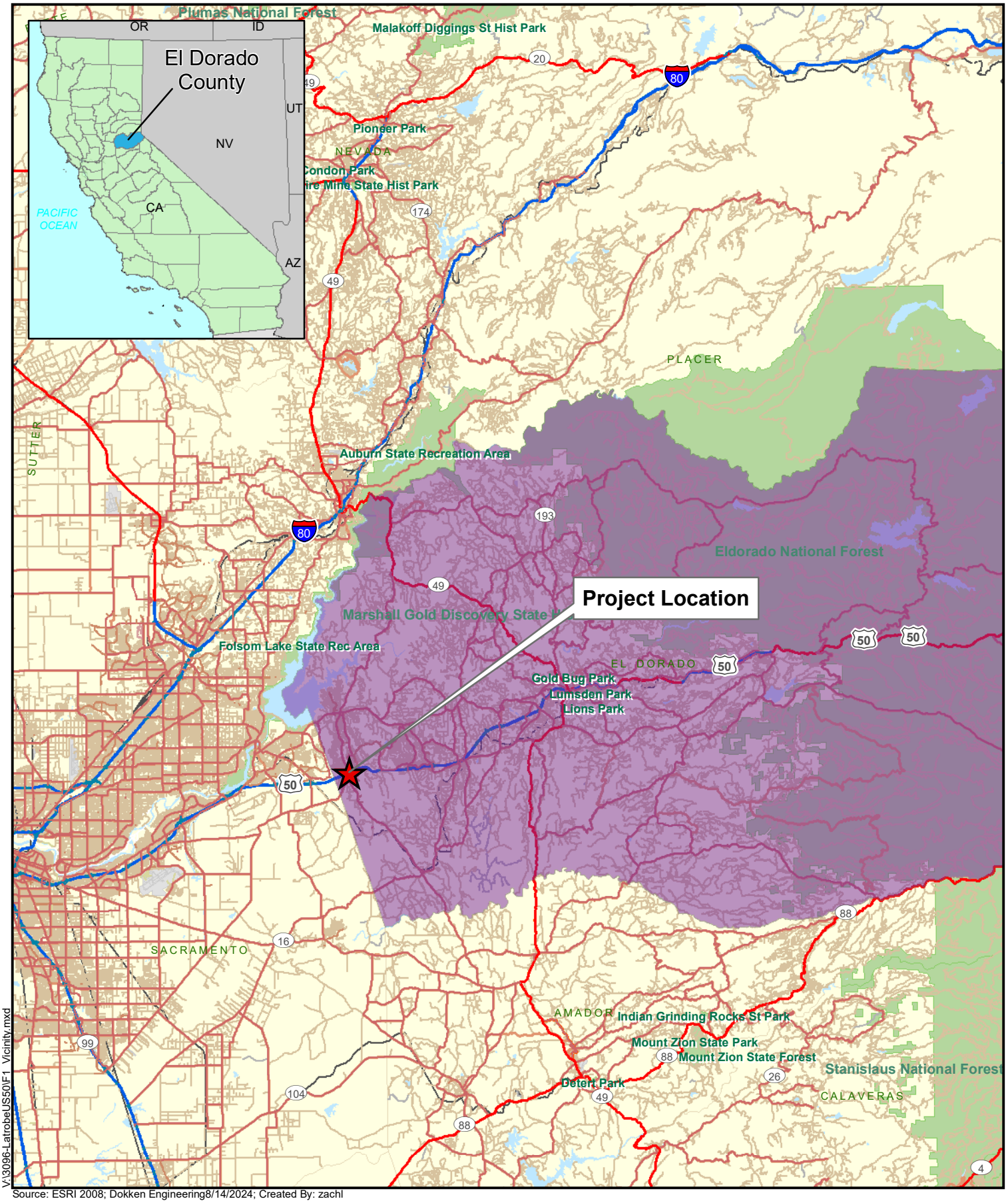
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially 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, substantially 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 the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the 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?	☐	☐	☒	☐

Figure 1. Project Vicinity



V:\3096-LatrobeUS50\F1_Vicinity.mxd

Source: ESRI 2008; Dokken Engineering8/14/2024; Created By: zachl

0 5 10 15 Miles

FIGURE 1
Project Vicinity
US-50/El Dorado Hills Blvd-Latrobe Road Interchange Phase 2B Project
2J430
El Dorado Hills, El Dorado County, California

Figure 2. Project Location

Source: ESRI World Street Maps Online; Dokken Engineering 10/18/2024; Created By: zachl

0 0.25 0.5 0.75 1 Miles

FIGURE 2
Project Location
US-50/El Dorado Hills Blvd-Latrobe Road Interchange Phase 2B Project
2J430
El Dorado County, California

Figure 3. Project Features

V:\3096-LatrobeUS50\F3_Project Features.mxd

Source: ESRI Maps Online; Dokken Engineering 10/18/2024; Created By: zachl

0 200 400 600 800 1,000 Feet

Figure 3
Project Features
US-50/El Dorado Hills Blvd-Latrobe Road Interchange Phase 2B Project
2J430
El Dorado Hills, El Dorado County, California