



# COMMUNITY DEVELOPMENT AGENCY

## TRANSPORTATION DIVISION

<http://www.edc.gov.us/DOT/>

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### PLACERVILLE OFFICES:

#### MAIN OFFICE:

2850 Fairlane Court, Placerville, CA 95667  
(530) 621-5900 / (530) 626-0387 Fax

#### MAINTENANCE:

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### LAKE TAHOE OFFICES:

#### ENGINEERING:

924 B Emerald Bay Road, South Lake Tahoe, CA 96150  
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1121 Shakori Drive, South Lake Tahoe, CA 96150  
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### NOTICE OF INTENT TO ADOPT

**NOTICE is hereby given that the County of El Dorado intends to adopt a SUPPLEMENT to the DIAMOND SPRINGS PARKWAY PROJECT 2011 ENVIRONMENTAL IMPACT REPORT FOR PHASE 1B DESIGN MODIFICATION SCH #2007122033**

**LOCATION:** The Project is located in the community of Diamond Springs, southwest of the City of Placerville (Figure 1). The proposed Phase 1B design modification is within the eastern portion of the Diamond Springs Parkway alignment and includes the Parkway alignment and the easternmost segment of Bradley Drive.

**BACKGROUND:** In 2011, the County certified a Final Environmental Impact Report (EIR) and approved the Diamond Springs Parkway Project. Construction of the Project as approved is planned to be completed in two phases, Phase 1A and 1B as described in the Adopted El Dorado County 2015 Capital Improvement Program.

The approved Phase 1A realigns SR-49/Diamond Road from Pleasant Valley Road to north of Lime Kiln Road and realign SR-49/Diamond Road to the west to create frontage road along the east. SR-49/Diamond Road will be improved with two 12-foot lanes and 8 foot shoulders, signal modification at Pleasant Valley Road/SR-49 intersection and potential underground utility district.

The approved Phase 1B will construct a new 4-lane arterial roadway with concrete curb, gutter and sidewalk from Missouri Flat Road east of Golden Center Drive to a new T-intersection with SR-49 south of Bradley Drive. The project also includes improvements to SR-49/Diamond Road from the new intersection to Pleasant Valley Road, signalization of multiple intersections and a sidewalk on the east side of SR-49.

Under the approved Project design of Phase 1B, the elevation of the eastern portion of Diamond Springs Parkway would be as much as 10 feet above existing ground surface with substantial fill material. Slopes required for the fill area would extend into the western end of the existing Bradley Drive near the Throwita Way intersection, thus eliminating this intersection and requiring a new north-south connector road from Bradley Drive to Truck Street to maintain full vehicle access and circulation within the area.

This Draft *Supplement to the Diamond Springs Parkway Project 2011 Environmental Impact Report for Phase 1B Design Modification* (SEIR) addresses only a portion of Phase 1B and no other aspects of the approved project are subject to review.

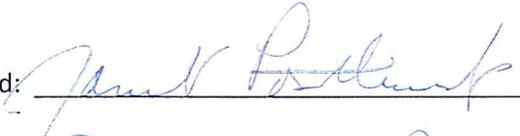
**DESCRIPTION:** This Draft SEIR documents the proposed Phase 1B design modification and the potential differences in impacts compared to those presented in the 2011 EIR. The proposed Phase 1B modification adjusts the previously approved elevation of the eastern portion of Diamond Springs Parkway to more closely match the Environmentally Superior Alternative analyzed in the 2011 EIR. The modified elevation would be more similar to the existing ground surface grade, resulting in a vertical profile as much as 15 feet lower than the approved Project, requiring less fill and reducing the footprint of fill slopes in this location of the Project. As a result, elimination of the Bradley Drive/Throwita Way intersection would not be necessary, and the existing intersection could be maintained with a slight northern realignment of the west end of Bradley Drive, thus eliminating the need for a connector road between Bradley Drive and Truck Street. See the SEIR document for a more detailed project description as well as a description of the approved project phases.

**REVIEW:** Comments on this Draft SEIR should be limited to addressing the proposed Phase 1B design modification and environmental issues associated with the proposed modification. Environmental effects of the Project as evaluated and documented through the certified 2011 EIR that would remain unchanged by the proposed Phase 1B design modification are not subject to further review.

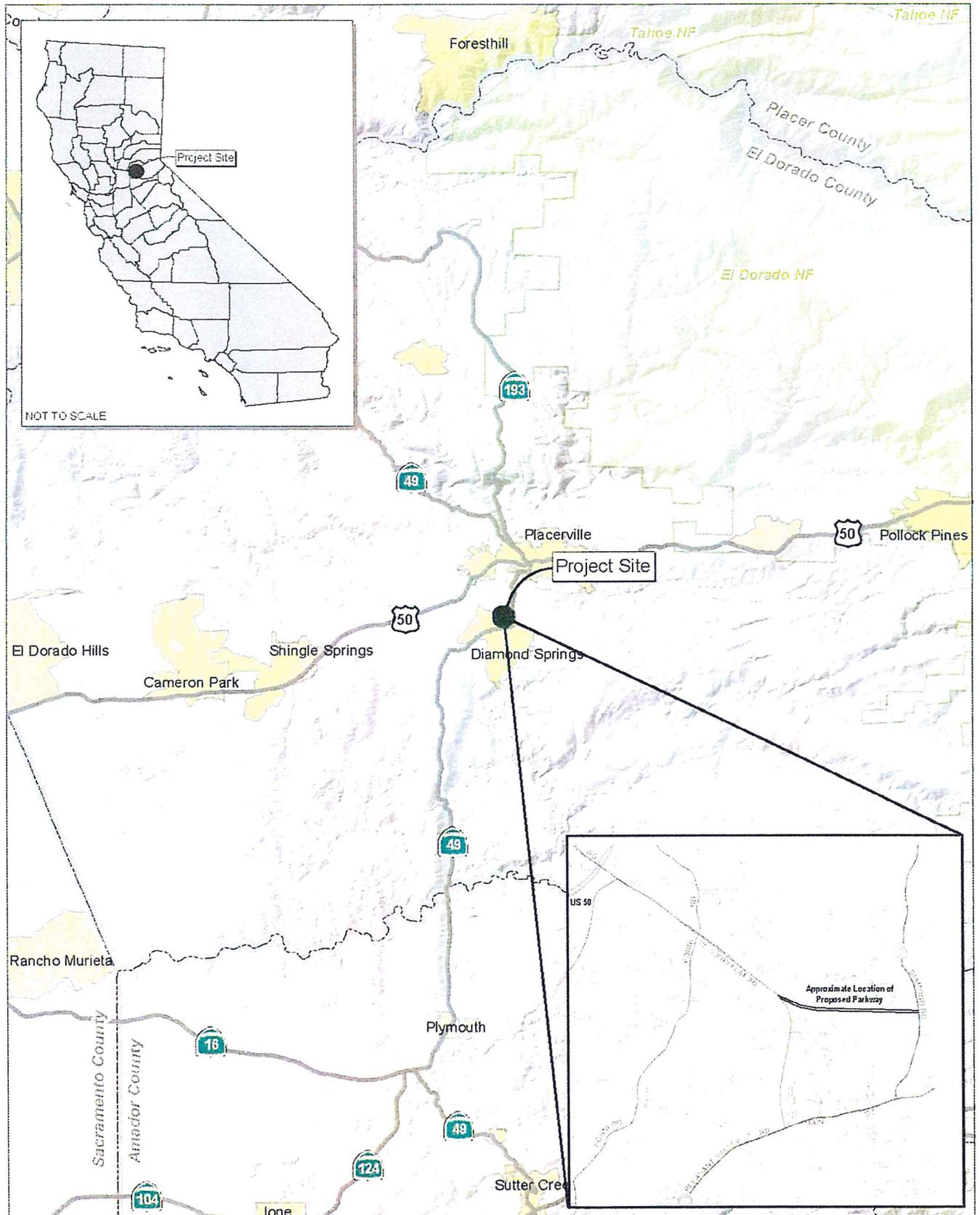
The review period for the Draft SEIR begins on **January 11, 2016** and ends **February 24, 2016**. The SEIR may be reviewed at County Transportation offices: 2850 Fairlane Court, Placerville, CA. The document is also available on the Transportation website at the following location: <http://www.edcgov.us/Government/DOT/CEQA.aspx>. Comments during the review period may be directed to:

Janet Postlewait, Principal Planner  
El Dorado County Community Development Agency, Transportation Division  
2850 Fairlane Court  
Placerville, California 95667

Comments may also be submitted electronically to [janet.postlewait@edcgov.us](mailto:janet.postlewait@edcgov.us). Failure to comment in writing will not preclude your right to comment at any public hearing for the proposed project. The Board of Supervisors is anticipated to consider the SEIR in March 2016. The Board's agenda may be downloaded at <http://www.edcgov.us> prior to the meeting.

Signed:   
Title: Principal Planner

Date: January 7, 2016



Source: Census 2000 Data, CaSIL 2007, MBA 2008.

# PROJECT LOCATION

Figure 1