5.10 NOISE

This section describes existing ambient noise conditions and analyses potential noise impacts associated with development under the General Plan. The tables and exhibits for the noise analysis are included at the end of this section. Technical modeling output is available for review at El Dorado County at the address shown on the title page of this EIR.

5.10.1 EXISTING CONDITIONS

ACOUSTIC FUNDAMENTALS

Noise is often defined as unwanted sound. Sound is a mechanical form of radiant energy transmitted by pressure waves in the air. It is characterized by two parameters: amplitude (loudness) and frequency (tone).

Amplitude is the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic rather than a linear scale. As a consequence, the pressure difference in a 10-dB sound is 10 times that of a 0-dB sound, a 20-dB sound is 100 times the pressure difference of a 0-dB sound, and so on. Another feature of the decibel scale is the way in which sound amplitudes from multiple sources add up. A 65-dB point source of sound, such as a truck, when joined by another similar source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB. Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10-dB increase in amplitude with a perceived doubling of loudness and establish a 3-dB change in amplitude as the minimum audible difference for the average person (EPA 1971, Lipscomb and Taylor 1978).

Frequency is the number of fluctuations of the pressure wave per second. The unit of frequency is the Hertz (Hz); one Hz equals one cycle per second. The human ear is not equally sensitive to sound of different frequencies. Sound waves below 16 Hz or above 20,000 Hz cannot be heard at all, and the ear is more sensitive to sound in the higher portion of this range than in the lower. To approximate this sensitivity, environmental sound is usually measured in weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA (EPA 1971, Lipscomb and Taylor 1978). Exhibit 5.10-1 presents examples of the A-weighted noise levels associated with common situations.

CHARACTERISTICS OF SOUND PROPAGATION AND ATTENUATION

Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, industrial operations, and speaker systems. Noise generated by mobile sources typically attenuates (or dissipates) at a rate between 3.0 to 4.5 dBA per doubling of distance. Noise generated by stationary sources, such as construction equipment, typically attenuates at a rate between 6.0 to about 7.5 dBA per doubling of distance from the source. The rate of attenuation generally depends on the ground surface and the number of objects between the noise source and the receiver. For instance, hard and flat surfaces, such as concrete or asphalt, have lower attenuation rates than soft surfaces, such as uneven or vegetated terrain (EPA 1971, Lipscomb and Taylor 1978).

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the line of sight between the source and the receiver. Buildings, walls, berms, and dense foliage can all act as noise barriers. Average attenuation rates of noise barriers can vary considerably depending on design, and range from approximately 5 to 10 dBA. Attenuation rates of 15 to 20 dBA are possible, but are more difficult to attain (EPA 1971, Lipscomb and Taylor 1978).

HUMAN RESPONSE TO NOISE

The human response to environmental noise, such as planes, trains, and automobiles, is subjective and varies considerably. Noise in the community has often been cited as being a health problem, not in terms of actual physiological damage such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The effects of noise on people can be listed in three general categories: (1) subjective effects of annoyance, nuisance, and dissatisfaction; (2) interference with activities such as speech, sleep, and learning; and (3) physiological effects such as startling, headaches, and hearing loss. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases, and the acceptability and the threat to public well-being are the basis for land-use planning policies preventing exposure to excessive community noise levels.

Unfortunately, there presently is no completely satisfactory way to measure the subjective effects of noise, or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance, and habituation to noise over differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is to compare it to the existing

environment to which one has adapted: the so-called "ambient" environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable receivers (i.e., individuals who hear the noise) will judge the new noise to be.

COMMON NOISE DESCRIPTORS

The selection of a proper descriptor for a specific noise source is dependent upon the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise are defined below (Caltrans 1998, Lipscomb and Taylor 1978).

- Maximum Noise Level (L_{max}): The maximum (i.e., not tied to a length of time) noise level during a specific period of time.
- Minimum Noise Level (L_{min}): The minimum noise level during a specific period of time.
- Statistical Descriptor (L_x): The noise level exceeded X % of a specific period of time.

Equivalent Noise Level (L_{eq}): The equivalent, or energy mean, noise level. The cumulative noise events levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value is calculated, which is then converted back to dBA to determine the L_{eq}.

- Day-Night Noise Level (L_{dn}): The 24-hour L_{eq} with a 10 dBA "penalty" for the noise-sensitive hours between 10 p.m. and 6 a.m. In other words, 10 dBA is added to noise events occurring in these hours when calculating overall average daily noise levels. The L_{dn} attempts to account for the fact that noise during this specific period of time is a potential source of disturbance with respect to normal sleeping hours.
- Community Noise Equivalent Level (CNEL): A level similar to the L_{dn} described above, but with an additional 4.77 dBA "penalty" for noise events occurring during the noise-sensitive hours between 7 p.m. to 10 p.m. If using the same 24-hour noise data, the CNEL is typically approximately 0.5 dBA higher than the L_{dn}.
- Sound Exposure Level (SEL): The total sound energy of a single noise event, taking into account both its intensity and duration. A jet taking off overhead may produce a noise that is initially imperceptible but grows to become extremely loud as it passes overhead, then reduces as the jet flies off in the distance. The total noise energy for this event can be represented as the SEL. One way to understand SEL is to think of it as the sound level experienced if all energy of the event occurred in 1 second. This

normalization to a duration of 1 second allows the direct comparison of sounds of different durations and intensities. SEL is most often used for describing events associated with vehicle pass-bys and aircraft overflights, sometimes expressed as single-event noise equivalent levels (SENELs) (FAA 2003).

NOISE-SENSITIVE LAND USES

Noise-sensitive land uses are generally considered to include those uses that would result in noise exposure that could cause health-related risks to individuals. Places where quiet is essential are also considered noise-sensitive uses. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Other land uses such as parks, historic sites, cemeteries, and recreation areas are also considered sensitive to increases in exterior noise levels. School classrooms, places of assembly, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

PHYSICAL ENVIRONMENT

Existing Noise Environment

Several sources of noise that could affect local communities were identified within El Dorado County. These sources include noise generated from stationary activities (e.g., commercial and industrial uses), aircraft operations, and traffic on major roadways and highways.

Community ambient noise surveys were conducted in December 2002 and January 2003 for the purpose of documenting and measuring the existing noise environment in areas of the county that contain noise-sensitive land uses. A total of five long-term (24-hour) noise level measurements, as identified in Exhibit 5.10-2, were conducted throughout the county at sites that are representative of typical conditions. Descriptive information concerning the community noise survey locations along with the L_{min}, L_{max}, $L_{dn,}$ and CNEL for each ambient noise survey location are presented in Table 5.10-1. Major noise sources noted during the community noise surveys included traffic on local roadways, aircraft overflight, and residential neighborhood activities (e.g., children playing, dogs barking). Based on the monitoring conducted, average daily noise levels within these areas of the county ranged from the low 40s to the mid 50s.

Additional short-term noise surveys were also conducted in the vicinity of major noise sources located throughout the county (Table 5.10-2). Analytical noise modeling techniques and noise measurements were used to develop generalized noise contour distances for the major noise

sources. It should be noted that the noise exposure contour distances in this section are not intended to be site-specific where local topography, vegetation, or intervening structures may significantly affect noise exposure at a particular location. Consequently, the contours do not represent absolute lines of demarcation. For this reason, although the predicted contours are considered adequate for general land-use planning purposes, they may not be adequate for review of individual land-use projects. Residential uses are the primary noise-sensitive land use in the vicinity of the sources. Major noise-generating sources and associated noise levels are discussed separately, as follows.

Stationary Sources

Stationary noise sources include industrial and commercial land uses. Many industrial processes produce noise, even when the best available noise control technology is applied. Noise exposures within industrial facilities are controlled by federal and state employee health and safety regulations (i.e., regulations of the Occupational Safety and Health Administration of the U.S. Department of Labor [OSHA] and the California Division of Occupational Safety and Health [Cal-OSHA]). Exterior noise levels that affect neighboring parcels are typically subject to local standards. Commercial, recreational, and public facility activities can also produce noise that may affect adjacent noise-sensitive land uses. These noise sources can be continuous or intermittent with noise-sensitive land uses and may contain tonal components that are annoying to individuals who live nearby. For instance, emergency-use sirens and backup alarms are often considered nuisance noise sources, but do not occur frequently enough to be considered incompatible with noise-sensitive land uses. In addition, noise generation from fixed noise sources may vary based upon climate conditions, time of day, and existing ambient noise levels.

From a land-use planning perspective, fixed-source noise control issues focus two goals: (1) preventing the introduction of new noise-producing uses in noise-sensitive areas; and (2) preventing encroachment of noise-sensitive uses upon existing noise-producing facilities. The first goal can be achieved by applying noise performance standards to proposed new noise-producing uses. The second goal can be met by requiring that new noise-sensitive uses near noise-producing facilities include mitigation measures to ensure compliance with noise performance standards. Each of these goals stress the importance of avoiding the location of new uses that may be incompatible with adjoining uses.

There are numerous stationary noise sources (e.g., quarry operations, lumber mills, industrial facilities) dispersed throughout the county. Some are located in urban settings and others, such as quarry operations, are sited in more rural locations. Noise-sensitive receptors located in the vicinity of these stationary sources consist primarily of residential dwellings. The

following descriptions of existing stationary noise sources in the county are intended to be representative of the sources and relative noise levels associated with such uses and to aid in the identification of specific noise sources that should be considered in the review of development proposals. The sound energy equivalent (L_{eq}) contours provide an indication of the ambient or background noise levels that can be expected over an extended period of time. The L_{eq} noise contours do not necessarily reflect possible intermittent high noise levels associated with the various uses, but are useful for general planning purposes. Actual noise levels at nearby noise-sensitive receptors will likely vary from one day to the next depending on the operational characteristics of the facility, meteorological conditions, and the physical landscape.

Quarry Operations

The following quarry operations are located within El Dorado County, as shown in Exhibit 5.10-2: Bear Creek Aggregate (Georgetown), Weber Creek (Lotus), Chili Bar Slate Mine (Chili Bar), Somerset Sand Mine (Somerset), Lawyer Pit (Coloma), Snows Road Pit (Pleasant Valley), Marin (Ice House Road), Diamond (Diamond Springs), Cool (Cool), Central Concrete Supply (Shingle Springs), and Sierra Ready Mix (El Dorado). Noise sources associated with quarry and aggregate supply operations typically include mining (surface grading, clearing, excavating, mining, and material loading), processing (washers, crushers, shakers, and conveyors), and reclamation operations. In order to determine expected levels from these sources, ambient noise surveys were conducted at the Chili Bar Slate Mine and the Cool Quarry (Table 5.10-2). Major noise sources noted at both mines included conveyor systems and onsite heavy-duty mobile equipment (e.g., front loaders, bulldozers, wash trucks, and forklifts). The measured noise level and approximate distance to the 60-dBA L_{eq} contour are shown in Table 5.10-2. The location of these noise contours are based on short-term noise measurements and do not take into account reductions in noise levels caused by intervening physical features or terrain, changes in operational characteristics, or meteorological conditions. As a result, actual noise levels at nearby noise-sensitive receptors will likely vary from one day to the next depending on the above mentioned influences and proximity of the receptor to area roadways or other major noise sources.

Industrial Areas

Industrial areas within El Dorado County include the Park West Industrial Park/Business Center, Barnett Park, and area at the El Dorado "Y" (the intersection of Pleasant Valley Road and Mother Lode Drive). The Park West Industrial Park/Business Center at the northwest corner of Enterprise Drive and Missouri Flat Road in Diamond Springs and the Barnett Park in Shingle Springs have similar uses and noise sources. The industrial area at the El Dorado

"Y" consists of uses that supply services and/or materials such as auto repair, and towing (e.g., American Traveler RV Parts and Service, Hangtown Muffler, Kessler's Towing); storage; recycling (FRS Recycling Center); sheet metal fabrication and welding (Mac Tex II Manufacturing and All Points Welding); septic system services (Sweet Septic Systems); and landscape material (Sierra Landscape). Heavy-duty mobile equipment such as front loaders, hoppers, and dump trucks and pneumatic impact tools and equipment, are the major noise sources at the "Y."

To document ambient noise conditions, a survey was conducted at El Dorado Truss Company, one of the major noise sources located within the Park West Industrial Park. The measured noise level and approximate distance to the 60-dBA L_{eq} contour are shown in Table 5.10-2. Noise sources noted during the measurement included the use of power tools (i.e., circular saws), hammers, forklifts, and the voices of employees working outside. Based on the monitoring conducted noise generated by this facility is somewhat marked by vehicle traffic on area roadways. Noise generated by this source and other sources in the area were not found to contribute substantially to ambient noise levels at nearby receptors. Roadway traffic noise is the dominant noise source in this area.

Lumber Mills

As shown in Exhibit 5.10-2, the lumber mills of Sierra Pacific Lumber Company (Camino), El Dorado Lumber (El Dorado), and Wetsel-Oviatt (Latrobe) are located within El Dorado County. Major noise sources associated with these uses typically include conveyor systems, onsite heavy-duty mobile equipment (trucks, forklifts, and cranes), ventilation units, saws, and sawdust collection and transport systems.

An ambient noise survey was conducted at the Sierra Pacific Lumber Company (Table 5.10-2). The measured noise level and approximate distance to the 60-dBA L_{eq} contour are shown in Table 5.10-2. These noise contours are based on the short-term measurements obtained during the survey and do not take into account reductions in noise levels caused by to intervening physical features or terrain, changes in meteorological conditions, or variations in onsite operations. As a result, although these noise levels may be generally representative of lumber mill operations, actual noise levels at nearby noise-sensitive receptors will likely vary from one day to the next depending on the above-mentioned conditions and other influences, such as a receptor's proximity to other major noise sources such as area roadways.

Schools/Parks with Sports Fields

The following schools and parks with sports fields are located within El Dorado County: Oak Ridge High School (El Dorado Hills), Union Mine High School (El Dorado), Ponderosa High School (Shingle Springs), Golden Sierra High School (Garden Valley), El Dorado Hills Community Service District Facility, Bertleson Park/McCabe Field (El Dorado Hills), Rasmussen Park (Cameron Park), Dave West Park (Cameron Park), Pioneer Park (Somerset), and Henningson-Lotus Park (Lotus) (Exhibit 5.10-2). Noise sources generally associated with schools and parks with sports fields typically include the sound of children's voices, play-area activities (e.g., impulsive sound caused by contact between basketballs and hard-surface courts), mechanical building equipment (e.g., heating, ventilation, and air conditioning systems, and boilers), landscape maintenance equipment, and exterior intercom/speaker systems. Competitive sporting events, particularly those that involve the use of a public address (PA) system, are of particular concern. Noise levels associated with such events can vary widely depending on various factors, including the type and number of outdoor events being conducted, whether a PA system is used, and the number of people in attendance.

Other

Other examples of stationary sources of noise include the Material Recovery Facility/Transfer Station (Diamond Springs), El Dorado Rod and Gun Club (El Dorado), and Pacific Western Pipe Extrusion (Shingle Springs) (Exhibit 5.10-2). Major noise sources associated with the transfer station result from onsite heavy-duty mobile equipment. The major noise sources noted during a survey at the Pacific Western Pipe extrusion facility included the operation of the pipe extrusion system (e.g. hopper, extruder, haul-off, and cutter). Measured noise levels and approximate distance to the 60-dBA L_{eq} contour for the Pacific Western Pipe facility are shown in Table 5.10-2. The predicted noise contour does not take into account reductions in noise levels caused by to intervening physical features or terrain, changes in meteorological conditions, or variations in onsite operations. As a result, actual noise levels at nearby noise-sensitive receptors will likely vary from one day to the next depending on the above-mentioned conditions and other influences, such as the proximity of a receptor to other major noise sources such as area roadways.

Airports

Noise concerns typically associated with airports include increased levels of annoyance and interference with personal activities such as sleeping, conversing, relaxing, or watching television. While individual responses to noise can vary, various methods and noise

descriptors have been developed in an attempt to correlate aircraft noise levels with land use compatibility and community reaction.

In accordance with federal and state regulations, airport noise exposure maps within the State of California are depicted in terms of average annual CNEL contours. Because the CNEL noise metric is time weighted to take into account noise events that occur during the more noise-sensitive periods of the day, this metric is typically used for the analysis of land use compatibility with aircraft operations. Most federal and state regulations and policies establish the maximum acceptable limit for noise exposure at residential and other noise-sensitive land uses as 65 dBA CNEL, within urbanized areas. For quieter, suburban settings, a maximum acceptable noise level of 55 dBA CNEL is typically considered more appropriate (CALUPH 2002).

An additional descriptor often used for describing the sound environment, particularly when analyzing noise sources of limited duration, such as aircraft overflights, is the SEL or SENEL. To date, criteria regarding acceptable SENEL are typically based on physiological effects, such as speech or sleep interference, rather than land use compatibility. The Federal Aviation Administration (FAA) has suggested that the threshold for speech interference is 60 dBA. However, the FAA has not provided guidance indicating what number or duration of events exceeding this threshold should be considered significant. Similarly, studies prepared on behalf of the Federal Interagency Committee on Aviation Noise have provided estimates of the percentage of people expected to be awakened when exposed to specific single-event noise levels inside a home. However, no determination as to what frequency of disturbance would be considered acceptable has been made. Nonetheless, based on these studies, the noise threshold at which sleep disruption occurs is considered higher than for speech interference with only 10% of people awakened at 80 dBA SENEL (CALUPH 2002).

Because the CNEL noise descriptor is time weighted to take into account noise events that occur during the more noise-sensitive periods of the day, this descriptor is typically used for the analysis of land use compatibility with aircraft operations. However, at some airports, the distribution of activity throughout the year or among aircraft types is such that an annual average forecast is insufficient for full assessment of noise impacts. For this reason, although CNEL contours are considered adequate for general land-use planning purposes, they may not be adequate for review of individual land-use projects.

Aircraft noise sources within the county are associated predominantly with aircraft based at public airports and, to a lesser extent, with noise at various private airstrips and heliports. Noise-sensitive receptors located in the vicinity of the airports consist primarily of residential dwellings.

El Dorado County land uses located within the approach and departure paths of airports located in adjacent counties, (e.g., Sacramento Mather Airport), may also be exposed to substantial temporary increases in ambient noise caused by aircraft overflights. Residential dwellings are generally considered the noise-sensitive land use primarily affected by aircraft noise, due to increased potential for noise exposure during the more noise-sensitive evening and nighttime hours. Each major airport that affects noise-sensitive land uses within the County, as well as its operational characteristics, is discussed below.

Cameron Airpark Airport

The Cameron Airpark Airport is a public airport operated through a special district. The airport has a single paved runway 4,060 feet in length with a heading of 13/31.

According to the 1986 Cameron Airpark Airport Comprehensive Land Use Plan (CLUP) (the most recent CLUP on record), there were approximately 36,000 annual operations (average of 99 per day) during 1985 with a total of 140 based aircraft. Recent estimates indicate that the number of aircraft based at the airport has increased slightly over the past few years to a total of approximately 179 aircraft. Aircraft operations are currently estimated at an average of approximately 99 operations per day (Airnav 2003), no change from 1985. Exhibit 5.10-3 displays airport CNEL contours obtained from the most recent CLUP.

Placerville Airport

The Placerville Airport is located approximately 3 miles east of the city of Placerville. The airport is a public, general use airport owned by the County. The airport has a single paved runway 4,200 feet in length with a heading of 5/23.

According to the 1991 Placerville Airport CLUP, there were approximately 91,000 annual operations (average of 250 per day) during 1990 with a total of 231 based aircraft. Future operations were expected to increase to approximately 285,9000 in the year 2004. Exhibit 5.10-4 displays the airport CNEL contours. Recent estimates show a total of 196 aircraft based at the field and an average of 178 flights per day (Airnav, 2003), fewer than in 1990.

Georgetown Airport

The Georgetown Airport is located approximately 2 miles northwest of Georgetown. The airport is a public, general use airport owned by the County. The airport has a single paved runway of 2,980 feet in length with a heading of 16/34.

According to the 1987 Georgetown Airport CLUP, there were approximately 22,000 annual operations during 1987 (average of 60 per day) with a total of 21 based aircraft. Future operations were expected to increase to approximately 73,060 in the year 2004. Exhibit 5.10-5 displays the airport CNEL contours. Recent estimates show a total of 25 aircraft based at the field and an average of 62 flights per day, approximately the same as 1987 (Airnav 2003).

Lake Tahoe Airport

The Lake Tahoe Airport, a commercial air carrier/general aviation airport, is owned and operated by the City of Lake Tahoe. The airport has a single paved runway 8,544 feet in length with a heading of 18/36.

CNEL contours for the airport were provided as a part of the 1992 Lake Tahoe Airport Federal Aviation Regulation (FAR) Part 150 Study (noise/land use comparability study). Exhibit 5.10-6 displays the location of the airport CNEL contours. Recent estimates show a total of 69 aircraft based at the field and an average of 67 flights per day (Airnav 2003).

Sacramento Mather Airport

Sacramento Mather Airport is a commercial air carrier/general aviation airport located in Sacramento County approximately 12 miles east of downtown Sacramento. Although the 60-dBA CNEL noise contour for this airport does not extend into El Dorado County, aircraft flights associated with this facility have exposed County residents to enough single-event overflight noise to have resulted in numerous noise-related complaints.

Airport facilities include two parallel runways, one of which is 11,300 feet in length, capable of handling large cargo aircraft. Some of the current airport tenants include BAX Global, Kitty Hawk Air Cargo, Worldwide Flight Services, Integrated Airline Services, and the California Department of Forestry (County of Sacramento 2003). Sacramento Mather Airport is currently estimated to average approximately 277 aircraft operations per day, with an average of approximately 152 aircraft based on the field (Airnav 2003). The number of operations is projected to increase annually to a total of 162,500 operations in year 2010. During the period between 1995 and 2010, general-aviation operations are anticipated to increase to 118,000, civilian-transport operations to 19,000, and government operations to 25,500. Mather Airport's operational capacity is estimated at 295,000 (SACOG 2003).

Roadway Traffic

Ambient noise levels in many portions of the county are defined primarily by traffic on major roadways, including but not limited to U.S. Highway 50 (U.S. 50) and State Routes (SRs) 49, 193, and 89. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to develop CNEL/L_{dn} contours for all highways and major roadways in the county. The FHWA model is based upon the CALVENO noise emission factors for automobiles and medium and heavy-duty trucks. The FHWA model is generally considered to be accurate within 1.5 dBA. Input data used in the model included average daily traffic levels, day/night percentages of automobiles and medium and heavy trucks, vehicle speeds, ground attenuation factors, roadway widths, and ground elevation data. Vehicle distribution percentages were based on El Dorado County average vehicle distribution and heavy-duty truck distribution percentages obtained from the California Department of Transportation (Caltrans). Traffic data representing annual average traffic volumes were based on data obtained from Caltrans, the County Department of Transportation, and the traffic analysis prepared for this report. Model output is available for review at El Dorado County at the address shown on the title page of this EIR.

Predicted traffic noise levels for roadway segments within the County, including distances to the predicted 60-, 65-, and 70-dBA CNEL/L_{dn} noise contours, are summarized in Table 5.10-3. The 60-dBA CNEL/L_{dn} contour is typically considered the maximum "normally acceptable" noise level for the largest majority of noise-sensitive land uses located within the county (i.e., residential dwellings). Other noise-sensitive land uses, such as schools, hotels, convalescent care facilities, and hospitals, are typically considered "normally acceptable" at levels below 65 to 70 dBA CNEL/L_{dn}, depending on land-use designation.

Predicted noise contours assume no natural or human-made shielding (i.e., intervening terrain, vegetation, berms, walls, buildings) and should be considered to represent bands of similar noise exposure along roadway segments, rather than absolute lines of demarcation. Although these predicted noise contours are not considered site-specific, they are useful for determining potential land-use conflicts.

REGULATORY/PLANNING ENVIRONMENT

Federal, state, and local governments have established noise standards and guidelines to protect citizens from potential hearing damage and various other adverse physiological and social effects associated with noise. The federal government regulates noise levels in the workplace, near aircraft, and for various products sold within the United States. The FHWA

and U.S. Department of Housing and Urban Development have also set land-use compatibility noise standards for projects receiving federal approval or funding.

The State of California regulates vehicular and freeway noise affecting classrooms, sets standards for sound transmission and occupational noise control, and identifies noise insulation standards and airport noise/land-use compatibility criteria. The *State of California General Plan Guidelines* (State of California 1998), published by the Governor's Office of Planning and Research (OPR), provides guidance for the acceptability of projects within specific CNEL/L_{dn} contours. The guidelines also present adjustment factors that may be used in order to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. Table 5.10-4 summarizes the acceptable and unacceptable community noise exposure limits for various land use categories.

Local communities generally regulate land use/noise level compatibility by establishing allowable noise levels on private property and levels associated with the use of certain types of sources. Stationary-source and area-source noise is typically controlled by adoption and implementation of a noise control ordinance. El Dorado County does not currently have a countywide noise control ordinance other than the nuisance provisions of Title 9 of the County Code (El Dorado County 2003).

Noise restrictions applicable to County airports are set forth in Comprehensive Land Use Plans (CLUPs) for each airport facility. These are described in Section 5.1.1.

5.10.2 Environmental Impacts and Mitigation Measures

Thresholds of Significance

The General Plan would have a significant impact if development would result in:

- exposure of persons to or generation of noise levels in excess of standards established in the General Plan, or applicable standards of other agencies;
- exposure of persons to or generation of excessive groundborne noise levels;
- a substantial permanent increase in ambient noise levels (for purposes of this analysis, a 5-dBA increase in ambient noise levels would be considered substantial);
- a substantial temporary or periodic increase in ambient noise levels, such as an increase caused by nuisance noise, in the county above levels existing at the time of adoption of the General Plan; or

< exposure of people residing or working in an area of the County to excessive aircraft noise levels.

Impact **5.10-1**

Exposure of Noise-Sensitive Land Uses to Short-Term (Construction) Noise. Development under the General Plan would result in exposure of noise-sensitive land uses to noticeable increases in ambient levels, primarily from construction activities, that may also exceed applicable standards. Although the amount of allowable development would vary among the proposed alternatives, other factors (e.g., proximity to existing or future noise-sensitive land uses, hours of construction) are difficult to ascertain at this time. For this reason, all alternatives are considered to have equally significant short-term noise impacts for both the 2025 and buildout conditions. This impact is considered **significant**. Impact significance before and after mitigation is shown in the table below.

Impact	Significance Before Mitigation*							
	Alt. #1 (No Project)		Alt. #2 (Roadway Constrained 6-Lane "Plus")		Alt. #3 (Environmentally Constrained)		Alt. #4 (1996 General Plan)	
	2025	Buildout	2025	Buildout	2025	Buildout	2025	Buildout
5.10-1: Exposure of Noise-Sensitive Land Uses to Short-Term (Construction) Noise	S_2	S_2	S_4	S_4	S_3	S_3	S_1	S_1
Mitigation	**Significance After Mitigation***							
	Alt. #1 (No Project)		Alt. #2 (Roadway Constrained 6-Lane "Plus")		Alt. #3 (Environmentally Constrained)		Alt. #4 (1996 General Plan)	
	2025	Buildout	2025	Buildout	2025	Buildout	2025	Buildout
5.10-1(a): Limit Noise-Generating Construction Activities; and 5.10-1(b) : Establish Truck Routes to Minimize Truck Noise and Noise Sensitive Land Uses	SU_4	SU_4	SU_3 (Measure 5.10-1(b) only)	SU_3 (Measure 5.10-1(b) only)	SU_2 (Measure 5.10-1(b) only)	SU_2 (Measure 5.10-1(b) only)	SU_1	SU_1

* Notes: LS = Less than Significant; N/A= Not Applicable; S = Significant; SU = Significant and Unavoidable. Significant impacts are ranked against each other by alternative for the 2025 scenario and the buildout scenario, from 1 (Worst Impact) to 4 (Least Impact). Where the impact under two different alternatives during the same time frame would be roughly equal in severity, the numerical ranking is the same.

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., demolition/land clearing, grading and excavation, erection). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Depending on the activities conducted and the time of day during which construction activities occur, nearby noise-sensitive land uses could experience noticeable increases in average daily ambient noise levels. This would be especially acute if construction activities were to occur during evening or nighttime hours when people are more sensitive to noise.

No Project Alternative (Alternative #1)

Relevant Goals/Policies—No Project Alternative

The noise-related policies proposed by the County are intended to protect noise-sensitive land uses from long-term exposure to unacceptable noise levels and to ensure land use compatibility with existing and predicted noise levels from both transportation and nontransportation noise sources. However, no policies under this alternative are directly applicable to short-term construction-generated noise. Policy 6.5.1.10 has been applied in practice, to short-term construction activities, given the absence of policies specifically applicable to construction-generated noise.

No Project Alternative (2025)—Impact Discussion

The No Project Alternative does not directly contain policies that would address this impact. Because construction activities may result in noticeable increases in ambient noise levels, as perceived by nearby noise-sensitive land uses, this impact is considered significant.

The County has indicated that in practice it has applied Policy 6.5.1.10 to road construction projects. Policy 6.5.1.10 requires implementation of noise mitigation measures when acoustical analysis, which may be required through the building permit process, requires such measures.

No Project Alternative (Buildout)—Impact Discussion

There are no goals or policies that address this impact. Because construction activities may result in noticeable increases in ambient noise levels, as perceived by noise-sensitive land uses, this impact is considered significant.

Roadway Constrained 6-Lane "Plus" Alternative (Alternative #2)

Relevant Goals/Policies—Roadway Constrained 6-Lane "Plus" Alternative

The relevant policies that are applicable to the Roadway Constrained 6-Lane "Plus" Alternative are Policies HS-12a though HS-12g, and HS-13a and HS-13b. These policies set standards for nontransportation noise sources, based, in part, on land use designation and time of day. Policy HS-12c specifically exempts construction activities that occur between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. to 5 p.m. on weekends an federally designated holidays. Exemptions are also allowed if it can be shown that construction beyond these times is necessary to alleviate traffic congestion and safety hazards.

Roadway Constrained 6-Lane "Plus" Alternative (2025)—Impact Discussion

Short-term noise impacts associated with this alternative would be similar to those discussed for the No Project Alternative at 2025. The relevant policies would partially mitigate short-term construction noise levels by placing noise level restrictions on various uses (Policy HS-12a). However, on a project-by-project basis, certain construction activities (e.g., road work) associated with development under the Roadway Constrained 6-Lane "Plus" Alternative could be partially exempted from the noise standards, as provided in Policy HS-12c. This in turn, could result in noticeable increases in ambient noise levels at noise-sensitive land uses during the more noise-sensitive periods of the day (evening and early morning), as well as during daytime hours in general. Thus, increases in ambient noise levels (i.e. 5 dBA or greater) at noise-sensitive receptors could occur at these times. As a result, this impact is considered significant.

Roadway Constrained 6-Lane "Plus" Alternative (Buildout)—Impact Discussion

Short-term noise impacts associated with this alternative would be similar to those discussed above for the 2025 scenario. Policy HS-12c would allow exceedance of the noise standard for construction activities. Construction activities associated with development under the Roadway Constrained 6-Lane "Plus" Alternative could result in substantial increases in ambient noise levels (i.e., 5 dBA or greater) at noise-sensitive land uses during the more noise-sensitive periods of the day. Because construction activities (e.g., road work) could result in substantial increases in ambient noise levels, which could also exceed applicable noise standards, this impact is considered significant.

Environmentally Constrained Alternative (Alternative #3)

Relevant Goals/Policies—Environmentally Constrained Alternative

The relevant policies that are applicable to the Environmentally Constrained Alternative are Policies HS-12a though HS-12g and HS-13a and HS-13b. These policies set standards for nontransportation noise sources, based, in part, on land use designation and time of day. Policy HS-12c specifically exempts construction activities that occur between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. to 5 p.m. on weekends an federally designated holidays. Exemptions are also allowed if it can be shown that construction beyond these times is necessary to alleviate traffic congestion and safety hazards. These policies are identical to those identified for the Roadway Constrained 6-Lane "Plus" Alternative, with the exception of Policy HS-12a. The time-averaged maximum allowable stationary-source noise exposure levels (L_{eq}) identified in Policy HS-12a for the Environmentally Constrained Alternative are slightly more restrictive (i.e., 5 dBA less) than those identified for the Roadway Constrained 6-Lane "Plus" Alternative (Tables HS-1 through HS-4).

Environmentally Constrained Alternative (2025)—Impact Discussion

Short-term noise impacts associated with this alternative would be similar to those discussed for the Roadway Constrained 6-Lane "Plus" analysis. Policy HS-12c would allow exceedance of the noise standards for construction activities. Construction activities (e.g., road work) associated with development under the Environmentally Constrained Alternative could result in substantial increases in ambient noise levels (i.e., 5 dBA or greater) at noise sensitive land uses during the more noise-sensitive periods of the day (see discussion under Roadway Constrained 6-Lane "Plus" Alternative). Because construction activities could result in substantial increase in ambient noise levels, which could also exceed applicable noise standards, this impact is considered significant.

Environmentally Constrained Alternative (Buildout)—Impact Discussion

Short-term noise impacts associated with this alternative would be similar to those discussed above for the 2025 scenario. The relevant policies of this alternative would partially mitigate short-term construction noise levels. However, on a project by project basis, the construction activities associated with development under the Environmentally Constrained Alternative (e.g., road work) could result in noticeable increases in ambient noise levels at noise-sensitive land uses during the more noise-sensitive periods of the day. Because construction activities could result in substantial increase in ambient noise levels, which could also exceed applicable noise standards, this impact is considered significant.

1996 General Plan Alternative (Alternative #4)

Relevant Goal/Policies—1996 General Plan Alternative

For the relevant policies of the 1996 General Plan Alternative, please refer to the policies listed above under Relevant Goals/Policies—No Project Alternative.

1996 General Plan Alternative (2025)—Impact Discussion

Please refer to No Project Alternative (2025)—Impact Discussion above. This impact is considered significant.

1996 General Plan Alternative (Buildout)—Impact Discussion

Please refer to No Project Alternative (Buildout)—Impact Discussion above. This impact is considered significant.

Mitigation Measure 5.10-1: Limit Noise-Generating Construction Activities

Mitigation Measure 5.10-1—No Project Alternative

The County shall implement all of the following measures:

- 5.10-1(a): Limit Noise-Generating Construction Activities
- 5.10-1(b): Establish Truck Routes to Minimize Truck Noise at Noise-Sensitive Land Uses

These measures are described below. With implementation of these measures, construction noise would be reduced, but not to a less-than-significant level.

Mitigation Measure 5.10-1(a): Limit Noise-Generating Construction Activities

The following new policies would provide restrictions for noise-generating construction activities, but would not reduce this impact to a less-than-significant level:

> **New Policy:** The standards outlined in Tables HS-1, HS-2, and HS-3 for the Environmentally Constrained Alternatives shall apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7 a.m. and 7 p.m. Monday through Friday, and 8 a.m. and 5 p.m. on weekends, and

on federally recognized holidays. Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate traffic congestion and safety hazards.

Mitigation Measure 5.10-1(b): Establish Truck Routes to Minimize Truck Noise at Noise-Sensitive Land Uses

New Policy: To reduce heavy truck traffic in residential areas and near noise-sensitive land uses associated with discretionary projects, the County will review truck routes to ensure traffic noise impacts are minimized.

The above policies would prohibit construction activities during the more noise-sensitive evening and nighttime hours, though noticeable increases in daytime ambient noise levels associated with such activities could still occur, including noise generated by construction vehicles traveling to and from construction sites. Because restrictions on the hours of construction would force some road construction projects to occur during high traffic periods, safety issues could arise. To address this safety issue, exemptions to these hourly limitations would be granted when it can be demonstrated that construction beyond these times would alleviate traffic congestion and safety hazards.

With implementation of this mitigation measure, short-term construction noise impacts on nearby noise-sensitive land uses would be restricted. Activities during the more noise-sensitive evening and nighttime hours could occur, resulting in short-term noise impacts to nearby noise-sensitive receptors. As a result, this impact would remain significant and unavoidable.

Mitigation Measure—Roadway Constrained 6-Lane "Plus" Alternative

Adopt Mitigation Measure 5.10-1(b) under the No Project Alternative. No further mitigation is available. This impact would remain significant and unavoidable for the same reasons described under No Project.

Mitigation Measure—Environmentally Constrained Alternative

Adopt Mitigation Measure 5.10-1(b) under the No Project Alternative. No further mitigation is available. This impact would remain significant and unavoidable for the same reasons described under No Project.

Mitigation Measure—1996 General Plan Alternative

Please refer to the proposed mitigation measures for the No Project Alternative above. With implementation of these mitigation measure, impacts would be reduced, but not to a less-than-significant level. This impact would remain significant and unavoidable for the same reasons as expressed above.

Impact **5.10-2**

Exposure to Ground Transportation Noise Sources. Development under the General Plan would result in exposure of existing, as well as future, noise-sensitive land uses to transportation noise. Traffic noise is largely a function of traffic volume and vehicle mix (automobiles, trucks, etc.). Based on a comparison of the number of vehicle miles traveled (VMT) under the various alternatives, the 1996 General Plan Alternative would result in the largest increase in VMT and the No Project Alternative would generate the fewest VMT. Exposure to traffic noise is site specific and dependent on various factors, such as distance from the source and shielding provided by intervening structures and terrain. Based on a comparison of noise standards identified in policies relevant to each of the four alternatives, the Roadway Constrained 6-Lane "Plus" Alternative would be the least protective of noise-sensitive land uses. The land use compatibility noise standards relevant to the remaining alternatives are equally protective. Exposure of noise-sensitive land uses to substantial increases in ambient noise levels could occur and, as a result, this impact is considered **significant** for all alternatives. Impact significance before and after mitigation is shown in the table below.

Impact	Significance Before Mitigation*							
	Alt. #1 (No Project)		Alt. #2 (Roadway Constrained 6-Lane "Plus")		Alt. #3 (Environmentally Constrained)		Alt. #4 (1996 General Plan)	
	2025	Buildout	2025	Buildout	2025	Buildout	2025	Buildout
5.10-2: Exposure to Ground Transportation Noise Sources	S_2	S_2	S_1	S_1	S_1	S_1	S_2	S_2

Mitigation	Significance After Mitigation*							
	Alt. #1 (No Project)		Alt. #2 (Roadway Constrained 6-Lane "Plus")		Alt. #3 (Environmentally Constrained)		Alt. #4 (1996 General Plan)	
	2025	Buildout	2025	Buildout	2025	Buildout	2025	Buildout
5.10-2: Protect Noise-Sensitive Land Uses from Unacceptable Noise Levels Caused by New Transportation Noise Sources	SU_2	SU_2	SU_1	SU_1	SU_1	SU_1	SU_2	SU_2
* Notes: LS = Less than Significant; N/A= Not Applicable; S = Significant; SU = Significant and Unavoidable. Significant impacts are ranked against each other by alternative for the 2025 scenario and the buildout scenario, from 1 (Worst Impact) to 4 (Least Impact). Where the impact under two different alternatives during the same time frame would be roughly equal in severity, the numerical ranking is the same.								

Overall, noise levels associated with ground transportation noise sources, such as railroad and vehicular traffic on area roadways, would continue to increase as a result of continued growth in population and employment both regionally and in El Dorado County. Increases in transportation noise levels from car and truck traffic would be anticipated to expand the existing noise impact areas along transportation system alignments and expose more residential neighborhoods and other noise-sensitive land uses to unacceptable noise conditions.

The FHWA's traffic noise prediction model (FHWA-RD-77-108) was used to calculate traffic noise levels, based on the trip distribution estimates obtained from the traffic analysis prepared for this report. Table 5.10-5 summarizes the calculated noise level at 50 feet from the centerline of the near travel lane for major roadways located within the county, as well as distances to the predicted CNEL/L_{dn} traffic noise contours. The 60-dBA CNEL/L_{dn} noise contours for major roadways are depicted in Exhibits 5.10-7 through 5.10-11. Because predicted noise contours do not take into account shielding of traffic noise by intervening terrain and structures, actual noise levels along area roadways may vary depending on site-specific characteristics and traffic conditions.

No Project Alternative (Alternative #1)

Relevant Goals/Policies—No Project Alternative

The relevant policies of the No Project Alternative are Policies 6.5.1.1, 6.5.1.3, through 6.5.1.5, and 6.5.1.8 through 6.5.1.10. These policies establish noise standards for transportation noise sources, based on land use designation, for outdoor activity areas and indoor spaces of

noise-sensitive land uses. New development of noise-sensitive land uses would not be allowed in areas exposed to existing or projected levels of noise that exceed these standards, unless noise control measures (e.g., sound walls, setbacks, building insulation) are incorporated to reduce noise levels at noise- sensitive land uses to below the established standards. These standards also apply to noise created by new transportation noise sources affecting existing noise-sensitive land uses.

No Project Alternative (2025)—Impact Discussion

Development under this alternative at 2025 would generate an estimated average of 5,712,600 VMT daily. Depending on development locations and resultant vehicle distribution patterns, there could be substantial increases in traffic noise levels along area roadways. Based on those segments modeled and in comparison to base year 2001 conditions, predicted increases in traffic noise were most notable along portions of Bass Lake Road, Country Club Drive, Durock Road, Latrobe Road, Morgan Emigrant Trail, Salmon Falls Road, Silva Valley Parkway, South Shingle Road, and White Rock Road. In addition, predicted traffic noise contours may encroach on existing or planned nearby noise-sensitive land uses or further increase noise levels already in excess of "normally acceptable" land-use compatibility noise standards. Predicted increases in traffic noise levels and distances to traffic noise contours may be attributable to changes in roadway lane configurations/alignments, as well as increased traffic volumes. Although the relevant policies would partially mitigate this impact, noise-sensitive land uses may still be exposed to levels that exceed the applicable standards. For instance, Policies 6.5.1.1 and 6.5.1.3 require acoustical analyses and mitigation measures to protect new noise-sensitive land uses from traffic noise levels exceeding applicable standards. In addition, Policy 6.5.1.9 would require that new transportation noise sources be mitigated so as not to exceed the County's standards. The County's noise standards and policies are designed to ensure that County residents are not subjected to noise beyond maximum acceptable levels. However, compliance with these standards would not necessarily protect residents from experiencing substantial increases in ambient noise levels associated with the overall growth in traffic, which would exceed the 5 dBA threshold of significance for ambient noise. This impact is considered significant.

No Project Alternative (Buildout)—Impact Discussion

Noise levels associated with ground-transportation noise sources, such as railroad and vehicular traffic on area roadways, would continue to increase with buildout of this alternative with continued growth in population and employment.

Table 5.10-6 summarizes the buildout calculated noise level at 50 feet from the centerline of the near travel lane for major roadways located within the county, as well as distances to the predicted CNEL/L_{dn} traffic noise contours for buildout conditions. The 60-dBA CNEL/L_{dn} noise contours for major roadways are depicted in Exhibits 5.10-12 through 5.10-15.

Based on the traffic modeling the proposed project would result in a substantial increase in traffic noise levels (i.e., 5 dBA or greater) along area roadways. Based on those segments modeled and in comparison to Base Year 2001 conditions, predicted increases in traffic noise were most notable along portions of Bass Lake Road, Cameron Park Drive, Cold Springs Road, Country Club Drive, Durock Road, El Dorado Road, Forni Road, Gold Hill Road, Green Valley Road, Greenstone Road, Latrobe Road, Lotus Road, Marshall Road, Meder Road, Morgan Emigrant Trail, Mosquito Road, Mt. Aukum Road, Ponderosa Road, Salmon Falls Road, Shingle Springs Road, Silva Valley Parkway, South Shingle Road, and White Rock Road. Portions of SRs 49 and 193, and U.S. 50 would also experience substantial increases in ambient noise levels. Development under the No Project Alternative at buildout would generate an estimated average of 9,031,180 VMT daily. As under 2025 conditions, there could be noticeable increases in traffic noise levels along area roadways. Although the relevant policies would partially mitigate this impact, noise-sensitive land uses may still be exposed to levels that exceed the applicable standards. This impact is considered significant.

Roadway Constrained 6-Lane "Plus" Alternative (Alternative #2)

Relevant Goals/Policies—Roadway Constrained 6-Lane "Plus" Alternative

The relevant policies that are applicable to the Roadway Constrained 6-Lane "Plus" Alternative are Policies HS-12b, HS-12d through HS-12g, HS-13a and HS-13b. These policies establish noise standards for transportation noise sources, based on land use designation, for outdoor activity areas and indoor spaces of noise-sensitive land uses. New development of noise-sensitive land uses would not be allowed in areas exposed to existing or projected levels of noise that exceed these standards, unless noise control measures (e.g., sound walls, setbacks, building insulation) are incorporated to reduce noise levels at noise-sensitive land uses to below the established standards. These standards also apply to noise created by new transportation noise sources affecting existing noise-sensitive land uses. Policy HS-12d exempts emergency services or functions from compliance with these standards.

Roadway Constrained 6-Lane "Plus" Alternative (2025)—Impact Discussion

Noise levels associated with ground-transportation noise sources would continue to increase as a result of continued growth in population and employment by 2025. Increases in

transportation noise levels could expand the existing noise impact areas along transportation corridors and expose more residential neighborhoods and other noise-sensitive land uses to unacceptable noise conditions.

Continued increases in employment and population associated with this alternative would be anticipated to result in a substantial increase in traffic noise levels (i.e., 5 dBA or greater). Development under the Roadway Constrained 6-Lane "Plus" Alternative at 2025 would generate an estimated average of 5,820,060 VMT daily, which could lead to substantial increases in traffic noise levels along area roadways and further increase existing impacts on noise-sensitive land uses. This alternative allows a slightly higher level of traffic congestion (Level of Service [LOS] E in Community Regions, LOS D in Rural Regions) than the No Project and 1996 General Plan Alternatives, but the differences in traffic levels would not be sufficient to make a noticeable change among the alternatives.[1] Based on traffic levels, predicted increases in traffic noise would be similar to the No Project alternative. Three of the policies contained in The Roadway Constrained 6-Lane "Plus" Alternative protect new and existing noise-sensitive land uses (Policies HS-12b, HS-13a, and GS-13b). However, Policy HS-12e specifically states that existing dwellings and new single-family dwellings are not required to be designed to comply with the noise standards outlined in Policies HS-12a and HS-12b. Accordingly these noise-sensitive land uses could experience adverse effects resulting from increases in traffic noise. Consequently, this impact is considered significant.

Roadway Constrained 6-Lane "Plus" Alternative (Buildout)—Impact Discussion

As under 2025 conditions, buildout noise levels associated with ground-transportation noise sources would continue to increase with continued growth in population and employment. Development under this alternative at buildout would generate an estimated average of 9,167,190 VMT daily, which is between the No Project and 1996 General Plan alternatives. This could lead to substantial increases in traffic noise levels along area roadways (see 1996 General Plan buildout discussion) and further increase noise impacts on noise-sensitive land uses.

Although the relevant goals and policies would partially mitigate this impact for new development, noise-sensitive land uses may still be exposed to levels that exceed the applicable standards. This impact is considered significant.

[1] It would take a doubling of traffic levels to make a noticeable (3-dBA CNEL) change in the acoustic environment, and the LOS policies would not result in this type of change.

Environmentally Constrained Alternative (Alternative #3)

Relevant Goals/Policies—Environmentally Constrained Alternative

For the relevant policies of the Environmentally Constrained Alternative, please refer to the policies listed above under Relevant Goals/Policies Roadway Constrained 6-Lane "Plus" Alternative.

Environmentally Constrained Alternative (2025)—Impact Discussion

Noise levels associated with ground-transportation noise sources would continue to increase with continued growth in population and employment. Development under this alternative at 2025 would generate an estimated average of 6,408,690 VMT daily, which is similar to the 1996 General Plan Alternative. This could lead to substantial increases in traffic noise levels along area roadways and further increase noise impacts on existing, as well as future, noise-sensitive land uses. Therefore, predicted increases in traffic noise would be, in general, similar the 1996 General Plan Alternative and predicted increases in traffic noise would be most notable along portions of Bass Lake Road, Country Club Drive, Durock Road, Forni Road, Greenstone Road, Latrobe Road, Morgan Emigrant Trail, Salmon Falls Road, Shingle Springs Drive, Silva Valley Parkway, South Shingle Road, and White Rock Road, as well as portions of U.S. Highway 50. This alternative includes the same traffic LOS policy as the Roadway Constrained 6-Lane "Plus" Alternative, and the effects on noise would be the same (not substantive). Please refer to Roadway Constrained 6-Lane "Plus" Alternative (2025)—Impact Discussion above. This impact is considered significant.

Environmentally Constrained Alternative (Buildout)—Impact Discussion

Noise levels associated with ground-transportation noise sources would continue to increase with buildout of this alternative with continued growth in population and employment. Development under this alternative at buildout would generate an estimated average of 7,809,750 VMT daily, which is relatively similar to the No Project Alternative (see No Project buildout discussion). This could lead to substantial increases in traffic noise levels along area roadways and further increase noise impacts on noise-sensitive land uses. Therefore, predicted increases in traffic noise would be, in general, be similar to those discussed for the No Project Alternatives. Please refer to Roadway Constrained 6-Lane "Plus" Alternative (Buildout)—Impact Discussion above. This impact is considered significant.

1996 General Plan Alternative (Alternative #4)

Relevant Goals/Policies—1996 General Plan Alternative

For the relevant policies of the 1996 General Plan Alternative, please refer to the policies listed above under the No Project Alternative.

1996 General Plan Alternative (2025)—Impact Discussion

Development under this alternative at 2025 would generate an average of approximately 6,399,300 VMT daily. Depending on development locations and resultant vehicle distribution patterns, there could be noticeable increases in traffic noise levels along area roadways. See Table 5.10-7 and Exhibits 5.10-7 through 5.10-11. Based on those segments modeled and in comparison to base year 2001 conditions, predicted increases in traffic noise would be most notable along portions of Bass Lake Road, Country Club Drive, Durock Road, Forni Road, Greenstone Road, Latrobe Road, Morgan Emigrant Trail, Salmon Falls Road, Shingle Springs Drive, Silva Valley Parkway, South Shingle Road, and White Rock Road, as well as portions of U.S. Highway 50. In addition, predicted traffic noise contours may encroach on existing or planned nearby noise-sensitive land uses or further increase noise levels already in excess of "normally acceptable" land-use compatibility noise standards. Please refer to No Project Alternative (2025)—Impact Discussion above. This impact is considered significant.

1996 General Plan Alternative (Buildout)—Impact Discussion

Noise levels associated with ground-transportation noise sources would continue to increase with buildout of this alternative with continued growth in population and employment.

Predicted noise levels were calculated using the FHWA's traffic noise prediction model (FHWA-RD-77-108), as summarized in Table 5.10-8. The 60-dBA CNEL/L_{dn} noise contours for major roadways are depicted in Exhibits 5.10-12 through 5.10-15. Because predicted noise contours do not take into account shielding of traffic noise by intervening terrain and structures or variations, actual noise levels along area roadways may vary depending on site-specific characteristics and traffic conditions.

Traffic noise levels would increase with buildout and continued growth in population and employment. Development under the 1996 General Plan Alternative at buildout would generate an average of approximately 9,636,910 VMT daily (Table 5.10-8, Exhibits 5.10-12 through 5.10-15); this would cause increased noise on roads throughout the county. Based on those segments modeled and in comparison to base year 2001 conditions, predicted increases

in traffic noise were most notable along portions of Bass Lake Road, Big Cut Road, Bucks Bar Road, Cameron Park Drive, Carson Road, Cedar Ravine Road, Cold Springs Road, Country Club Drive, Durock Road, El Dorado Road, Forni Road, Gold Hill Road, Green Valley Road, Greenstone Road, Latrobe Road, Meder Road, Morgan Emigrant Trail, Mosquito Road, Mother Lode Drive, Mt. Aukum Road, Newtown Road, Pleasant Valley Road, Ponderosa Road, Salmon Falls Road, Shingle Springs Road, Silva Valley Parkway, Sly Park Road, South Shingle Road, and White Rock Road. Portions of SRs 49 and 193, and U.S. Highway 50 would also experience substantial increases in ambient noise levels. Please refer to No Project Alternative (Buildout)—Impact Discussion above. This impact is considered significant.

Mitigation Measure 5.10-2—No Project Alternative

Mitigation Measure 5.10-2(a): Protect Noise-Sensitive Land Uses from Unacceptable Noise Levels Caused by New Transportation Noise Sources

< Mitigation Measure 5.10-2(a): Protect Noise-Sensitive Land Uses from Unacceptable Noise Levels Caused by New Transportation Noise Sources

< Mitigation Measure 5.10-2(b): Implement Mitigation Measure 5.10-1(b)

The following new policies would reduce this impact, but not to a less-than-significant level because design measure would need to be identified on a project basis and may not always be feasible. Therefore, this impact is significant and unavoidable:

> **New Policy:** When determining the significance of impacts and appropriate mitigation to reduce those impacts for new developments projects, the following criteria shall be taken into consideration.
>
> A. Where existing or projected future traffic noise levels are less than 60 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 5 dBA L_{dn} caused by a new transportation noise source will be considered significant; and
>
> B. Where existing or projected future traffic noise levels range between 60 and 65 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 3 dBA L_{dn} caused by to a new transportation noise source will be considered significant; and
>
> C. Where existing or projected future traffic noise levels are greater than 65 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 1.5

dBA L_{dn} caused by new transportation noise source will be considered significant.

Mitigation Measure 5.10-2(b): Implement Mitigation Measure 5.10-1(b)

The above policies would help to reduce noise-related impacts by requiring identification and implementation of mitigation measures to reduce substantial increases in ambient noise levels, including the relocation of heavy-duty vehicle traffic away from nearby receptors. Mitigation measures typically implemented to reduce traffic noise include increased insulation, setbacks, and construction of sound barriers. Some measures, such as construction of sound barriers, may have secondary impacts related to aesthetics and safety. The feasibility of these measures would be determined on a project-by-project basis.

Mitigation Measure—Roadway Constrained 6-Lane "Plus" Alternative

Please refer to the proposed mitigation measures for the No Project Alternative above. With implementation of these mitigation measures, impacts would be reduced, but not to a less-than-significant level for the reasons described under No Project. This impact is significant and unavoidable.

Mitigation Measure—Environmentally Constrained Alternative

Please refer to the proposed mitigation measures for the No Project Alternative above. With implementation of these measures, impacts would be reduced, but not to a less-than-significant level for the reasons described under No Project. This impact is significant and unavoidable.

Mitigation Measure—1996 General Plan Alternative

Please refer to the proposed mitigation measures for the No Project Alternative above. With implementation of these mitigation measures, impacts would be reduced, but not to a less-than-significant level for the reasons described under No Project. This impact is significant and unavoidable.

Impact **5.10-3**

Exposure of Noise-Sensitive Land Uses to Fixed or Nontransportation Noise Sources. Based on a comparison of noise standards identified in policies relevant to each of the four equal-weight alternatives, the Environmentally Constrained Alternative would be the most protective of noise-sensitive land uses, with respect to major noise-generating stationary sources; the No Project and 1996 General Plan Alternatives would be the least protective. Although the

amount of allowable development would vary among the proposed alternatives, other factors (i.e., proximity to existing or future noise-sensitive land uses, type of development, hours of operation) are difficult to ascertain at this time. Development under the General Plan could result in exposure of existing, as well as future, noise-sensitive land uses to fixed- or nontransportation-source noise. As a result, this impact is considered **significant**. Impact significance before and after mitigation is shown in the table below.

Impact	Significance Before Mitigation*							
	Alt. #1 (No Project)		Alt. #2 (Roadway Constrained 6-Lane "Plus")		Alt. #3 (Environmentally Constrained)		Alt. #4 (1996 General Plan)	
	2025	Buildout	2025	Buildout	2025	Buildout	2025	Buildout
5.10-3: Exposure of Noise-Sensitive Land Uses to Fixed or Nontransportation Noise Sources.	S_2	S_2	S_3	S_3	S_4	S_4	S_1	S_1
Mitigation	**Significance After Mitigation***							
	Alt. #1 (No Project)		Alt. #2 (Roadway Constrained 6-Lane "Plus")		Alt. #3 (Environmentally Constrained)		Alt. #4 (1996 General Plan)	
	2025	Buildout	2025	Buildout	2025	Buildout	2025	Buildout
5.10-3: Protect Noise-Sensitive Land Uses from Unacceptable Noise Levels Caused by Stationary Noise Sources	SU_2	SU_2	SU_3	SU_3	SU_4	SU_4	SU_1	SU_1

* Notes: LS = less than significant; N/A= Not Applicable; S = Significant; SU = Significant and Unavoidable. Significant impacts that would occur under a given time frame (e.g., conditions at 2025) are ranked against each other by alternative, from 1 (Worst Impact) to 4 (Least Impact). Where the impact under two different alternatives during the same time frame would be roughly equal in severity, the numerical ranking is the same.

No Project Alternative (Alternative #1)

Relevant Goals/Policies—No Project Alternative

The relevant policies of the No Project Alternative are Policies 6.5.1.1 through 6.5.1.3, 6.5.1.7, and 6.5.1.10.

No Project Alternative (2025)—Impact Discussion

As additional development occurs throughout the county, the potential exists for new noise-sensitive land uses to encroach upon existing or proposed stationary noise sources. Development of new stationary noise sources, such as industrial and commercial operations, may also result in a noticeable increase in ambient noise levels at nearby existing noise-sensitive land uses. To the extent that new development is discretionary, noise-related impacts associated with many of these uses, such as new shopping centers, industrial uses, emergency sirens associated with fire stations, etc. would be considered by the County during project review. As previously discussed, many of the major stationary sources of noise, such as mining and lumber mill operations, are located in the more rural areas of the county. Implementation of the No Project Alternative would disperse development throughout the county, particularly in rural and remote areas. Therefore, it is conceivable that this alternative could result in more development in the vicinity of some major stationary sources. Consequently, this alternative could result in a slightly greater chance of exposure of new noise-sensitive receptors to stationary source noise, in comparison to the other alternatives. Implementation of the relevant General Plan policies and goals would help to protect both existing and proposed noise sensitive land uses from nontransportation noise sources. For example, Policy 6.5.1.1 would require that an acoustical analysis be performed where noise-sensitive land uses are proposed in areas exposed to either existing or projected exterior noise levels that exceed established performance standards, so that noise mitigation may be identified and included in the project design. Similarly, Policy 6.5.1.2 would require acoustical analyses and identification of mitigation measures when proposed nonresidential land uses are likely to produce noise levels that would exceed applicable performance standards at nearby existing noise-sensitive land uses. However, these policies do not address overall increases in ambient noise levels; therefore, there may be substantial increases in ambient noise levels, as perceived by nearby noise-sensitive land uses, as a result of the nontransportation noise sources. This impact is considered significant.

No Project Alternative (Buildout)—Impact Discussion

Noise levels would increase with buildout due to continued growth in population and employment. As under 2025 conditions, additional development throughout the county could lead to incompatibility between noise-generating land uses and nearby noise-sensitive receptors. Implementation of the relevant General Plan goals and policies would help to protect both existing and proposed noise sensitive land uses from nontransportation noise sources. However, as under 2025 conditions, there may be substantial increases in ambient noise levels, as perceived by nearby noise-sensitive land uses, as a result of nontransportation noise sources. This impact is considered significant.

Roadway Constrained 6-Lane "Plus" Alternative (Alternative #2)

Relevant Goals/Policies—Roadway Constrained 6-Lane "Plus" Alternative

The relevant policies that are applicable to the Roadway Constrained 6-Lane "Plus" Alternative are Policies HS-12a, HS-12c through HS-12f, and HS-13a through HS-13b.

Roadway Constrained 6-Lane "Plus" Alternative (2025)—Impact Discussion

As with the No Project Alternative, additional development throughout the County may lead to incompatibility between noise-sensitive land uses and stationary noise sources. As previously discussed, many of the major stationary sources of noise, such as mining and lumber mill operations, are located in the more rural areas of the county. The policies governing development associated with the Roadway Constrained 6-Lane "Plus" Alternative would disperse growth into rural areas of the county, similar to the No Project Alternative. Therefore, it is conceivable that this alternative could result in more development in the vicinity of major stationary sources of noise. Consequently, in comparison to the other alternatives, this alternative could result in a slightly increased chance of exposure of new noise-sensitive receptors to major stationary sources of noise.

Implementation of the relevant General Plan goals and policies would help to protect both existing and proposed noise-sensitive land uses from nontransportation noise sources. However, as with the other General Plan alternatives analyzed in this report, even though sources may not exceed the applicable maximum allowable noise standards, there still may be substantial increases in ambient noise levels, as perceived by nearby noise-sensitive land uses that could exceed the significance threshold of 5 dBA, as a result of nontransportation noise sources. This impact is considered significant.

Roadway Constrained 6-Lane "Plus" Alternative (Buildout)—Impact Discussion

As under 2025 conditions, additional development throughout the county may lead to incompatibility between noise-sensitive land uses and stationary noise sources. Implementation of the relevant General Plan goals and policies would help to protect both existing and proposed noise-sensitive land uses from nontransportation noise sources, but would not prevent impacts related to increases in ambient noise levels caused by nontransportation noise sources. This impact is considered significant.

Environmentally Constrained Alternative (Alternative #3)

Relevant Goals/Policies—Environmentally Constrained Alternative

For the relevant policies of the Environmentally Constrained Alternative, please refer to the policies listed above under Relevant Goals/Policies—Roadway Constrained 6-Lane "Plus" Alternative. The relevant policies of this alternative are identical to those identified for the Roadway Constrained 6-Lane "Plus" Alternative, with the exception of Policy HS-12a. The land-use compatibility noise standards identified in Policy HS-12a for the Environmentally Constrained Alternative are more restrictive (i.e., 5 dBA less) than those identified for the Roadway Constrained 6-Lane "Plus" Alternative. Therefore, the Environmentally Constrained Alternative would provide a somewhat higher level of protection of noise-sensitive land uses from stationary-source noise.

Environmentally Constrained Alternative (2025)—Impact Discussion

As previously discussed, many of the major stationary sources of noise, such as mining and lumber mill operations, are located in the more rural areas of the county. The policies governing development associated with the Environmentally Constrained Alternative are expected to focus new development in existing developed areas, with less development occurring in rural areas of the county. Therefore, it is conceivable that this alternative could result in less development in the vicinity of major stationary sources of noise, such as mining and lumber mill operations located in more rural areas of the County. Consequently, in comparison to the other alternatives, this alternative could result in a slightly reduced chance of exposure of new noise-sensitive receptors to major stationary sources of noise. Implementation of the relevant General Plan goals and policies would help to protect both existing and proposed noise-sensitive land uses from nontransportation noise sources. Nonetheless, even though sources may not exceed the applicable maximum allowable noise standards, increased development would likely still result in substantial increases in ambient

noise levels at some existing and future noise-sensitive land uses. Consequently, this impact is considered significant.

Environmentally Constrained Alternative (Buildout)—Impact Discussion

Please refer to Environmentally Constrained Alternative (2025)—Impact Discussion above. This impact is considered significant.

1996 General Plan Alternative (Alternative #4)

Relevant Goals/Policies—1996 General Plan Alternative

For the relevant policies of the 1996 General Plan Alternative, please refer to the policies listed above under Relevant Goals/Policies—No Project Alternative.

1996 General Plan Alternative (2025)—Impact Discussion

As previously discussed, many of the major stationary sources of noise, such as mining and lumber mill operations, are located in the more rural areas of the county. Implementation of the 1996 General Plan Alternative would disperse development throughout the County, particularly in rural and remote areas, but not to the extent anticipated for the No Project Alternative. Nonetheless, it is conceivable that this alternative could result in more development in the vicinity of some major stationary sources. Consequently, this alternative could result in a slightly greater chance of exposure of new noise-sensitive receptors to noise from major stationary sources of noise, in comparison to the Environmentally Constrained and Roadway Constrained 6-Lane "Plus" alternatives. Implementation of the relevant General Plan goals and policies would help to protect both existing and proposed noise-sensitive land uses from nontransportation noise sources. Nonetheless, even though sources may not exceed the applicable maximum allowable noise standards, increased development would likely still result in substantial increases in ambient noise levels at some existing and future noise-sensitive land uses. Consequently, this impact is considered significant.

1996 General Plan Alternative (Buildout)—Impact Discussion

Please refer to 1996 General Plan Alternative (2025)—Impact Discussion above. This impact is considered significant.

Mitigation Measure 5.10-3: Protect Noise-Sensitive Land Uses from Unacceptable Noise Levels Caused by Stationary Noise Sources

Mitigation Measure—No Project Alternative

The following new policies would reduce this impact, but not to a less-than-significant level. Substantial increases in ambient noise could still occur. This impact is significant and unavoidable.

> **New Policy:** When determining the significance of impacts and appropriate mitigation to reduce those impacts for new development projects, including ministerial development, the following criteria shall be taken into consideration.
>
> A. In areas in which ambient noise levels are in accordance with the standards in Table 6-2, increases in ambient noise levels caused by new nontransportation noise sources that exceed 5 dBA shall be considered significant; and
>
> B. In areas in which ambient noise levels are not in accordance with the standards in Table 6-2, increases in ambient noise levels caused by new nontransportation noise sources that exceed 3 dBA shall be considered significant.
>
> **New Policy:** The County will adopt a noise ordinance to resolve neighborhood conflicts and to control unnecessary noise in the County. Examples of the types of noise sources that can be controlled through the use of a quantitative noise ordinance include noisy mechanical equipment (i.e., swimming pool pumps, HVAC units), and amplified music in commercial establishments.
>
> **New Policy:** The County will establish and maintain coordination among relevant city, county, and state agencies involved in noise abatement and other agencies to reduce noise generated from sources outside the County's jurisdiction.

Mitigation Measure—Roadway Constrained 6-Lane "Plus" Alternative

The following new policy would reduce this impact, but not to a less-than-significant level:

> **New Policy:** When determining the significance of impacts associated with new nontransportation noise sources, the following criteria shall be taken into consideration.

A. In areas in which ambient noise levels are in accordance with the standards in Tables HS-1, HS-2 and HS-3, increases in ambient noise levels caused by new nontransportation noise sources that exceed 5 dBA shall be considered significant; and

B. In areas in which ambient noise levels are not in accordance with the standards in Tables HS-1, HS-2, and HS-3, increases in ambient noise levels caused by new nontransportation noise sources that exceed 3 dBA shall be considered significant.

With implementation of this mitigation measure, noise impacts would be reduced, but substantial increases in overall ambient noise levels could still occur. Consequently, this impact would remain significant and unavoidable.

Mitigation Measure—Environmentally Constrained Alternative

Please refer to the proposed mitigation measure for the Roadway Constrained 6-Lane "Plus" Alternative above. With implementation of this mitigation measure, impacts would be reduced, but not to a less-than-significant level for the same reasons described above. This impact is significant and unavoidable.

Mitigation Measure—1996 General Plan Alternative

Please refer to the proposed mitigation measure for the No Project Alternative above. With implementation of this mitigation measure, impacts would be reduced, but not to a less-than-significant level for the same reasons described above. This impact is significant and unavoidable.

Impact **5.10-4**

Exposure to Aircraft Noise. Depending on location, new development under the General Plan could be subject to aircraft noise. Based on a comparison of noise standards identified in policies relevant to each of the four equal-weight alternatives, the Roadway Constrained 6-Lane "Plus," and Environmentally Constrained Alternatives would be the most protective of noise-sensitive land uses, while the No Project and 1996 General Plan Alternatives would be the least protective. Although the amount of allowable development would vary among the proposed alternatives, other factors (i.e., proximity to existing or future noise-sensitive land uses, type of development, hours of operation) are difficult to ascertain at this time. Additional noise-related concerns include the exposure of noise-sensitive land uses to single-event noise levels, as a result of

aircraft overflights. As previously noted, all alternatives include development within El Dorado Hills, an area already considered to be affected by single noise events because of aircraft overflights associated with the operation of Mather Airport in Sacramento County. As a result, this impact is considered **significant**. Impact significance before and after mitigation is shown in the table below.

Impact	Significance Before Mitigation*							
	Alt. #1 (No Project)		Alt. #2 (Roadway Constrained 6-Lane "Plus")		Alt. #3 (Environmentally Constrained)		Alt. #4 (1996 General Plan)	
	2025	Buildout	2025	Buildout	2025	Buildout	2025	Buildout
5.10-4: Exposure to Aircraft Noise	S_1	S_1	S_2	S_2	S_2	S_2	S_1	S_1
Mitigation	**Significance After Mitigation***							
	Alt. #1 (No Project)		Alt. #2 (Roadway Constrained 6-Lane "Plus")		Alt. #3 (Environmentally Constrained)		Alt. #4 (1996 General Plan)	
	2025	Buildout	2025	Buildout	2025	Buildout	2025	Buildout
5.10-4: Update Airport Master Plans and Comprehensive Land Use Plans	SU_1	SU_1	SU_2	SU_2	SU_3	SU_3	SU_1	SU_1

* Notes: LS = Less than Significant; N/A= Not Applicable; S = Significant; SU = Significant and Unavoidable. Significant impacts are ranked against each other by alternative for the 2025 scenario and the buildout scenario, from 1 (Worst Impact) to 4 (Least Impact). Where the impact under two different alternatives during the same time frame would be roughly equal in severity, the numerical ranking is the same.

Noise-related impacts associated with the exposure to aircraft noise sources for all alternatives would be associated primarily with the potential for development of noise-sensitive land uses to occur within the projected CNEL contours of airports. Additional noise-related concerns include the exposure of noise-sensitive land uses to single-event noise levels, as a result of to aircraft overflights. As previously noted, all alternatives include development within El Dorado Hills, an area already considered to be affected by single noise events because of aircraft overflights associated with the operation of Mather Airport in Sacramento County.

Also, none of the CLUPs are up to date; therefore, basing conclusions on current CLUP noise contours would be speculative. However, potential impacts can be identified based on proximity to the airports.

No Project Alternative (Alternative #1)

Relevant Goals/Policies—No Project Alternative

The relevant policies of the No Project Alternative are Policies 6.5.1.4 and 6.5.2.1 through 6.5.2.3.

No Project Alternative (2025)—Impact Discussion

Exposure of existing and new noise-sensitive land uses to increased aircraft noise levels would be anticipated with growth in airport operations, which has been relatively static over the past decade. Any increases in aircraft operations or introduction of noise sensitive land uses to airport noise areas could result in noise-sensitive land uses to noise levels that could exceed acceptable standards. In addition, implementation of the No Project Alternative would disperse development throughout the County, particularly in rural and remote areas.

As with the other alternatives, this alternative would result in the development of additional residential land uses in the vicinity of local airports. For all alternatives, residential land use densities would increase in areas near Cameron Park Airport and Placerville Airport. However, in comparison to the Roadway Constrained 6-Lane "Plus" and Environmentally Constrained alternatives, the No Project Alternative could actually result in a slight increase in the development of new residential land uses in the vicinity of the Georgetown Airport, although ultimate development under No Project Alternative would be restricted to one unit per parcel. Consequently, this alternative would result in an increased potential exposure of new noise-sensitive receptors to aircraft noise.

Policies 6.5.2.1 through 6.5.2.3 would partially mitigate this impact; however, in most cases, the existing noise contours associated with airports do not reflect current or projected aircraft operations. Consequently, in areas where airport Master Plans or CLUPs have not been updated, development of noise-sensitive land uses in airport noise impact areas could occur. In addition, existing and future noise-sensitive land uses located in the vicinity of the airport, including those located outside CNEL airport contours, may be exposed to increases in single-event noise levels associated with aircraft overflights. Of particular concern are flights occurring during the more noise-sensitive evening and nighttime hours, such as those associated with cargo flights. As a result, this impact is considered significant.

No Project Alternative (Buildout)—Impact Discussion

Under buildout conditions, the relevant goals and policies would partially mitigate impacts associated with increased exposure of noise-sensitive land uses to aircraft noise levels from airports. However, in most cases, the information on future noise impacts associated with airports does not correspond well to the 2025 time horizon. Consequently, in areas where airport CLUPs are in need of updating, development of noise-sensitive land uses in airport noise impact areas not currently identified could occur. In addition, existing and future noise-sensitive land uses located in the vicinity of the airport, including those located outside CNEL airport contours, may be exposed to increases in single-event noise levels associated with aircraft overflights. Of particular concern are flights occurring during the more noise-sensitive evening and nighttime hours, such as those associated with cargo flights. As a result, this impact is considered significant.

Roadway Constrained 6-Lane "Plus" Alternative (Alternative #2)

Relevant Goals/Policies—Roadway Constrained 6-Lane "Plus" Alternative

The relevant policies that are applicable to the Roadway Constrained 6-Lane "Plus" Alternative are Policies HS-12a through HS-12g, HS-13a and HS-13b, and HS-14a through HS-14e.

Roadway Constrained 6-Lane "Plus" Alternative (2025)—Impact Discussion

Exposure of noise-sensitive land uses to increased aircraft noise levels at county airports would be anticipated with growth in airport operations in response to increases in employment and population. Expansion of county airport noise contour zones may also result in an increased exposure of existing or proposed noise-sensitive land uses, such as residential dwellings, to unacceptable noise levels. In addition, existing and future noise-sensitive land uses located in the vicinity of the airport, including those located outside CNEL airport contours, may be exposed to increases in single-event noise levels associated with aircraft overflights. Of particular concern are flights occurring during the more noise-sensitive evening and nighttime hours, such as those associated with cargo flights.

As previously discussed, the policies governing development associated with the Roadway Constrained 6-Lane "Plus"Alternative would disperse growth out into rural areas, similar to the No Project Alternative. As with the other alternatives, this alternative would result in the development of additional residential land uses and increase densities in the vicinity of the Cameron Park and Placerville Airports. However, this alternative would result in less residential development in the vicinity of the Georgetown Airport, in comparison to the No

Project and 1996 alternatives. Nonetheless, this alternative would still result in an increased exposure of new noise-sensitive receptors to aircraft noise. The relevant goals and policies would partially mitigate this impact; however, the development of airport contour zones is not enforceable by the County. Thus, the exposure of new and/or existing noise-sensitive land uses to aircraft noise levels that exceed applicable standards could occur until such contour zones are developed. Consequently, in areas where airport CLUPs are in need of updating, development of noise-sensitive land uses in airport noise impact areas not currently identified could still occur. As a result, this impact is considered significant.

Roadway Constrained 6-Lane "Plus" Alternative (Buildout)—Impact Discussion

Under buildout conditions, the relevant goals and policies would partially mitigate impacts associated with increased exposure of noise-sensitive land uses to aircraft noise levels from airports. However, in most cases, the information on future noise impacts associated with airports does not correspond well to the 2025 time horizon. Consequently, in areas where airport CLUPs are in need of updating, development of noise-sensitive land uses in airport noise impact areas not currently identified could still occur. In addition, existing and future noise-sensitive land uses located in the vicinity of the airport, including those located outside CNEL airport contours, may be exposed to increases in single- event noise levels associated with aircraft overflights. Of particular concern are flights occurring during the more noise-sensitive evening and nighttime hours, such as those associated with cargo flights. As a result, this impact is considered significant.

Environmentally Constrained Alternative (Alternative #3)

Relevant Goals/Policies—Environmentally Constrained Alternative

For the relevant policies of the Environmentally Constrained Alternative, please refer to the policies listed above under Relevant Goals/Policies—Roadway Constrained 6-Lane "Plus" Alternative.

Environmentally Constrained Alternative (2025)—Impact Discussion

Exposure of noise-sensitive land uses to increased aircraft noise levels at county airports would be anticipated with growth in airport operations in response to increases in employment and population. Expansion of county airport noise contour zones may also result in increased exposure of existing or proposed noise-sensitive land uses, such as residential dwellings, to unacceptable noise levels. In addition, existing and future noise-sensitive land uses located in the vicinity of the airport, including those located outside CNEL airport contours, may be

exposed to increases in single-event noise levels associated with aircraft overflights. Of particular concern are flights occurring during the more noise-sensitive evening and nighttime hours, such as those associated with cargo flights.

As previously noted, many of the existing noise contours associated with airports are somewhat dated and do not correspond well with the 2025 time horizon. Development of airport contour zones is not enforceable by the County. Consequently, in areas where airport CLUPs are in need of updating, development of noise-sensitive land uses in airport noise impact areas not currently identified could still occur. However, it should be noted that the policies governing development associated with the Environmentally Constrained Alternative are expected to focus new development in existing developed areas, with less development occurring in rural areas of the county. As with the other alternatives, this alternative would result in the development of additional residential land uses and increase densities in the vicinity of the Cameron Park and Placerville Airports. However, this alternative would result in less residential development in the vicinity of the Georgetown Airport, in comparison to the No Project and 1996 alternatives. Nonetheless, this alternative would still result in an increased exposure of new noise- sensitive receptors to aircraft noise, in comparison to the other alternatives. Consequently, exposure of noise-sensitive land uses to aircraft noise levels that exceed applicable standards, as well as increased exposure to single-event noise levels associated with aircraft overflights, could occur. For these reasons, this impact is considered significant.

Environmentally Constrained Alternative (Buildout)—Impact Discussion

Please refer to Environmentally Constrained Alternative (2025)—Impact Discussion above. This impact is considered significant.

1996 General Plan Alternative (Alternative #4)

Relevant Goals/Policies—1996 General Plan Alternative

For the relevant policies of the 1996 General Plan Alternative, please refer to the policies listed above under Relevant Goals/Polices—No Project Alternative.

1996 General Plan Alternative (2025)—Impact Discussion

Exposure of noise-sensitive land uses to increased aircraft noise levels at county airports would be anticipated with growth in airport operations in response to increases in employment and population. Expansion of county airport noise contour zones may also result in an increased

exposure of existing or proposed noise-sensitive land uses, such as residential dwellings, to unacceptable noise levels. In addition, existing and future noise-sensitive land uses located in the vicinity of the airport, including those located outside CNEL airport contours, may be exposed to increases in single-event noise levels associated with aircraft overflights. Of particular concern are flights occurring during the more noise-sensitive evening and nighttime hours, such as those associated with cargo flights.

As previously noted, many of the existing noise contours associated with airports are somewhat dated and do not correspond well with the 2025 time horizon. Development of airport contour zones is not enforceable by the County. Consequently, in areas where airport CLUPs are in need of updating, development of noise-sensitive land uses in airport noise impact areas not currently identified could still occur.

As previously discussed, implementation of the 1996 General Plan Alternative would disperse development throughout the county, particularly in rural and remote areas, but not to the extent anticipated for the No Project Alternative.

As with the other alternatives, this alternative would result in the development of additional residential land uses in the vicinity of local airports. For all alternatives, residential land use densities would increase in areas near Cameron Park Airport and Placerville Airport. However, in comparison to the EC and RC alternatives, the No Project Alternative could actually result in a slight increase in the development of new residential land uses in the vicinity of the Georgetown Airport, although ultimate development under No Project Alternative would be restricted to one unit per parcel. Consequently, this alternative would result in an increased potential exposure of new noise-sensitive receptors to aircraft noise. This impact is considered significant.

1996 General Plan Alternative (Buildout)—Impact Discussion

Please refer to 1996 General Plan Alternative (2025)—Impact Discussion above. This impact is considered significant.

Mitigation Measure 5.10-4: <u>Update Airport Master Plans and Comprehensive Land Use Plans</u>

Mitigation Measure—No Project Alternative

The following revised policy would reduce this impact, but not to a less-than-significant level:

> **Revised Policy 6.5.2.3:** All airports which have not developed noise level contours consistent with the General Plan forecast year of 2025 should update the respective Master Plans and CLUPs to reflect aircraft operation noise levels in the year ~~2015~~ 2025.

With implementation of this mitigation measure, noise impacts would be reduced; however, exposure of noise-sensitive receptors to aircraft noise levels, including SELs, could still occur. Consequently, this impact would remain significant and unavoidable.

Mitigation Measure—Roadway Constrained 6-Lane "Plus" Alternative

Please refer to the proposed mitigation measure for the No Project Alternative above. With implementation of this mitigation measure, impacts would be reduced, but not to a less-than-significant level.

Mitigation Measure—Environmentally Constrained Alternative

Please refer to the proposed mitigation measure for the No Project Alternative above. With implementation of this mitigation measure, impacts would be reduced, but not to a less-than-significant level.

Mitigation Measure—1996 General Plan Alternative

Please refer to the proposed mitigation measure for the No Project Alternative above. With implementation of this mitigation measure, impact would be reduced, but not to a less-than-significant level.

TABLES

Table 5.10-1
Summary of Long-Term (24-Hour) Ambient Noise Surveys

Site	Location Description	Time/Date	Noise Levels (dBA)[1]			
			L_{min}	L_{max}	L_{dn}	CNEL
1	Shingle Springs (Big Branch Road)	Start:13:30/Dec. 4th Stop:13:30/Dec. 5th	19.5	71.2	42.8	43.4
2	El Dorado Hills (Yosemite Lane)	Start:15:50/Jan.14th Stop:15:50/Jan.15th	22	69	52.5	52.7
3	Cameron Park (Hillcrest Drive)	Start:18:30/Jan.15th Stop:18:30/Jan.16th	29.8	75.8	47.4	48.1
4	Diamond Springs (Wild Dew Court)	Start:13:10/Jan.18th Stop:13:10/Jan.19th	19.9	70.8	41.3	41.6
5	Cool (Cherry Acres Road)	Start:15:50/Jan.17th Stop:15:50/Jan.18th	20.9	72.4	47.6	47.9

[1] Noise level measurements were recorded using a Larson Davis Model 820 Type 1 integrating sound level meter positioned approximately 4.5 feet above ground level in accordance with ANSI standards. Although these noise levels and contours may be useful for general land-use planning purposes, they should not be relied upon solely, for individual project-level analyses.

Source: EDAW 2003

Table 5.10-2
Summary of Short-Term Ambient Noise Surveys and Predicted Noise Contours

Date	Location	Distance From Source (Feet)	Measured Short-Term Noise Level (dBA L_{eq}) [1]	Predicted 60 dBA L_{eq} Contour (feet) [2]
Chili Bar Slate Mine				
10/29/02	11380 State Route (SR) 193, Chili Bar	700	58	550
Cool Quarry				
10/29/02	2601 SR 49, Cool	1,000	60	1,000
Sierra Pacific Lumber Company				
10/29/02	3950 Carson Road, Camino	200	70	650
El Dorado Truss Company				
10/29/02	300 Industrial Park Drive, Placerville	250	56	150
Pacific Western Pipe Extrusion				
10/28/02	3500 Robin Lane, Shingle Springs	150	60	150

1 Short-term (15-minute) measurements were recorded using a Larson Davis Model 820 Type 1 integrating sound level meter positioned approximately 4.5 feet above ground level in accordance with ANSI standards.

2 Predicted noise contours are based on measured short-term noise levels. Assume an average attenuation rate of 6 dBA per doubling of distance from source, the average minimum noise attenuation rate for stationary noise sources, and no intervening structures or terrain. Although these noise levels and contours may be useful for general land-use planning purposes, they should not be relied upon solely, for individual project-level analyses.

Source: EDAW 2003

Table 5.10-3
Summary of Traffic Noise—Base Year (2001)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline
Segment	Location	70 dBA	65 dBA	60 dBA	
Bass Lake Road					
1	U.S. 50 to Country Club Drive	NA	70.7	151.9	66.54
2	Country Club Drive to Bass Lake	NA	70.7	151.9	66.54
3	Bass Lake to Green Valley Road	NA	53.3	114.2	64.68
Big Cut Road					
1	Pleasant Valley Road to Placerville City Limits	NA	NA	NA	58.56
Bucks Bar Road					
1	Mt. Aukum to Cattle Creek Lane	NA	NA	97.1	63.61
2	Cattle Creek Lane to Pleasant Valley Road	NA	72	154.7	66.66
Cambridge Road					
1	U.S. 50 Eastbound—ramps to Country Club Drive	NA	50.9	109.1	64.37
2	Country Club Drive to Oxford Road	NA	NA	101.7	63.92
3	Oxford Road to Green Valley Road	NA	NA	74	61.83
Cameron Park Drive					
1	Durock Road to Coach Lane	NA	108.1	230.3	68.17
2	Coach Lane to Palmer Drive	86.5	183.2	393.1	71.66
3	Palmer Drive to Oxford Road	79.7	171.2	368.7	72.32
4	Oxford Road to Green Valley Road	NA	107.6	231.4	69.28
Carson Road					
1	Placerville City Limits to Union Ridge Road	NA	NA	61	60.57
2	Union Ridge Road to U.S. 50	NA	NA	76.7	62.07
3	U.S. 50 to Barkley Road	NA	61.7	132.5	65.64
4	Barkley Road to Pony Express Trail	NA	NA	77	62.09
Cedar Ravine Road					
1	Pleasant Valley Road to Quarry Road	NA	NA	57.6	60.19
2	Quarry Road to Placerville City Limits	NA	NA	81.7	62.48

Table 5.10-3
Summary of Traffic Noise—Base Year (2001)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline
Segment	Location	70 dBA	65 dBA	60 dBA	
Cold Springs Road					
1	Placerville City Limits to Cool Water Creek Road	NA	NA	101.9	63.93
2	Cool Water Creek Road to Gold Hill Road	NA	NA	104	64.06
3	Gold Hill Road to SR 49	NA	NA	61.4	60.6
Country Club Drive					
1	Bass Lake Road to Merrychase Drive	NA	NA	84.1	62.67
2	Merrychase Drive to Cambridge Road	NA	NA	66	61.08
3	Cambridge Road to Royal Drive (W)	NA	NA	78.1	62.19
4	Royal Drive (W) to Cameron Park Drive	NA	NA	97.1	63.61
Durock Road					
1	Cameron Park Drive to Heinz Road	NA	56.9	122.1	65.11
2	Hines Road to S. Shingle Road	NA	70.5	151.4	66.52
El Dorado Hill Boulevard					
1	U.S. 50 to Lassen Lane	95.5	200.5	429.5	71.81
2	Lassen Lane to Olson Lane	90.8	192.6	413.5	71.99
3	Olson Lane to St. Andrews Drive	81.9	172.9	370.9	71.29
4	St. Andrews Drive to Francisco Drive	72.9	156.5	336.9	71.73
5	Francisco Drive to Green Valley Road	NA	64.7	138.8	65.95
El Dorado Road					
1	Pleasant Valley Road to Mother Lode Drive	NA	NA	61.2	60.59
2	Mother Lode Drive to U.S. 50	NA	NA	93.7	63.38
4	U.S. 50 to Missouri Flat Road	NA	NA	87.8	62.95
5	Missouri Flat Road to Green Valley Road	NA	NA	78.3	62.2
Fairplay Road					
1	Mt. Aukum Road to Omo Ranch Road	NA	NA	53.7	59.72

Table 5.10-3
Summary of Traffic Noise—Base Year (2001)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline
Segment	Location	70 dBA	65 dBA	60 dBA	
Forni Road					
1	SR 49 to Enterprise Drive	NA	NA	62.3	60.7
2	Enterprise Drive to Missouri Flat Road	NA	NA	86.3	62.84
3	Missouri Flat Road to Wamego Road	NA	NA	53.7	59.72
4	Wamego Road to Placerville City Limits	NA	NA	NA	59.09
Francisco Drive					
1	El Dorado Hills Boulevard to Green Valley Road	50.4	108	232.3	69.31
Garden Valley Road					
1	SR 193 to Marshall Road	NA	NA	NA	58.81
Gold Hill Road					
1	Lotus Road to Cold Springs Road	NA	NA	NA	58.57
2	Cold Springs Road to SR 49	NA	NA	NA	53.07
Green Valley Road					
1	County Line to Francisco Drive	117.9	253.8	546.5	74.88
2	Francisco Drive to Salmon Falls Road	72.5	155.7	335.1	71.7
3	Salmon Falls Road to Deer Valley Road (W)	91	195.6	421.2	73.19
4	Deer Valley Road (W) to Bass Lake Road	75.3	161.8	348.4	71.95
5	Bass Lake Road to Cameron Park Drive	63.5	136.2	293.1	70.82
6	Cameron Park Drive to Deer Valley Road (E)	NA	96.5	207.6	68.57
7	Deer Valley Road (E) to Lotus Road	NA	78.1	167.8	67.19
8	Lotus Road to Greenstone Road	NA	51.4	110.2	64.44
9	Greenstone Road to Missouri Flat Road	NA	68	146.1	66.28
10	Missouri Flat Road to Placerville City Limits	NA	53.8	115.2	64.73
Greenstone Road					
1	Mother Lode Drive to U.S. 50	NA	NA	NA	59.14
2	U.S. 50 Interchange	NA	NA	64.2	60.9
3	U.S. 50 to Green Valley Road	NA	NA	65.5	61.03

Table 5.10-3
Summary of Traffic Noise—Base Year (2001)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline
Segment	Location	70 dBA	65 dBA	60 dBA	
Latrobe Road					
1	County Line to S. Shingle Road	NA	65	139.6	65.99
2	S. Shingle Road to Wetsel Oviatt Road	NA	63.1	135.5	65.79
3	Wetsel Oviatt Road to Investment Boulevard	NA	78.7	169.1	67.24
4	Investment Boulevard to Carson Creek	56	120.1	258.4	70
5	Carson Creek to White Rock Road	82.3	174	373.1	71.32
6	White Rock Road to U.S. 50	82.9	175.1	375.7	71.37
Lotus Road					
1	Green Valley Road to Springvale Road	50.7	108.7	233.8	69.35
2	Springvale Road to Thompson Hill Road	NA	68.4	146.9	66.32
3	Thompson Hill Road to SR 49	NA	65.9	141.6	66.08
Marshall Road					
1	SR 49 to Mt. Murphy Road	NA	59.9	128.5	65.44
2	Mt. Murphy Road to Black Oak Mine Road	NA	NA	73.8	61.82
Meder Road					
1	Cameron Park Drive to Rosebud Drive	NA	NA	95.2	63.48
2	Rosebud Drive to Ponderosa Road	NA	NA	83.2	62.6
Missouri Flat Road					
1	Green Valley Road to El Dorado Road	NA	99.2	213.3	68.75
2	El Dorado Road to Headington Road	NA	92.7	199.3	68.31
3	Headington Road to U.S. 50	76.2	163.6	352.3	72.02
4	U.S. 50 to Mother Lode Drive	95.8	205	440.9	72.91
5	Mother Lode Drive to China Garden Road	96.6	205.3	440.9	72.41
6	China Garden Road to SR 49	74	159	352.4	71.84
Mormon Emigrant Trail					
1	Sly Park Road to 2nd Dam	NA	NA	NA	51.8

Table 5.10-3
Summary of Traffic Noise—Base Year (2001)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline
Segment	Location	70 dBA	65 dBA	60 dBA	
Mosquito Road					
1	Placerville City Limits to Union Ridge Road	NA	NA	87.4	62.92
2	Union Ridge Road to Rock Creek Road	NA	NA	NA	52.42
Mother Lode Drive					
1	S. Shingle Road to French Creek Road	65.6	140.9	303.2	71.04
2	French Creek Road to Greenstone Road	55.4	118.8	255.6	69.93
3	Greenstone Road to Pleasant Valley Road	64.5	138.5	298.2	70.93
4	Pleasant Valley Road to El Dorado Road	NA	73.2	157.3	66.77
5	El Dorado Road to Missouri Flat Road	NA	77.2	165.9	67.11
Mt. Aukum Road					
1	County Line to Omo Ranch Road	NA	NA	64.4	60.92
2	Omo Ranch Road to Grizzly Flat Road	NA	79.8	171.6	67.33
3	Grizzly Flat Road to Sly Park Road	NA	55.8	119.6	64.97
Newtown Road					
1	Pleasant Valley Road to Snows Road	NA	NA	86.5	62.86
2	Snows Road to Weber Creek	NA	NA	75.9	62
3	Weber Creek to Placerville City Limits	NA	55.7	119.5	64.97
North Shingle Road					
1	Ponderosa Road to Tennessee Drive	NA	101.3	218	68.89
2	Tennessee Drive to Green Valley Road	NA	82.2	176.8	67.53
Omo Ranch Road					
1	Mt. Aukum Road to Fairplay Road	NA	NA	55.5	59.94
Pleasant Valley Road					
1	Mother Lode Drive to El Dorado Road	NA	76	163.3	67.01
2	El Dorado Road to SR 49 (S)	NA	NA	77.6	62.15
3	SR 49 (N) to Big Cut Road	NA	79.6	171.1	67.31
4	Big Cut Road to Cedar Ravine Road	51.5	110.3	237.2	69.44
5	Cedar Ravine Road to Bucks Bar Road	NA	97	208.5	68.6

Table 5.10-3
Summary of Traffic Noise—Base Year (2001)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline
Segment	Location	70 dBA	65 dBA	60 dBA	
6	Bucks Bar Road to Newtown Road	NA	66.5	142.9	66.14
7	Newtown Road to Mt. Aukum Road	NA	71.5	153.6	66.61
Ponderosa Road					
1	U.S. 50 to N. Shingle Road	NA	102.7	221	68.98
2	N. Shingle Road to Meder Road	NA	53.4	114.4	64.68
3	Meder Road to Green Valley Road	NA	NA	NA	58.21
Pony Express Trail					
1	Carson Road to Ridgeway Drive	NA	54.04	116.6	64.81
2	Ridgeway Drive to Sly Park Road	NA	61	130.8	65.56
Salmon Falls Road					
1	Green Valley Road to Lake Hills Drive	NA	NA	103	64
2	Lake Hills Drive to Manzanita Lane	NA	NA	64.4	60.92
3	Manzanita Lane to Rattlesnake Bar Road	NA	NA	88.1	62.97
Serrano Parkway					
1	El Dorado Hills Boulevard to Silva Valley Parkway	NA	80.2	172.3	67.36
Shingle Springs Drive					
1	Mother Lode Drive to U.S. 50	NA	NA	52.9	59.62
2	U.S. 50 Interchange	NA	NA	NA	57.81
Silva Valley Parkway					
1	Serrano Parkway to Harvard Way	NA	59.3	123.1	64.04
2	Harvard Way to Green Valley Road	NA	57.9	124.1	65.22
Sly Park Road					
1	Mt. Aukum Road to Clear Creek Road	NA	NA	72.8	61.73
2	Clear Creek Road to Mormon Emigrant Trail	NA	NA	91	63.19
3	Mormon Emigrant Trail to Park Creek Road	NA	62.4	133.9	65.71
4	Park Creek Road to U.S. 50	NA	NA	83.7	62.64
5	U.S. 50 to Pony Express Trail	NA	NA	99.4	63.76

Table 5.10-3
Summary of Traffic Noise—Base Year (2001)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline
Segment	Location	70 dBA	65 dBA	60 dBA	
Snows Road					
1	Newtown Road to Carson Road	NA	NA	53.4	59.69
South Shingle Road					
1	Latrobe Road to Brandon Road	NA	NA	NA	57.51
2	Brandon Road to Sunset Lane	NA	NA	94.1	63.41
3	Sunset Lane to Durock Road	NA	80.6	173.1	67.39
4	Durock Road to U.S. 50	60.9	130.6	281.1	70.55
White Rock Road					
1	County Line to Latrobe Road	NA	73.2	157.2	66.76
2	Latrobe Road to Silva Valley Parkway	NA	NA	87.4	62.92
SR 49					
1	County Line to Sand Ridge Road	NA	66.8	143.4	66.16
2	Sand Ridge Road to Crystal Boulevard	NA	54.7	117.2	64.85
3	Crystal Boulevard to China Hill Road	NA	82	176.2	67.5
4	China Hill Road to Pleasant Valley Road	NA	NA	69	61.38
5	Pleasant Valley Road to Missouri Flat Road	NA	91.5	196.8	68.22
6	Missouri Flat Road to Pleasant Valley Road	NA	56.8	121.7	65.09
7	Pleasant Valley Road to Placerville City Limits	NA	NA	83.5	62.62
8	Placerville City Limits to Gold Hill Road	NA	NA	85.6	62.79
9	Gold Hill Road to SR 153	NA	NA	63.7	60.85
10	SR 153 to Marshall Road	NA	NA	69.5	61.43
11	Marshall Road to Rattlesnake Bar Road	NA	75.7	162.6	66.98
12	Rattlesnake Bar Road to SR 193	NA	85.2	183.1	67.75
13	SR 193 to County Line	NA	57.4	123.1	65.17

Table 5.10-3
Summary of Traffic Noise—Base Year (2001)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline
Segment	Location	70 dBA	65 dBA	60 dBA	
SR 193					
1	SR 49 to Greenwood Road	59.1	126.7	272.6	70.35
2	Greenwood Road to Main Street (Georgetown)	NA	82.9	178.1	67.58
3	Main Street (Georgetown) to Shoo Fly Road	NA	50.8	108.8	64.36
4	Shoo Fly Road to Placerville City Limits	NA	NA	NA	58.52
U.S. Highway 50					
1	Westbound—County Line to El Dorado Hills Boulevard/Latrobe Road	148.9	320.5	690.2	76.4
	Eastbound—County Line to El Dorado Hills Boulevard/Latrobe Road	255.8	550.9	1,186.6	79.93
2	Westbound—El Dorado Hills Boulevard/Latrobe Road to Bass Lake Road	136.6	294.1	633.4	75.84
	Eastbound—El Dorado Hills Boulevard/Latrobe Road to Bass Lake Road	256.5	552.4	1,189.9	79.95
3	Westbound—Bass Lake Road to Cambridge Road	187.6	403.9	869.9	77.91
	Eastbound—Bass Lake Road to Cambridge Road	236.1	508.5	1,095.2	79.41
4	Westbound—Cambridge Road to Cameron Park Drive	186.5	401.6	864.9	77.87
	Eastbound—Cambridge Road to Cameron Park Drive	227.5	489.9	1,055.2	79.17
5	Westbound—Cameron Park Drive to Ponderosa Road	155.9	335.5	722.6	76.7
	Eastbound—Cameron Park Drive to Ponderosa Road	203	437.2	941.6	78.43
6	Westbound—Ponderosa Road to Shingle Springs Drive	102.5	220.4	474.6	73.96
	Eastbound—Ponderosa Road to Shingle Springs Drive	188.5	405.9	874.2	77.94

Table 5.10-3
Summary of Traffic Noise—Base Year (2001)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline
Segment	Location	70 dBA	65 dBA	60 dBA	
7	Westbound—Shingle Springs Drive to Greenstone Road	116.1	249.8	537.9	74.78
	Eastbound—Shingle Springs Drive to Greenstone Road	188.7	406.3	875.1	77.95
8	Westbound—Greenstone Road to El Dorado Road	140.7	303	652.5	76.04
	Eastbound—Greenstone Road to El Dorado Road	181	389.7	839.3	77.68
9	Westbound—El Dorado Road to Missouri Flat Road	149.5	321.7	692.9	76.43
	Eastbound—El Dorado Road to Missouri Flat Road	172.6	371.6	800.3	77.37
10	Westbound—Missouri Flat Road to Placerville City Limits	84.4	181.5	390.7	72.7
	Eastbound—Missouri Flat Road to Placerville City Limits	88.9	191.2	411.8	73.04
11	Eastbound—Placerville City Limits to Newtown Road	55.7	119.5	257	69.97
12	Newtown Road to Carson Road (W)	161.3	324	697	75.4
13	Carson Road (W) to Carson Road (E)	161.9	347.1	746.9	75.85
14	Carson Road (E) to Sawmill Road	115.4	248.3	534.8	74.74
15	Sawmill Road to Sly Park Road	99.9	215	462.9	73.8
16	Sly Park Road to Fresh Pond	97.8	209.4	450.5	73.05
17	Fresh Pond to Ice House Road	111.5	237.7	510.7	73.37
18	Ice House Road to Echo Lake	100.4	216	465.1	73.83

Traffic noise levels were modeled using the FHWA Noise Prediction Model (FHWA-RD-77-108) based on traffic information (i.e., average daily traffic, vehicle speeds, roadway width, etc.) based on data obtained Caltrans, and the traffic analysis prepared for this project. Assumes no natural or human-made shielding (i.e., vegetation, berms, walls, buildings, etc.) between the roadway and receptor. Noise contours should be considered to represent bands of similar noise exposure, rather than absolute lines of demarcation.

Source: EDAW 2003

Table 5.10-4
Land Use Noise Compatibility Guidelines

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Residential—Low-Density Single Family, Duplex, Mobile Home	<60	55-70	70-75	>75
Residential—Multiple Family	<65	60-70	70-75	>75
Transient Lodging, Motel, Hotel	<65	60-70	70-80	>80
School, Library, Place of Worship, Hospital, Nursing Home	<70	60-70	70-80	>80
Auditorium, Concert Hall, Amphitheater	NA	<70	65+	NA
Sports Arena, Outdoor Spectator Sports	NA	<75	70+	NA
Playground, Neighborhood Park	<70	NA	67.5-75	>72.5
Golf Course, Stable, Water Recreation, Cemetery	<75	NA	70-80	>80
Office Building, Business Commercial and Professional	<70	67.5-77.5	75+	NA
Industrial, Manufacturing, Utilities, Agriculture	<75	70-80	75+	NA

[1] Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

[2] New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

[3] New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features must be included in the design. Outdoor areas must be shielded.

[4] New construction or development should generally not be undertaken.

The guidelines also present adjustment factors that may be used in order to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

Source: State of California Governor's Office of Planning and Research 1998

Table 5.10-5
Summary of Traffic Noise—No Project Alternative (2025)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Bass Lake Road						
1	U.S. 50 to Country Club Drive	81.8	172.7	370.4	71.28	4.74
2	Country Club Drive to Bass Lake	62.3	129.7	277.2	69.38	2.84
3	Bass Lake to Green Valley Road	NA	73.7	158.3	66.81	2.13
Bucks Bar Road						
1	Mt. Aukum to Cattle Creek Lane	NA	60.8	130.4	65.54	1.93
2	Cattle Creek Lane to Pleasant Valley Road	NA	91.1	195.9	68.19	1.53
Cambridge Road						
1	U.S. 50 eastbound ramps to Country Club Drive	NA	67.8	145.5	66.26	1.89
2	Country Club Drive to Oxford Road	NA	62.7	134.6	65.74	1.82
3	Oxford Road to Green Valley Road	NA	NA	80.2	62.36	0.53
Cameron Park Drive						
1	Durock Road to Coach Lane	87.1	184.4	395.8	71.71	3.54
2	Coach Lane to Palmer Drive	105.5	224.6	482.5	73	1.34
3	Palmer Drive to Oxford Road	100.7	214.3	460.3	72.69	0.37
4	Oxford Road to Green Valley Road	58	120.2	256.6	68.88	-0.4
Carson Road						
1	Placerville City Limits to Union Ridge Road	NA	NA	73.1	61.76	1.19
2	Union Ridge Road to U.S. 50	NA	NA	79.2	62.28	0.21
3	U.S. 50 to Barkley Road	NA	69.6	149.6	66.43	0.79
Cedar Ravine Road						
1	Pleasant Valley Road to Quarry Road	NA	NA	70.5	61.52	1.33
2	Quarry Road to Placerville City Limits	NA	NA	104.8	64.11	1.63

Table 5.10-5
Summary of Traffic Noise—No Project Alternative (2025)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Cold Springs Road						
1	Placerville City Limits to Cool Water Creek Road	NA	65.3	140.1	66.01	2.08
2	Cool Water Creek Road to Gold Hill Road	NA	76.7	164.9	67.07	3.01
3	Gold Hill Road to SR 49	NA	NA	79.2	62.28	1.68
Country Club Drive						
1	Bass Lake Road to Merrychase Drive	NA	85.1	182.9	67.75	5.08
2	Merrychase Drive to Cambridge Road	NA	NA	107.4	64.27	3.19
3	Cambridge Road to Royal Drive (W)	NA	73.2	157.2	66.76	4.57
4	Royal Drive (W) to Cameron Park Drive	NA	NA	101.6	63.91	0.3
Durock Road						
1	Cameron Park Drive to Heinz Road	55.3	118.6	255.3	69.92	4.81
2	Hines Road to S. Shingle Road	51.7	110.9	238.5	69.48	2.96
El Dorado Hill Boulevard						
1	U.S. 50 to Lassen Lane	151.2	320.6	688.1	74.51	2.7
2	Lassen Lane to Olson Lane	92.2	195.7	420.1	72.1	0.11
3	St. Andrews Drive to Francisco Drive	74.7	157.2	336.9	70.66	-1.07
4	Francisco Drive to Green Valley Road	NA	71.1	152.7	66.57	0.62
El Dorado Road						
1	Pleasant Valley Road to Mother Lode Drive	NA	NA	67.2	61.2	0.61
2	Mother Lode Drive to U.S. 50	NA	NA	93.7	63.38	NA
3	U.S. 50 Interchange	NA	NA	92.6	63.3	0.22

Table 5.10-5
Summary of Traffic Noise—No Project Alternative (2025)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
4	U.S. 50 to Missouri Flat Road	NA	60.9	130.6	65.55	2.6
5	Missouri Flat Road to Green Valley Road	NA	NA	93.7	63.38	1.18
Fairplay Road						
1	Mt. Aukum Road to Omo Ranch Road	NA	NA	53.7	59.72	NA
Forni Road						
1	SR 49 to Enterprise Drive	NA	NA	62.3	60.7	NA
2	Enterprise Drive to Missouri Flat Road	NA	NA	86.3	62.84	NA
3	Missouri Flat Road to Wamego Road	NA	NA	61.7	60.64	0.92
4	Wamego Road to Placerville City Limits	NA	NA	70.6	61.52	2.43
Francisco Drive						
1	El Dorado Hills Boulevard to Green Valley Road	NA	109.2	232.7	68.23	-1.08
Garden Valley Road						
1	SR 193 to Marshall Road	NA	NA	58.8	60.32	1.51
Gold Hill Road						
1	Lotus Road to Cold Springs Road	NA	NA	56.7	60.08	1.51
2	Cold Springs Road to SR 49	NA	NA	NA	53.07	NA
Green Valley Road						
1	County Line to Francisco Drive	123.4	263.5	566.6	74.05	-0.83
2	Francisco Drive to Salmon Falls Road	88	186.4	400.1	71.78	0.08
3	Salmon Falls Road to Deer Valley Road (W)	126	265.2	568.4	73.26	0.07
4	Deer Valley Road (W) to Bass Lake Road	76.4	164.2	353.4	72.04	0.09
5	Bass Lake Road to Cameron Park Drive	73.6	158.2	340.6	71.8	0.98

Table 5.10-5
Summary of Traffic Noise—No Project Alternative (2025)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
6	Cameron Park Drive to Deer Valley Road (E)	50.7	108.7	233.9	69.35	0.78
7	Deer Valley Road (E) to Lotus Road	NA	106	228	69.19	2
8	Lotus Road to Greenstone Road	NA	75.2	161.6	66.94	2.5
9	Greenstone Road to Missouri Flat Road	NA	83	175.4	66.38	0.1
10	Missouri Flat Road to Placerville City Limits	NA	66.7	143.2	66.15	1.42
Greenstone Road						
1	Mother Lode Drive to U.S. 50	NA	NA	75.3	61.95	2.81
2	U.S. 50 Interchange	NA	NA	71.3	61.59	0.69
3	U.S. 50 to Green Valley Road	NA	NA	65.5	61.03	NA
Latrobe Road						
1	County Line to S. Shingle Road	NA	98.2	211.3	68.69	2.7
2	S. Shingle Road to Wetsel Oviatt Road	NA	85.3	183.5	67.77	1.98
3	Wetsel Oviatt Road to Investment Boulevard	64.9	139.3	299.9	70.97	3.73
4	Investment Boulevard to Carson Creek Road	183	389.9	837.9	75.8	5.8
5	Carson Creek to White Rock Road	232.5	497.5	1070	77.39	6.07
6	White Rock Road to U.S. 50	191.9	409.3	879.7	76.11	4.74
Lotus Road						
1	Green Valley Road to Springvale Road	64.5	138.5	298.2	70.93	1.58
2	Springvale Road to Thompson Hill Road	NA	82.4	177.1	67.54	1.22
3	Thompson Hill Road to SR 49	NA	82.4	177.1	67.54	1.46

Table 5.10-5
Summary of Traffic Noise—No Project Alternative (2025)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Marshall Road						
1	SR 49 to Mt. Murphy Road	NA	67.9	145.7	66.26	0.82
2	Mt. Murphy Road to Black Oak Mine Road	NA	NA	83.7	62.64	0.82
Meder Road						
1	Cameron Park Drive to Rosebud Drive	NA	52.1	11.7	64.53	1.05
2	Rosebud Drive to Ponderosa Road	NA	NA	92.9	63.33	0.73
Missouri Flat Road						
1	Green Valley Road to El Dorado Road	58.8	126.2	271.6	70.33	1.58
2	El Dorado Road to Headington Road	54.6	117.1	252	69.84	1.53
3	Headington Road to U.S. 50	95.6	197.7	422	71.32	-0.7
4	U.S. 50 to Mother Lode Drive	121	258.3	555.3	73.92	1.01
5	Mother Lode Drive to China Garden Road	109.8	233.9	502.7	73.27	0.86
6	China Garden Road to SR 49	64.4	134.4	287.5	69.62	-2.22
Mormon Emigrant Trail						
1	Sly Park Road to 2nd Dam	NA	NA	NA	58.64	6.84
Mosquito Road						
1	Placerville City Limits to Union Ridge Road	NA	NA	87.4	62.92	NA
2	Union Ridge Road to Rock Creek Road	NA	NA	NA	56.4	3.98
Mother Lode Drive						
1	S. Shingle Road to French Creek Road	69.6	149.4	321.6	71.43	0.39
2	French Creek Road to Greenstone Road	64.7	135	288.7	69.65	-0.28
3	Greenstone Road to Pleasant Valley Road	80.2	172.3	371	72.36	1.43

Table 5.10-5
Summary of Traffic Noise—No Project Alternative (2025)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
4	Pleasant Valley Road to El Dorado Road	NA	73.2	157.3	66.77	NA
5	El Dorado Road to Missouri Flat Road	NA	103.3	222.1	69.01	1.9
Mt. Aukum Road						
1	County Line to Omo Ranch Road	NA	NA	101.9	63.93	3.01
2	Omo Ranch Road to Grizzly Flat Road	NA	107.6	231.4	69.28	1.95
3	Grizzly Flat Road to Sly Park Road	NA	64	137.5	65.88	0.91
Newtown Road						
1	Pleasant Valley Road to Snows Road	NA	NA	101.9	63.93	1.07
2	Snows Road to Weber Creek	NA	NA	96.6	63.58	1.58
3	Weber Creek to Placerville City Limits	NA	55.7	119.5	64.97	NA
North Shingle Road						
1	Ponderosa Road to Tennessee Drive	54.6	117	251.8	69.83	0.94
2	Tennessee Drive to Green Valley Road	51.2	109.8	263.2	69.42	1.89
Omo Ranch Road						
1	Mt. Aukum Road to Fairplay Road	NA	NA	59.5	60.4	0.46
Pleasant Valley Road						
1	Mother Lode Drive to El Dorado Road	NA	83.5	179.6	67.63	0.62
2	El Dorado Road to SR 49 (S)	NA	NA	105.4	64.15	2
3	SR 49 (N) to Big Cut Road	NA	84	180.5	67.66	0.35
4	Big Cut Road to Cedar Ravine Road	69.2	148.6	319.8	71.39	1.95
5	Cedar Ravine Road to Bucks Bar Road	58.5	125.4	269.9	70.29	1.69
6	Bucks Bar Road to Newtown Road	NA	76.7	164.7	67.06	0.92

Table 5.10-5
Summary of Traffic Noise—No Project Alternative (2025)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
7	Newtown Road to Mt. Aukum Road	NA	88.3	189.8	67.99	1.38
Ponderosa Road						
1	U.S. 50 to N. Shingle Road	55.6	114.6	244.5	68.56	-0.42
2	N. Shingle Road to Meder Road	NA	81.8	175.9	67.49	2.81
3	Meder Road to Green Valley Road	NA	NA	55.7	59.97	1.76
Pony Express Trail						
1	Carson Road to Ridgeway Drive	NA	60.2	129.2	65.48	0.67
2	Ridgeway Drive to Sly Park Road	NA	64.3	137.9	65.91	0.35
Salmon Falls Road						
1	Green Valley Road to Lake Hills Drive	NA	62	133	65.67	1.67
2	Lake Hills Drive to Manzanita Lane	NA	62.2	133.4	65.69	4.77
3	Manzanita Lane to Rattlesnake Bar Road	NA	91.8	197.3	68.24	5.27
Serrano Parkway						
1	El Dorado Hills Boulevard to Silva Valley Parkway	NA	92.52	198.2	68.27	0.91
Shingle Springs Drive						
1	Mother Lode Drive to U.S. 50	NA	NA	100.1	63.81	4.19
2	U.S. 50 Interchange	NA	NA	52.5	59.57	1.76
Silva Valley Parkway						
1	Serrano Parkway to Harvard Way	74.7	157.1	336.6	70.65	6.61
2	Harvard Way to Green Valley Road	66.7	139.5	298.6	69.87	4.65

Table 5.10-5
Summary of Traffic Noise—No Project Alternative (2025)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Sly Park Road						
1	Mt. Aukum Road to Clear Creek Road	NA	NA	97.6	63.65	1.92
2	Clear Creek Road to Mormon Emigrant Trail	NA	52.8	113.2	64.62	1.43
3	Mormon Emigrant Trail to Park Creek Road	NA	72.9	156.6	66.73	1.02
4	Park Creek Road to U.S. 50	NA	NA	95.2	63.48	0.84
5	U.S. 50 to Pony Express Trail	NA	NA	99.4	63.76	NA
Snows Road						
1	Newtown Road to Carson Road	NA	NA	57.1	60.13	0.44
South Shingle Road						
1	Latrobe Road to Brandon Road	NA	NA	81.7	62.48	4.97
2	Brandon Road to Sunset Lane	NA	53.6	114.9	64.71	1.3
3	Durock Road to U.S. 50	63.1	131.5	281.2	69.48	-1.07
White Rock Road						
1	County Line to Latrobe Road	NA	104.1	224	69.07	2.31
2	Latrobe Road to Silva Valley Parkway	136	287.4	616.4	73.79	10.87
SR 49						
1	County Line to Sand Ridge Road	NA	95.1	204.5	68.47	2.31
2	Sand Ridge Road to Crystal Boulevard	NA	69.6	149.5	66.43	1.58
3	Crystal Boulevard to China Hill Road	62.9	134.9	290.4	70.76	3.26
4	China Hill Road to Pleasant Valley Road	NA	NA	91.6	63.23	1.85
5	Pleasant Valley Road to Missouri Flat Road	NA	98.7	212.3	68.72	0.5
6	Missouri Flat Road to Pleasant Valley Road	NA	NA	92.7	63.31	-1.78

Table 5.10-5
Summary of Traffic Noise—No Project Alternative (2025)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
7	Pleasant Valley Road to Placerville City Limits	NA	69.2	145	65.12	2.5
8	Placerville City Limits to Gold Hill Road	NA	NA	85.6	62.79	NA
9	Gold Hill Road to SR 153	NA	54.6	117	64.83	3.98
10	SR 153 to Marshall Road	NA	NA	93.4	63.36	1.93
11	Marshall Road to Rattlesnake Bar Road	65.1	139.7	300.8	70.99	4.01
12	Rattlesnake Bar Road to SR 193	83.9	177.3	380.4	71.45	3.7
13	SR 193 to County Line	NA	68.2	146.5	66.3	1.13
SR 193						
1	SR 49 to Greenwood Road	64.5	138.5	298	70.93	0.58
2	Greenwood Road to Main Street (Georgetown)	NA	82.9	178.1	67.58	NA
3	Main Street (Georgetown) to Shoo Fly Road	NA	65.5	140.6	66.03	1.67
4	Shoo Fly Road to Placerville City Limits	NA	NA	57.8	60.21	1.69
U.S. Highway 50						
1	Westbound—County Line to El Dorado Hills Boulevard/Latrobe Road	231.6	498.8	1,074.4	79.29	2.89
	Eastbound—County Line to El Dorado Hills Boulevard/Latrobe Road	298.2	642	1,382.6	80.38	0.45
2	Westbound—El Dorado Hills Boulevard/Latrobe Road to Bass Lake Road	234.2	504.4	1,086.4	79.36	3.52
	Eastbound—El Dorado Hills Boulevard/Latrobe Road to Bass Lake Road	300.6	647	1,393.5	80.4	0.45

Table 5.10-5
Summary of Traffic Noise—No Project Alternative (2025)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
3	Westbound—Bass Lake Road to Cambridge Road	246.4	530.7	1,143	79.69	1.78
	Eastbound—Bass Lake Road to Cambridge Road	283.1	609.4	1,312.5	80.01	0.6
4	Westbound—Cambridge Road to Cameron Park Drive	228	491	1,057.5	79.18	1.31
	Eastbound—Cambridge Road to Cameron Park Drive	257	553.4	1,192	79.96	0.79
5	Westbound—Cameron Park Drive to Ponderosa Road	213	458.8	988.1	78.74	2.04
	Eastbound—Cameron Park Drive to Ponderosa Road	223.3	480.8	1,035.6	79.05	0.62
6	Westbound—Ponderosa Road to Shingle Springs Drive	225.6	485.8	1,046.5	79.11	5.15
	Eastbound—Ponderosa Road to Shingle Springs Drive	220.2	474.1	1,021.2	78.96	1.02
7	Westbound—Shingle Springs Drive to Greenstone Road	195.3	420.5	905.6	78.17	3.39
	Eastbound—Shingle Springs Drive to Greenstone Road	213.4	459.4	989.6	78.75	0.8
8	Westbound—Greenstone Road to El Dorado Road	207.6	447	962.7	78.57	2.53
	Eastbound—Greenstone Road to El Dorado Road	204.7	44.07	949.2	78.48	0.8
9	Westbound—El Dorado Road to Missouri Flat Road	185.6	399.7	860.9	77.84	1.41
	Eastbound—El Dorado Road to Missouri Flat Road	208.1	448	965	78.59	1.22
10	Westbound—Missouri Flat Road to Placerville City Limits	102.1	219.6	473	73.94	1.24
	Eastbound—Missouri Flat Road to Placerville City Limits	90.2	193.9	417.5	73.13	0.09

Table 5.10-5
Summary of Traffic Noise—No Project Alternative (2025)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
11	Eastbound—Placerville City Limits to Newtown Road	59.2	127.1	273.5	70.37	0.4
12	Newtown Road to Carson Road (W)	172.5	370	796.2	76.27	0.87
13	Carson Road (W) to Carson Road (E)	197.8	424.6	913.9	77.17	1.32
14	Carson Road (E) to Sawmill Road	110.3	237.4	511.1	74.45	-0.29
15	Sawmill Road to Sly Park Road	108.3	233	501.8	74.33	0.53
16	Sly Park Road to Fresh Pond	134.9	288.6	620.6	74.64	1.59
17	Fresh Pond to Ice House Road	133.3	285.1	613.2	74.56	1.19
18	Ice House Road to Echo Lake	130.6	281.1	605.4	75.55	1.72

Source: EDAW 2003

Table 5.10-6
Summary of Traffic Noise—No Project Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Bass Lake Road						
1	U.S. 50 to Country Club Drive	110.2	234.8	504.7	73.29	6.75
2	Country Club Drive to Bass Lake Road	98.7	209.7	450.4	72.55	6.01
3	Bass Lake Road to Green Valley Road	NA	102	219.4	68.94	4.26
Bass Lake Road, New						
1	Bass Lake Road to Green Valley Road	NA	52	111.5	64.52	NA
Big Cut Road						
1	Pleasant Valley Road to Placerville City Limits	NA	NA	NA	58.56	NA
Bucks Bar Road						
1	Mt. Aukum Road to Cattle Creek Lane	NA	93.2	200.3	68.34	4.73
2	Cattle Creek Lane to Pleasant Valley Road	55.4	118.8	255.6	69.93	3.27
Cambridge Road						
1	U.S. 50 eastbound ramps to Country Club Drive	NA	92.3	198.4	68.28	3.91
2	Country Club Drive to Oxford Road	NA	87.6	188.3	67.94	4.02
3	Oxford Road to Green Valley Road	NA	NA	103.8	64.05	2.22
Cameron Park Drive						
1	Durock Road to Coach Lane	136	291	625.8	74.7	6.53
2	Coach Lane to Palmer Drive	161	345.1	742.6	75.81	4.15
3	Palmer Drive to Oxford Road	144.4	309.1	664.9	75.09	2.77
4	Oxford Road to Green Valley Road	96.6	205.2	440.6	72.41	3.13
Carson Road						
1	Placerville City Limits to Union Ridge Road	NA	NA	77	62.09	1.52
2	Union Ridge Road to U.S. 50	NA	NA	88.9	63.04	0.97

Table 5.10-6
Summary of Traffic Noise—No Project Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
3	U.S. 50 to Barkley Road	NA	91.1	195.9	68.2	2.56
4	Barkley Road to Pony Express Trail	NA	NA	94.9	63.46	1.37
Cedar Ravine Road						
1	Pleasant Valley Road to Quarry Road	NA	NA	101.7	63.91	3.72
2	Quarry Road to Placerville City Limits	NA	66.5	142.8	66.13	3.65
Cold Springs Road						
1	Placerville City Limits to Cool Water Creek	NA	88.6	190.6	68.02	4.09
2	Cool Water Creek Road to Gold Hill Road	52.3	112.2	241.4	69.56	5.5
3	Gold Hill Road to SR 49	NA	53	113.5	64.63	4.03
Country Club Drive						
1	Bass Lake Road to Merrychase Drive	69.7	149.6	322.1	71.44	8.77
2	Merrychase Drive to Cambridge Road	55	117.9	253.6	69.88	8.8
3	Cambridge Road to Royal Drive (W)	55.7	119.4	257	69.97	7.78
4	Royal Drive (W) to Cameron Park Drive	NA	102.3	220	68.95	5.34
Country Club Drive Extension						
1	Silva Valley Parkway to Bass Lake Road	53.8	115.3	248.1	69.74	NA
Durock Road						
1	Cameron Park Drive to Heinz Road	92.8	199.6	429.7	73.32	8.21
2	Hines Road to S. Shingle Road	94.7	203.7	438.6	73.45	6.93
El Dorado Hills Boulevard						
1	U.S. 50 to Lassen Lane	163.6	347.8	747	75.05	3.24
2	Lassen Lane to Olson Lane	100.1	212.8	457.1	72.65	0.66
3	Olson Lane to St. Andrews Drive	97.4	206.9	444.4	72.46	1.17
4	St. Andrews Drive to Francisco Drive	90.5	191.9	411.8	71.97	0.24

Table 5.10-6
Summary of Traffic Noise—No Project Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
5	Francisco Drive to Green Valley Road	NA	71.1	152.7	66.57	0.62
El Dorado Road						
1	Pleasant Valley Road to Mother Lode Drive	NA	51.1	109.4	64.39	3.8
2	Mother Lode Drive to U.S. 50	NA	85.1	183	67.75	4.37
3	U.S. 50 Interchange	NA	81.8	175.9	67.49	4.41
4	U.S. 50 to Missouri Flat Road	58.5	125.4	269.9	70.29	7.34
5	Missouri Flat Road to Green Valley Road	NA	77.9	167.4	67.17	4.97
Fairplay Road						
1	Mt. Aukum Road to Omo Ranch Road	NA	NA	79.8	62.33	2.61
Forni Road						
1	SR 49 to Enterprise Drive	NA	NA	97.1	63.61	2.91
2	Enterprise Drive to Missouri Flat Road	NA	66	141.8	66.09	3.25
3	Missouri Flat Road to Wamego Road	NA	60.2	129.1	65.48	5.76
4	Wamego Road to Placerville City Limits	NA	68.8	147.9	66.36	7.27
Francisco Drive						
1	El Dorado Hills Boulevard to Green Valley Road	85.6	181.3	388.9	71.59	2.28
Garden Valley Road						
1	SR 193 to Marshall Road	NA	NA	69.7	61.44	2.63
Gold Hill Road						
1	Lotus Road to Cold Springs Road	NA	59.6	127.9	65.41	6.84
2	Cold Springs Road to SR 49	NA	NA	NA	56.75	3.68
Green Valley Road						
1	County Line to Francisco Drive	184.7	396.3	852.8	76.71	1.83
2	Francisco Drive to Salmon Falls Road	143.3	306.8	659.9	75.04	3.34

Table 5.10-6
Summary of Traffic Noise—No Project Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
3	Salmon Falls Road to Deer Valley Road (W)	192.8	411.3	884	76.14	2.95
4	Deer Valley Road (W) to Bass Lake Road	119.7	257.7	554.9	74.98	3.03
5	Bass Lake Road to Cameron Park Drive	115.1	247.6	533.3	74.72	3.9
6	Cameron Park Drive to Deer Valley Road (E)	72.1	154.8	333.2	71.66	3.09
7	Deer Valley Road (E) to Lotus Road	79.7	171.3	368.8	72.32	5.13
8	Lotus Road to Greenstone Road	73.4	157.6	339.3	71.78	7.34
9	Greenstone Road to Missouri Flat Road	69.5	145.8	312.2	70.16	3.88
10	Missouri Flat Road to Placerville City Limits	59.4	127.5	274.4	70.39	5.66
Greenstone Road						
1	Mother Lode Drive to U.S. 50	NA	85.2	183.3	67.76	8.62
2	U.S. 50 Interchange	NA	64.9	139.3	65.97	5.07
3	U.S. 50 to Green Valley Road	NA	61.4	131.8	65.61	4.58
Latrobe Road						
1	County Line to S. Shingle Road	62.8	134.8	290.1	70.76	4.77
2	S. Shingle Road to Wetsel Oviatt Road	76.5	164.5	354.1	72.05	6.26
3	Wetsel Oviatt Road to Investment Boulevard	123.2	265.2	571.1	75.17	7.93
4	Investment Boulevard to Carson Creek Road	265.6	569.2	1224.7	78.27	8.27
5	Carson Creek Road to White Rock Road	317.1	680.7	1465.1	79.44	8.12
6	White Rock Road to U.S. 50	235.9	504.9	1086.1	77.49	6.12

Table 5.10-6
Summary of Traffic Noise—No Project Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Lotus Road						
1	Green Valley Road to Springvale Road	89	191.3	411.8	73.04	3.69
2	Springvale Road to Thompson Hill Road	66.9	143.5	309	71.17	4.85
3	Thompson Hill Road to SR 49	67.6	145.2	312.6	71.24	5.16
Marshall Road						
1	SR 49 to Mt. Murphy Road	61.5	131.9	284	70.62	5.18
2	Mt. Murphy Road to Black Oak Mine Road	NA	NA	96.6	63.58	1.76
Meder Road						
1	Cameron Park Drive to Rosebud Drive	51.4	110.1	237	69.44	5.96
2	Rosebud Drive to Ponderosa Road	NA	86.7	186.3	67.87	5.27
Missouri Flat Road						
1	Green Valley Road to El Dorado Road	77.2	165.8	357	72.11	3.36
2	El Dorado Road to Headington Road	71.2	153	329.4	71.58	3.27
3	Headington Road to U.S. 50	108.3	226.2	483.8	72.21	0.19
4	U.S. 50 to Mother Lode Drive	139.1	297.8	640.4	74.85	1.94
5	Mother Lode Drive to China Garden Road	128.7	275.1	591.6	74.33	1.92
6	China Garden Road to SR 49	62.2	133.5	287.3	70.69	-1.15
Missouri Flat Road Connector						
1	Missouri Flat Road to SR 49	90.4	191.7	411.5	71.96	NA
2	SR 49 to Pleasant Valley	77.9	164.3	352.2	70.95	NA
Mormon Emigrant Trail						
1	Sly Park Road to 2nd Dam	NA	NA	51.6	59.46	7.76

Table 5.10-6
Summary of Traffic Noise—No Project Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Mosquito Road						
1	Placerville City Limits to Union Ridge Road	NA	NA	102.7	63.98	1.06
2	Union Ridge Road to Rock Creek Road	NA	NA	NA	59.07	6.65
Mother Lode Drive						
1	S. Shingle Road to French Creek Road	116.5	250.7	539.9	74.8	3.76
2	French Creek Road to Greenstone Road	106.8	227.4	488.6	73.08	3.15
3	Greenstone Road to Pleasant Valley Road	113.8	244.9	527.4	74.65	3.72
4	Pleasant Valley Road to El Dorado Road	60.5	129.8	279.4	70.51	3.74
5	El Dorado Road to Missouri Flat Road	54.7	117.2	252.1	69.84	2.73
Mt. Aukum Road						
1	County Line to Omo Ranch Road	NA	72.1	154.8	66.66	5.74
2	Omo Ranch Road to Grizzly Flat Road	81.6	175.4	377.6	72.47	5.14
3	Grizzly Flat Road to Sly Park Road	55	118	253.9	69.89	4.92
Newtown Road						
1	Pleasant Valley Road to Snows Road	NA	82.1	176.4	67.51	4.65
2	Snows Road to Weber Creek	NA	73.2	157.4	66.77	4.77
3	Weber Creek to Placerville City Limits	NA	89.8	193.2	68.1	3.13
North Shingle Road						
1	Ponderosa Road to Tennessee Drive	83.7	179.9	387.4	72.64	3.75
2	Tennessee Drive to Green Valley Road	75.8	162.8	350.5	71.99	4.46
Omo Ranch Road						
1	Mt. Aukum Road to Fairplay Road	NA	NA	74.3	61.86	1.92

Table 5.10-6
Summary of Traffic Noise—No Project Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Pleasant Valley Road						
1	Mother Lode Drive to El Dorado Road	51.2	109.6	235.9	69.41	2.4
2	El Dorado Road to SR 49 (S)	NA	69	148.2	66.37	4.22
3	SR 49 (N) to Big Cut Road	NA	84	180.5	67.66	0.35
4	Big Cut Road to Cedar Ravine Road	77.8	167.1	359.8	72.16	2.72
5	Cedar Ravine Road to Bucks Bar Road	70.3	151	325	71.5	2.9
6	Bucks Bar Road to Newtown Road	NA	88.9	191.1	68.03	1.89
7	Newtown Road to Mt. Aukum Road	59.5	127.7	274.7	70.4	3.79
Ponderosa Road						
1	U.S. 50 to N. Shingle Road	81.7	172.5	370.1	71.27	2.29
2	N. Shingle Road to Meder Road	54.8	117.4	252.7	69.86	5.18
3	Meder Road to Green Valley Road	NA	NA	53.7	59.72	1.51
Pony Express Trail						
1	Carson Road to Ridgeway Drive	NA	65.8	141.2	66.06	1.25
2	Ridgeway Drive to Sly Park Road	NA	67.5	144.9	66.23	0.67
Salmon Falls Road						
1	Green Valley Road to Lake Hills Drive	NA	80.8	173.6	67.41	3.41
2	Lake Hills Drive to Manzanita Lane	NA	95.7	205.7	68.52	7.6
3	Manzanita Lane to Rattlesnake Bar Road	69.5	149.3	321.5	71.43	8.46
Saratoga Way Extension						
1	County Line to El Dorado Hills Boulevard	143.6	309.2	665.8	76.17	NA
Serrano Parkway						
1	El Dorado Hills Boulevard to Silva Valley Parkway	63.3	135.8	292.4	70.81	3.45

Table 5.10-6
Summary of Traffic Noise—No Project Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Serrano Parkway Extension						
1	Silva Valley Parkway to Bass Lake Road	64.3	138	296.9	70.91	NA
Shingle Springs Drive						
1	Mother Lode Drive to U.S. 50	NA	82.9	178.2	67.58	7.96
2	U.S. 50 Interchange	NA	NA	86.4	62.85	5.04
Silva Valley Parkway						
1	Serrano Parkway to Harvard Way	119.1	254.2	546.4	73.81	9.77
2	Harvard Way to Green Valley Road	103.9	223.5	481.2	74.05	8.83
Silva Valley Parkway Extension						
1	U.S. 50 to Serrano Parkway	162.5	348.2	749.3	75.87	NA
Sly Park Road						
1	Mt. Aukum Road to Clear Creek Road	NA	62.6	134.5	65.74	4.01
2	Clear Creek Road to Mormon Emigrant Trail	NA	83.5	179.5	67.63	4.44
3	Mormon Emigrant Trail to Park Creek Road	NA	101.7	218.7	68.91	3.2
4	Park Creek Road to U.S. 50	NA	60.1	128.9	65.46	2.82
5	U.S. 50 to Pony Express Trail	NA	NA	100.4	63.83	0.07
Snows Road						
1	Newtown Road to Carson Road	NA	NA	72.2	61.68	1.99
Sophia Parkway						
1	County Line to Green Valley Road	112.3	239.4	514.6	73.42	NA
South Shingle Road						
1	Latrobe Road to Brandon Road	NA	79.7	171.2	67.32	9.81
2	Brandon Road to Sunset Lane	NA	74	159	66.83	3.42
3	Sunset Lane to Durock Road	50.9	109.1	234.7	69.38	1.99
4	Durock Road to U.S. 50	108.3	230.6	495.6	73.18	2.63

Table 5.10-6
Summary of Traffic Noise—No Project Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
White Rock Road						
1	County Line to Latrobe Road	63.9	137.1	295.1	70.87	4.11
2	Manchester Drive to Latrobe Road	127.2	271.9	584.7	74.25	NA
3	Latrobe Road to Silva Valley Parkway	220	470.5	1011.9	77.03	14.11
SR 49						
1	County Line to Sand Ridge Road	61.3	131.5	283.1	70.6	4.44
2	Sand Ridge Road to Crystal Boulevard	51.1	109.5	235.5	69.4	4.55
3	Crystal Boulevard to China Hill Road	88.2	189.6	408.2	72.98	5.48
4	China Hill Road to Pleasant Valley Road	NA	59.9	128.5	65.45	4.07
5	Pleasant Valley Road to Missouri Flat Road	52.2	111.9	240.7	69.54	1.32
6	Missouri Flat Road to Pleasant Valley Road	NA	NA	92.7	63.31	-1.78
7	Pleasant Valley Road to Placerville City Limits	NA	76.4	160.9	65.81	3.19
8	Placerville City Limits to Gold Hill Road	NA	56.8	121.7	65.09	2.3
9	Gold Hill Road to SR 153	NA	70.3	150.9	66.49	5.64
10	SR 153 to Marshall Road	NA	60.9	130.6	65.55	4.12
11	Marshall Road to Rattlesnake Bar Road	97.8	210.4	453.1	73.66	6.68
12	Rattlesnake Bar Road to SR 193	126.8	271	582.8	74.23	6.48
13	SR 193 to County Line	NA	106.1	228.2	69.19	4.02
SR 193						
1	SR 49 to Greenwood Road	89.5	192.4	414.2	73.08	2.73
2	Greenwood Road to Main Street (Georgetown)	NA	85.4	183.6	67.77	0.19

Table 5.10-6
Summary of Traffic Noise—No Project Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
3	Main Street (Georgetown) to Shoo Fly Road	57	122.2	262.9	70.11	5.75
4	Shoo Fly Road to Placerville City Limits	NA	NA	69.5	61.43	2.91
U.S. Highway 50						
1	Westbound—County Line to El Dorado Hills Boulevard/Latrobe Road	324	397.4	1,502.1	80.89	4.49
	Eastbound—County Line to El Dorado Hills Boulevard/Latrobe Road	413.5	890.3	1,917.6	82.48	2.55
2	Westbound—El Dorado Hills Boulevard/Latrobe Road to Bass Lake Road	329.7	709.7	1,528.6	81.01	5.17
	Eastbound—El Dorado Hills Boulevard/Latrobe Road to Bass Lake Road	416.3	896.5	1,930.9	82.53	2.58
3	Westbound—Bass Lake Road to Cambridge Road	317.1	682.7	1,470.4	80.75	2.84
	Eastbound—Bass Lake Road to Cambridge Road	362.9	781.3	1,682.8	81.63	2.22
4	Westbound—Cambridge Road to Cameron Park Drive	29535	636.5	1,371	80.87	3
	Eastbound—Cambridge Road to Cameron Park Drive	328.5	707.5	1,524	81.56	2.39
5	Westbound—Cameron Park Drive to Ponderosa Road	285.2	614.21	1,322.9	80.64	3.94
	Eastbound—Cameron Park Drive to Ponderosa Road	277.7	598.2	1,288.4	80.47	2.04
6	Westbound—Ponderosa Road to Shingle Springs Drive	294	633.2	1,363.9	80.84	6.88
	Eastbound—Ponderosa Road to Shingle Springs Drive	269.5	580.3	1,249.9	80.27	2.33

Table 5.10-6
Summary of Traffic Noise—No Project Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
7	Westbound—Shingle Springs Drive to Greenstone Road	266.6	574.2	1,236.8	80.2	5.42
	Eastbound—Shingle Springs Drive to Greenstone Road	260.2	560.3	1,206.8	80.04	2.09
8	Westbound—Greenstone Road to El Dorado Road	267.9	577	1,242.8	80.23	4.19
	Eastbound—Greenstone Road to El Dorado Road	246.1	530	1,141.6	79.68	2
9	Westbound—El Dorado Road to Missouri Flat Road	240.7	518.4	1,116.6	79.54	3.11
	Eastbound—El Dorado Road to Missouri Flat Road	249.7	537.7	1,158.1	79.77	2.4
10	Westbound—Missouri Flat Road to Placerville City Limits	124.1	267.1	575.2	75.22	2.52
	Eastbound—Missouri Flat Road to Placerville City Limits	110.7	238.2	513	74.47	1.43
11	Eastbound—Placerville City Limits to Newtown Road	72.5	155.7	335.1	71.7	1.73
12	Newtown Road to Carson Road (W)	194.2	416.9	897.4	77.05	1.65
13	Carson Road (W) to Carson Road (E)	224.2	481.8	1,037.1	77.99	2.14
14	Carson Road (E) to Sawmill Road	192.4	414.3	892.3	78.08	3.34
15	Sawmill Road to Sly Park Road	191.3	411.9	887.2	78.04	4.24
16	Sly Park Road to Fresh Pond	153.4	328.7	707.2	75.49	2.44
17	Fresh Pond to Ice House Road	163.7	350.9	755	75.92	2.55
18	Ice House Road to Echo Lake	159.6	343.6	740.1	76.86	3.03

Source: EDAW 2003

Table 5.10-7
Summary of Traffic Noise—1996 General Plan Alternative (2025 Conditions)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Bass Lake Road						
1	U.S. 50 to Country Club Drive	101.4	210.8	450.5	71.74	5.2
2	Country Club Drive to Bass Lake	73.3	154.2	330.3	70.53	3.99
3	Bass Lake to Green Valley Road	NA	84.3	181.2	67.69	3.01
Big Cut Road						
1	Pleasant Valley Road to Placerville City Limits	NA	NA	NA	58.56	NA
Bucks Bar Road						
1	Mt. Aukum Road to Cattle Creek Lane	NA	63	135.3	65.78	2.17
2	Cattle Creek Lane to Pleasant Valley Road	NA	92.2	198.2	68.27	1.61
Cambridge Road						
1	U.S. 50 eastbound ramps to Country Club Drive	NA	70.2	150.9	66.49	2.12
2	Country Club Drive to Oxford Road	NA	67.4	144.6	66.22	2.3
3	Oxford Road to Green Valley Road	NA	NA	87.2	62.91	1.08
Cameron Park Drive						
1	Durock Road to Coach Lane	100.6	213.9	459.5	72.68	4.51
2	Coach Lane to Palmer Drive	119.3	254.7	547.5	73.83	2.17
3	Palmer Drive to Oxford Road	114.1	243.4	523.1	73.53	1.21
4	Oxford Road to Green Valley Road	66.7	139.4	298.4	69.86	0.58
Carson Road						
1	Placerville City Limits to Union Ridge Road	NA	NA	94.9	63.46	2.89
2	Union Ridge Road to U.S. 50	NA	NA	98.1	63.68	1.61
3	U.S. 50 to Barkley Road	NA	79.2	170.2	67.28	1.64
4	Barkley Road to Pony Express Trail	NA	NA	78.9	62.25	0.16
Cedar Ravine Road						
1	Pleasant Valley Road to Quarry Road	NA	NA	72.9	61.74	1.55
2	Quarry Road to Placerville City Limits	NA	NA	106.9	64.24	1.76

Table 5.10-7
Summary of Traffic Noise—1996 General Plan Alternative (2025 Conditions)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Cold Springs Road						
1	Placerville City Limits to Cool Water Creek Road	NA	70	150.3	66.47	2.54
2	Cool Water Creek Road to Gold Hill Road	NA	77.9	167.4	67.17	3.11
3	Gold Hill Road to SR 49	NA	NA	79.2	62.28	1.68
Country Club Drive						
1	Bass Lake Road to Merrychase Drive	NA	94	202.2	68.4	5.73
2	Merrychase Drive to Cambridge Road	NA	60.2	129.1	65.47	4.39
3	Cambridge Road to Royal Drive (W)	NA	77.6	166.8	67.15	4.96
4	Royal Drive (W) to Cameron Park Drive	NA	53.4	114.4	64.68	1.07
Durock Road						
1	Cameron Park Drive to Heinz Road	68.7	147.6	317.7	71.35	6.24
2	Hines Road to S. Shingle Road	65.5	140.6	302.7	71.03	4.51
El Dorado Hill Boulevard						
1	U.S. 50 to Lassen Lane	161.2	342.4	735.4	74.94	3.13
2	Lassen Lane to Olson Lane	103.7	220.8	474.3	72.89	0.9
3	Olson Lane to St. Andrews Drive	83.3	176.2	377.9	71.41	0.12
4	St. Andrews Drive to Francisco Drive	74.7	157.2	336.9	70.66	-1.07
5	Francisco Drive to Green Valley Road	NA	71.1	152.7	66.57	0.62
El Dorado Road						
1	Pleasant Valley Road to Mother Lode Drive	NA	NA	104.8	64.11	3.52
2	Mother Lode Drive to U.S. 50	NA	62.3	133.8	65.71	2.33
3	U.S. 50 Interchange	NA	55.9	119.8	64.99	1.91
4	U.S. 50 to Missouri Flat Road	NA	68.7	147.5	66.34	1.91
5	Missouri Flat Road to Green Valley Road	NA	NA	106.3	64.21	3.39
Fairplay Road						
1	Mt. Aukum to Omo Ranch Road	NA	NA	55.7	59.97	2.01
Forni Road						
1	SR 49 to Enterprise Drive	NA	NA	78.2	62.19	1.49
2	Enterprise Drive to Missouri Flat Road	NA	53.4	114.4	64.68	1.84

Table 5.10-7
Summary of Traffic Noise—1996 General Plan Alternative (2025 Conditions)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
3	Missouri Flat Road to Wamego Road	NA	NA	105.2	64.14	4.42
4	Wamego Road to Placerville City Limits	NA	56.1	120.4	65.02	5.93
Francisco Drive						
1	El Dorado Hills Boulevard to Green Valley Road	NA	109.2	232.7	68.23	-1.08
Garden Valley Road						
1	SR 193 to Marshall Road	NA	NA	58.8	60.32	1.51
Gold Hill Road						
1	Lotus Road to Cold Springs Road	NA	NA	61	60.57	2
2	Cold Springs Road to SR 49	NA	NA	NA	53.07	NA
Green Valley Road						
1	County Line to Francisco Drive	135.7	290.3	624.4	74.68	-0.2
2	Francisco Drive to Salmon Falls Road	101.1	215	461.8	72.72	1.02
3	Salmon Falls Road to Deer Valley Road (W)	137.4	290.4	622.8	73.86	0.67
4	Deer Valley Road (W) to Bass Lake Road	82.8	178	383.2	72.57	0.62
5	Bass Lake Road to Cameron Park Drive	81.3	174.8	376.3	72.45	1.63
6	Cameron Park Drive to Deer Valley Road (E)	54.7	117.2	252.1	69.84	1.27
7	Deer Valley Road (E) to Lotus Road	57.4	123.1	264.9	70.16	2.97
8	Lotus Road to Greenstone Road	NA	92.2	198.2	68.27	3.83
9	Greenstone Road to Missouri Flat Road	NA	99.9	207.3	66.63	0.35
10	Missouri Flat Road to Placerville City Limits	NA	77.8	167.2	67.16	2.43
Greenstone Road						
1	Mother Lode Drive to U.S. 50	NA	59.9	128.6	65.45	6.31
2	U.S. 50 Interchange	NA	NA	100.1	63.81	2.91
3	U.S. 50 to Green Valley Road	NA	NA	69.2	61.39	0.36
Latrobe Road						
1	County Line to S. Shingle Road	NA	103	221.5	69	3.01
2	S. Shingle Road to Wetsel Oviatt Road	NA	98.7	212.2	68.72	2.93

Table 5.10-7
Summary of Traffic Noise—1996 General Plan Alternative (2025 Conditions)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
3	Wetsel Oviatt Road to Investment Boulevard	77.3	162.9	349.1	70.89	3.65
4	Investment Boulevard to Carson Creek Road	194.2	414.3	890.7	76.19	6.19
5	Carson Creek Road to White Rock Road	243.4	521.1	1121	77.69	6.37
6	White Rock Road to U.S. 50	196.7	419.9	902.6	76.28	4.91
Lotus Road						
1	Green Valley Road to Springvale Road	67	143.9	309.7	71.18	1.83
2	Springvale Road to Thompson Hill Road	NA	85.7	184.3	67.8	1.48
3	Thompson Hill Road to SR 49	NA	87.39	189	67.96	1.88
Marshall Road						
1	SR 49 to Mt. Murphy Road	NA	72.4	155.6	66.69	1.25
2	Mt. Murphy Road to Black Oak Mine Road	NA	NA	81.8	62.49	0.67
Meder Road						
1	Cameron Park Drive to Rosebud Drive	NA	68.1	146.3	66.29	2.81
2	Rosebud Drive to Ponderosa Road	NA	NA	105.2	64.14	1.54
Missouri Flat Road						
1	Green Valley Road to El Dorado Road	70.1	150.6	324.2	71.48	2.73
2	El Dorado Road to Headington Road	61.5	132.1	284.2	70.62	2.31
3	Headington Road to U.S. 50	101.3	210.5	449.7	71.73	-0.29
4	U.S. 50 to Mother Lode Drive	123.1	263	565.4	74.03	1.12
5	Mother Lode Drive to China Garden Road	117.6	251	539.6	73.73	1.32
6	China Garden Road to SR 49	67	140.1	299.7	69.89	-1.95
Mormon Emigrant Trail						
1	Sly Park Road to 2nd Dam	NA	NA	NA	59.0	7.27
Mosquito Road						
1	Placerville City Limits to Union Ridge Road	NA	NA	87.4	62.92	NA
2	Union Ridge Road to Rock Creek Road	NA	NA	NA	57.37	4.95

Table 5.10-7
Summary of Traffic Noise—1996 General Plan Alternative (2025 Conditions)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Mother Lode Drive						
1	S. Shingle Road to French Creek Road	78.7	169.1	364	72.23	1.19
2	French Creek Road to Greenstone Road	80.6	170.1	364.8	71.18	1.25
3	Greenstone Road to Pleasant Valley Road	91.9	197.7	425.6	73.25	2.2
4	Pleasant Valley Road to El Dorado Road	NA	73.2	157.3	66.77	NA
5	El Dorado Road to Missouri Flat Road	55.1	118.2	254.3	69.9	2.79
Mt. Aukum Road						
1	County Line to Omo Ranch Road	NA	50.5	108.1	64.32	3.4
2	Omo Ranch Road to Grizzly Flat Road	53	113.5	244.3	69.64	2.31
3	Grizzly Flat Road to Sly Park Road	NA	66.3	142.4	66.11	1.14
Newtown Road						
1	Pleasant Valley Road to Snows Road	NA	53.3	114.2	64.68	1.82
2	Snows Road to Weber Creek	NA	NA	103.6	64.04	2.04
3	Weber Creek to Placerville City Limits	NA	59.9	128.4	65.44	0.47
North Shingle Road						
1	Ponderosa Road to Tennessee Drive	57.3	123	264.7	70.16	1.27
2	Tennessee Drive to Green Valley Road	53.7	115.1	247.6	69.72	2.19
Omo Ranch Road						
1	Mt. Aukum Road to Fairplay Road	NA	NA	59.5	60.4	0.46
Pleasant Valley Road						
1	Mother Lode Drive to El Dorado Road	NA	102.5	220.4	68.96	1.95
2	El Dorado Road to SR 49 (S)	NA	57.9	124.2	65.22	3.07
3	SR 49 (N) to Big Cut Road	NA	84	180.5	67.66	0.35
4	Big Cut Road to Cedar Ravine Road	70.3	151.1	325.2	71.5	2.06
5	Cedar Ravine Road to Bucks Bar Road	59.8	128.4	276.3	70.44	1.84
6	Bucks Bar Road to Newtown Road	NA	79.6	171	67.31	1.17
7	Newtown Road to Mt. Aukum Road	NA	92.7	199.3	68.31	1.7
Ponderosa Road						
1	U.S. 50 to N. Shingle Road	65.5	129	271.9	68.43	-0.55

Table 5.10-7
Summary of Traffic Noise—1996 General Plan Alternative (2025 Conditions)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
2	N. Shingle Road to Meder Road	NA	92.8	199.6	68.32	3.64
3	Meder Road to Green Valley Road	NA	NA	59.7	60.43	2.22
Pony Express Trail						
1	Carson Road to Ridgeway Drive	NA	63.6	136.5	65.84	1.03
2	Ridgeway Drive to Sly Park Road	NA	65.6	140.8	66.04	0.48
Salmon Falls Road						
1	Green Valley Road to Lake Hills Drive	NA	75.5	162.2	66.96	2.96
2	Lake Hills Drive to Manzanita Lane	NA	67.2	144.3	66.2	5.28
3	Manzanita Lane to Rattlesnake Bar Road	NA	98.2	211.3	68.69	5.72
Serrano Parkway						
1	El Dorado Hills Boulevard to Silva Valley Parkway	NA	100.4	216	68.83	1.47
Shingle Springs Drive						
1	Mother Lode Drive to U.S. 50	NA	56.5	121.2	65.06	5.44
2	U.S. 50 Interchange	NA	NA	60.8	60.54	2.73
Silva Valley Parkway						
1	Serrano Parkway to Harvard Way	86.8	183.8	394.5	71.69	7.65
2	Harvard Way to Green Valley Road	76.5	161.1	345.3	70.82	5.6
Sly Park Road						
1	Mt. Aukum Road to Clear Creek Road	NA	50.5	108.1	64.32	2.59
2	Clear Creek Road to Mormon Emigrant Trail	NA	59.6	127.8	65.41	2.22
3	Mormon Emigrant Trail to Park Creek Road	NA	78.4	168.5	67.21	1.5
4	Park Creek Road to U.S. 50	NA	NA	101.7	63.92	1.28
5	U.S. 50 to Pony Express Trail	NA	NA	99.4	63.76	NA
Snows Road						
1	Newtown Road to Carson Road	NA	NA	60.6	60.52	0.83

Table 5.10-7
Summary of Traffic Noise—1996 General Plan Alternative (2025 Conditions)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
South Shingle Road						
1	Latrobe Road to Brandon Road	NA	NA	102.6	63.97	6.46
2	Brandon Road to Sunset Lane	NA	54.9	117.7	64.87	1.46
3	Sunset Lane to Durock Road	NA	82.7	177.7	67.56	0.17
4	Durock Road to U.S. 50	70.4	147.7	316.2	70.24	-0.31
White Rock Road						
1	County Line to Latrobe Road	51	109.2	235	69.38	2.62
2	Latrobe Road to Silva Valley Parkway	142.2	301	645.8	74.1	11.18
SR 49						
1	County Line to Sand Ridge Road	NA	99.1	213.3	68.75	2.59
2	Sand Ridge Road to Crystal Boulevard	NA	73.3	157.5	66.77	1.92
3	Crystal Boulevard to China Hill Road	71.3	153	329.5	71.59	4.09
4	China Hill Road to Pleasant Valley Road	NA	NA	103.8	64.05	2.67
5	Pleasant Valley Road to Missouri Flat Road	NA	105.6	227.2	69.16	0.94
6	Missouri Flat Road to Pleasant Valley Road	NA	NA	92.7	63.31	-1.78
7	Pleasant Valley Road to Placerville City Limits	NA	76.4	160.9	65.81	3.19
8	Placerville City Limits to Gold Hill Road	NA	NA	89.3	63.07	0.28
9	Gold Hill Road to SR 153	NA	58.5	125.5	65.29	4.44
10	SR 153 to Marshall Road	NA	NA	100.1	63.81	2.38
11	Marshall Road to Rattlesnake Bar Road	73.3	154.2	330.3	70.53	3.55
12	Rattlesnake Bar Road to SR 193	92.1	195.3	419.3	72.08	4.33
13	SR 193 to County Line	NA	73.2	157.2	66.76	1.59
SR 193						
1	SR 49 to Greenwood Road	77.6	163.7	350.9	70.92	0.57
2	Greenwood Road to Main Street (Georgetown)	NA	82.9	178.1	67.58	NA
3	Main Street (Georgetown) to Shoo Fly Road	NA	65.5	140.6	66.03	1.67
4	Shoo Fly Road to Placerville City Limits	NA	NA	59	60.35	1.83

Table 5.10-7
Summary of Traffic Noise—1996 General Plan Alternative (2025 Conditions)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
U.S. Highway 50						
1	Westbound—County Line to El Dorado Hills Boulevard/Latrobe Road	246.6	531	1,143.6	79.69	3.29
	Eastbound—County Line to El Dorado Hills Boulevard/Latrobe Road	318.5	695.7	1,476.8	80.78	0.85
2	Westbound—El Dorado Hills Boulevard/Latrobe Road to Bass Lake Road	252	542.6	1,168.7	79.83	3.99
	Eastbound—El Dorado Hills Boulevard/Latrobe Road to Bass Lake Road	322.8	695	1,496.8	80.87	0.92
3	Westbound—Bass Lake Road to Cambridge Road	275.3	592.5	1,276.1	79.83	1.92
	Eastbound—Bass Lake Road to Cambridge Road	312.6	673	1,449.5	80.66	1.25
4	Westbound—Cambridge Road to Cameron Park Drive	259.3	558.3	1,202.5	80.02	2.15
	Eastbound—Cambridge Road to Cameron Park Drive	284	611.3	1,316.5	80.03	0.86
5	Westbound—Cameron Park Drive to Ponderosa Road	231.6	498.7	1,074.1	79.28	2.58
	Eastbound—Cameron Park Drive to Ponderosa Road	234.6	505.2	1,088.1	79.37	0.94
6	Westbound—Ponderosa Road to Shingle Springs Drive	245.9	529.5	1,140.5	79.68	5.72
	Eastbound—Ponderosa Road to Shingle Springs Drive	233.2	502.2	1,081.7	79.33	1.39
7	Westbound—Shingle Springs Drive to Greenstone Road	215.7	464.6	1,000.6	78.82	4.04
	Eastbound—Shingle Springs Drive to Greenstone Road	226.6	487.9	1,050.8	79.14	1.19

Table 5.10-7
Summary of Traffic Noise—1996 General Plan Alternative (2025 Conditions)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
8	Westbound—Greenstone Road to El Dorado Road	225.6	485.9	1,046.5	79.12	3.08
	Eastbound—Greenstone Road to El Dorado Road	218.1	469.7	1,011.7	78.89	1.21
9	Westbound—El Dorado Road to Missouri Flat Road	205.1	441.7	951.4	78.49	2.06
	Eastbound—El Dorado Road to Missouri Flat Road	222.4	478.8	1,031.3	79.02	1.65
10	Westbound—Missouri Flat Road to Placerville City Limits	106.9	230	495.3	74.24	1.54
	Eastbound—Missouri Flat Road to Placerville City Limits	94.6	203.4	437.9	73.44	0.4
11	Eastbound—Placerville City Limits to Newtown Road	63.2	135.6	291.9	70.8	0.83
12	Newtown Road to Carson Road (W)	181.9	391.7	843.6	77.71	2.31
13	Carson Road (W) to Carson Road (E)	211.6	454.6	978.5	77.61	1.76
14	Carson Road (E) to Sawmill Road	117.9	253.7	546.4	74.88	0.14
15	Sawmill Road to Sly Park Road	115.2	247.8	533.6	74.73	0.93
16	Sly Park Road to Fresh Pond	141	301.8	649.2	74.94	1.89
17	Fresh Pond to Ice House Road	139.1	297.6	640.1	74.84	1.47
18	Ice House Road to Echo Lake	135.8	292.3	629.5	75.8	1.97

Source: EDAW 2003

Table 5.10-8
Summary of Traffic Noise—1996 General Plan Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Bass Lake Road						
1	U.S. 50 to Country Club Drive	143.1	303	650.1	74.14	7.6
2	Country Club Drive to Bass Lake	108	230	494.3	73.16	6.62
3	Bass Lake Road to Green Valley Road	63.9	137.2	295.4	70.87	6.19
Bass Lake Road, New						
1	Bass Lake Road to Green Valley Road	NA	93	200	68.33	NA
Big Cut Road						
1	Pleasant Valley Road to Placerville City Limits	NA	NA	100.6	63.84	5.28
Bucks Bar Road						
1	Mt. Aukum Road to Cattle Creek Lane	NA	101	217.2	68.87	5.26
2	Cattle Creek Lane to Pleasant Valley Road	60	128.8	277.2	70.46	3.8
Cambridge Road						
1	U.S. 50 eastbound ramps to Country Club Drive	NA	90.5	194.5	68.15	3.78
2	Country Club Drive to Oxford Road	NA	88.3	189.8	67.99	4.07
3	Oxford Road to Green Valley Road	NA	61.4	131.7	65.61	3.78
Cameron Park Drive						
1	Durock Road to Coach Lane	152.4	326.5	702.4	75.45	7.28
2	Coach Lane to Palmer Drive	158.7	340.2	731.9	75.72	4.06
3	Palmer Drive to Oxford Road	154.4	330.7	711.6	75.53	3.21
4	Oxford Road to Green Valley Road	102.4	217.9	468	72.8	3.52
Carson Road						
1	Placerville City Limits to Union Ridge Road	NA	64.9	139.4	65.97	5.4
2	Union Ridge Road to U.S. 50	NA	66.5	142.8	66.13	4.06
3	U.S. 50 to Barkley Road	NA	100.5	216.1	68.84	3.2

Table 5.10-8
Summary of Traffic Noise—1996 General Plan Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
4	Barkley Road to Pony Express Trail	NA	59.6	127.9	65.41	3.32
Cedar Ravine Road						
1	Pleasant Valley Road to Quarry Road	NA	72	154.6	66.65	6.46
2	Quarry Road to Placerville City Limits	NA	87.4	187.9	67.92	5.44
Cold Springs Road						
1	Placerville City Limits to Cool Water Creek	51	109.2	235	69.38	5.45
2	Cool Water Creek Road to Gold Hill Road	57.5	123.4	265.5	70.18	6.12
3	Gold Hill Road to SR 49	NA	63.8	136.9	65.86	5.26
Country Club Drive						
1	Bass Lake Road to Merrychase Drive	62	133	286.3	70.67	8
2	Merrychase Drive to Cambridge Road	NA	101.4	218	68.89	7.81
3	Cambridge Road to Royal Drive (W)	NA	104.4	224.6	69.09	6.9
4	Royal Drive (W) to Cameron Park Drive	NA	90.9	195.4	68.18	4.57
Durock Road						
1	Cameron Park Drive to Heinz Road	97.9	210.6	453.6	73.67	8.56
2	Hines Road to S. Shingle Road	99	212.9	458.5	73.74	7.22
El Dorado Hills Boulevard						
1	U.S. 50 to Lassen Lane	194.9	415.8	893.8	76.22	4.41
2	Lassen Lane to Olson Lane	139.6	298.8	642.8	74.87	2.88
3	Olson Lane to St. Andrews Drive	118.7	253.3	544.5	73.79	2.5
4	St. Andrews Drive to Francisco Drive	105	223.6	480.5	72.97	1.24
5	Francisco Drive to Green Valley Road	57.8	124	266.7	70.21	4.26
El Dorado Road						
1	Pleasant Valley Road to Mother Lode Drive	NA	79	169.8	67.26	6.67

Table 5.10-8
Summary of Traffic Noise—1996 General Plan Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
2	Mother Lode Drive to U.S. 50	NA	98.7	212.3	68.72	5.34
3	U.S. 50 Interchange	NA	83.4	179.2	67.61	4.53
4	U.S. 50 to Missouri Flat Road	52.5	112.5	242	69.57	6.62
5	Missouri Flat Road to Green Valley Road	NA	63.6	136.5	65.84	3.64
Fairplay Road						
1	Mt. Aukum Road to Omo Ranch Road	NA	NA	83.2	62.6	2.88
Forni Road						
1	SR 49 to Enterprise Drive	NA	80.3	172.5	67.37	6.67
2	Enterprise Drive to Missouri Flat Road	NA	93.8	201.7	68.39	5.55
3	Missouri Flat Road to Wamego Road	NA	87.7	188.5	67.95	8.23
4	Wamego Road to Placerville City Limits	NA	100.4	215.9	68.83	9.74
Francisco Drive						
1	El Dorado Hills Boulevard to Green Valley Road	60.5	125.7	268.6	69.17	-0.14
Garden Valley Road						
1	SR 193 to Marshall Road	NA	NA	83.7	62.64	3.83
Gold Hill Road						
1	Lotus Road to Cold Springs Road	NA	62.9	135.1	65.77	7.2
2	Cold Springs Road to SR 49	NA	NA	56.5	60.06	6.99
Green Valley Road						
1	County Line to Francisco Drive	152.4	326.6	702.6	75.45	0.57
2	Francisco Drive to Salmon Falls Road	135.3	289.5	622.7	74.66	2.96
3	Salmon Falls Road to Deer Valley Road (W)	182.8	389.5	837.1	75.79	2.6
4	Deer Valley Road (W) to Bass Lake Road	108.6	233.7	503.2	74.34	2.39
5	Bass Lake Road to Cameron Park Drive	114.8	247	531.8	74.71	3.89

Table 5.10-8
Summary of Traffic Noise—1996 General Plan Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
6	Cameron Park Drive to Deer Valley Road (E)	73.7	158.4	341	71.81	3.24
7	Deer Valley Road (E) to Lotus Road	85.1	182.9	393.9	72.75	5.56
8	Lotus Road to Greenstone Road	74.4	159.8	344	71.87	7.43
9	Greenstone Road to Missouri Flat Road	72	151.3	324.1	70.4	4.12
10	Missouri Flat Road to Placerville City Limits	59.4	127.5	274.4	70.39	5.66
Greenstone Road						
1	Mother Lode Drive to U.S. 50	NA	89.4	192.3	68.07	8.93
2	U.S. 50 Interchange	NA	69.5	149.2	66.42	5.52
3	U.S. 50 to Green Valley Road	NA	58.9	126.4	65.34	4.31
Latrobe Road						
1	County Line to S. Shingle Road	53.7	115	247.5	69.72	3.73
2	S. Shingle Road to Wetsel Oviatt Road	74.7	160.5	345.4	71.89	6.1
3	Wetsel Oviatt Road to Investment Boulevard	145.5	311.5	670.2	75.14	7.9
4	Investment Boulevard to Carson Creek Road	266.6	571.5	1,229.7	78.3	8.3
5	Carson Creek Road to White Rock Road	302.7	649.4	1,397.7	79.13	7.81
6	White Rock Road to U.S. 50	243	520.3	1,19.3	77.68	6.31
Lotus Road						
1	Green Valley Road to Springvale Road	94	202.2	435.4	73.4	4.05
2	Springvale Road to Thompson Hill Road	65.3	140.1	301.6	71.01	4.69
3	Thompson Hill Road to SR 49	62.9	135	290.5	70.76	4.68
Marshall Road						
1	SR 49 to Mt. Murphy Road	58.9	126.3	271.9	70.33	4.89
2	Mt. Murphy Road to Black Oak Mine Road	NA	56.8	121.7	65.09	3.27

Table 5.10-8
Summary of Traffic Noise—1996 General Plan Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Meder Road						
1	Cameron Park Drive to Rosebud Drive	NA	101.5	218.4	68.91	5.43
2	Rosebud Drive to Ponderosa Road	NA	83.5	179.5	67.63	5.03
Missouri Flat Road						
1	Green Valley Road to El Dorado Road	90.8	195.4	420.6	73.18	4.43
2	El Dorado Road to Headington Road	77.4	166.2	357.9	72.12	3.81
3	Headington Road to U.S. 50	126.2	265.8	569.6	73.28	1.26
4	U.S. 50 to Mother Lode Drive	147.7	316.3	680.4	75.24	2.33
5	Mother Lode Drive to China Garden Road	142.9	305.9	658	75.02	2.61
6	China Garden Road to SR 49	82.9	175.1	375.7	71.37	-0.47
Missouri Flat Road Connector						
1	Missouri Flat Road to SR 49	108.5	231.2	496.8	73.19	NA
2	SR 49 to Pleasant Valley	85.4	180.8	387.8	71.58	NA
Mormon Emigrant Trail						
1	Sly Park Road to 2nd Dam	NA	NA	50.6	59.33	7.53
Mosquito Road						
1	Placerville City Limits to Union Ridge Road	NA	50.5	108.2	64.32	1.4
2	Union Ridge Road to Rock Creek Road	NA	NA	54.5	59.83	7.41
Mother Lode Drive						
1	S. Shingle Road to French Creek Road	119.3	256.6	552.7	74.96	3.92
2	French Creek Road to Greenstone Road	114	243.2	522.7	73.52	3.59
3	Greenstone Road to Pleasant Valley Road	122.7	264.1	568.8	75.14	4.21
4	Pleasant Valley Road to El Dorado Road	56.9	122	262.6	70.11	3.34
5	El Dorado Road to Missouri Flat Road	78.2	168.1	361.9	72.2	5.09

Table 5.10-8
Summary of Traffic Noise—1996 General Plan Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Mt. Aukum Road						
1	County Line to Omo Ranch Road	NA	57.8	124	65.21	4.29
2	Omo Ranch Road to Grizzly Flat Road	81	174.2	375	72.43	5.1
3	Grizzly Flat Road to Sly Park Road	57.7	123.8	266.5	70.2	5.23
Newtown Road						
1	Pleasant Valley Road to Snows Road	NA	91.5	196.7	68.22	5.36
2	Snows Road to Weber Creek Road	NA	84.5	181.6	67.7	5.7
3	Weber Creek Road to Placerville City Limits	NA	106.5	229.1	69.21	4.24
North Shingle Road						
1	Ponderosa Road to Tennessee Drive	83.7	179.9	387.4	72.64	3.75
2	Tennessee Drive to Green Valley Road	71.2	153	329.3	71.58	4.05
Omo Ranch Road						
1	Mt. Aukum Road to Fairplay Road	NA	NA	77.8	62.16	2.22
Pleasant Valley Road						
1	Mother Lode Drive to El Dorado Road	64.6	138.8	298.7	70.95	3.94
2	El Dorado Road to SR 49 (S)	NA	83.1	178.7	67.6	5.45
3	SR 49 (N) to Big Cut Road	NA	84	180.5	67.66	0.35
4	Big Cut Road to Cedar Ravine Road	83.1	178.7	384.7	72.59	3.15
5	Cedar Ravine Road to Bucks Bar Road	78.3	168.2	362.1	72.2	3.6
6	Bucks Bar Road to Newtown Road	NA	100.3	215.8	68.83	2.69
7	Newtown Road to Mt. Aukum Road	65.2	139.9	301.2	71	4.39
Ponderosa Road						
1	U.S. 50 to N. Shingle Road	86.7	177.9	378.8	70.61	1.63
2	N. Shingle Road to Meder Road	56.8	121.7	261.9	70.09	5.41
3	Meder Road to Green Valley Road	NA	NA	88.1	62.98	4.77

Table 5.10-8
Summary of Traffic Noise—1996 General Plan Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
Pony Express Trail						
1	Carson Road to Ridgeway Drive	NA	79.2	170.3	67.28	2.47
2	Ridgeway Drive to Sly Park Road	NA	81.5	175.1	67.46	1.9
Salmon Falls Road						
1	Green Valley Road to Lake Hills Drive	52.6	112.6	242.3	69.58	5.58
2	Lake Hills Drive to Manzanita Lane	58.4	125.2	269.5	70.28	9.36
3	Manzanita Lane to Rattlesnake Bar Road	88.1	189.4	407.8	72.97	10
Saratoga Way Extension						
1	County Line to El Dorado Hills Boulevard	125.3	267.8	575.8	74.15	NA
Serrano Parkway						
1	El Dorado Hills Boulevard to Silva Valley Parkway	77.8	167.1	359.8	72.16	4.8
Serrano Parkway Extension						
1	Silva Valley Parkway to Bass Lake Road	68.9	148	318.5	71.37	NA
Shingle Springs Drive						
1	Mother Lode Drive to U.S. 50	NA	81.8	175.9	67.49	7.87
2	U.S. 50 Interchange	NA	NA	83	62.58	4.77
Silva Valley Parkway						
1	Serrano Parkway to Harvard Way	123.6	264	567.6	74.06	10.02
2	Harvard Way to Green Valley Road	106.4	226.7	487	73.06	7.84
Silva Valley Parkway Extension						
1	U.S. 50 to Serrano Parkway	149.3	319.7	687.8	75.31	NA
Sly Park Road						
1	Mt. Aukum Road to Clear Creek Road	NA	68.6	147.3	66.34	4.61
2	Clear Creek Road to Mormon Emigrant Trail	NA	98.4	211.6	68.7	5.51

Table 5.10-8
Summary of Traffic Noise—1996 General Plan Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
3	Mormon Emigrant Trail to Park Creek Road	53	113.7	244.5	69.64	3.93
4	Park Creek Road to U.S. 50	NA	66.9	143.7	66.18	3.54
5	U.S. 50 to Pony Express Trail	NA	56.6	127.8	65.41	1.65
Snows Road						
1	Newtown Road to Carson Road	NA	NA	84.5	62.7	3.01
Sophia Parkway						
1	County Line to Green Valley Road	92.9	197.2	423.5	72.15	NA
South Shingle Road						
1	Latrobe Road to Brandon Road	NA	90.4	194.3	68.14	10.63
2	Brandon Road to Sunset Lane	NA	72.9	156.6	66.73	3.32
3	Sunset Lane to Durock Road	52.6	112.8	242.6	69.59	2.2
4	Durock Road to U.S. 50	105	223.5	408.1	72.97	2.42
White Rock Road						
1	County Line to Latrobe Road	56.3	120.8	259.9	70.04	3.28
2	Manchester Drive to Latrobe Road	158.3	339.3	730.1	75.7	NA
3	Latrobe Road to Silva Valley Parkway	213.7	456.6	981.9	76.83	13.91
SR 49						
1	County Line to Sand Ridge Road	52.3	112.1	241.3	69.56	3.4
2	Sand Ridge Road to Crystal Boulevard	NA	107.2	230.7	69.26	4.41
3	Crystal Boulevard to China Hill Road	100.4	216	465.2	73.83	6.33
4	China Hill Road to Pleasant Valley Road	NA	68.2	146.5	66.3	4.92
5	Pleasant Valley Road to Missouri Flat Road	64.8	139.1	299.5	70.96	2.74
6	Missouri Flat Road to Pleasant Valley Road	NA	NA	105.4	64.15	-0.94
7	Pleasant Valley Road to Placerville City Limits	NA	106.1	226	68.04	5.42

Table 5.10-8
Summary of Traffic Noise—1996 General Plan Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
8	Placerville City Limits to Gold Hill Road	NA	72.6	156	66.71	3.92
9	Gold Hill Road to SR 153	NA	83.1	178.6	67.59	6.74
10	SR 153 to Marshall Road	NA	72.5	155.7	66.7	5.27
11	Marshall Road to Rattlesnake Bar Road	120.4	257	552.5	73.88	6.9
12	Rattlesnake Bar Road to SR 193	130.4	278.9	599.7	74.42	6.67
13	SR 193 to County Line	NA	89.6	192.6	68.09	2.92
SR 193						
1	SR 49 to Greenwood Road	132.6	283.5	609.6	74.53	4.18
2	Greenwood Road to Main Street (Georgetown)	52.4	112.3	241.7	69.57	1.99
3	Main Street (Georgetown) to Shoo Fly Road	NA	107.8	231.9	69.29	4.93
4	Shoo Fly Road to Placerville City Limits	NA	50.6	108.3	64.33	5.81
U.S. Highway 50						
1	Westbound—County Line to El Dorado Hills Boulevard/Latrobe Road	272.2	585.8	1,261.7	79.76	3.36
	Eastbound—County Line to El Dorado Hills Boulevard/Latrobe Road	355.8	766	1,649.8	81.5	1.57
2	Westbound—El Dorado Hills Boulevard/ Latrobe Road to Bass Lake Road	291.3	627	1,350.4	80.2	4.36
	Eastbound—El Dorado Hills Boulevard/Latrobe Road to Bass Lake Road	383.2	825.1	1,777.2	81.99	2.04
3	Westbound—Bass Lake Road to Cambridge Road	330.9	712.3	1,534.2	81.03	3.12
	Eastbound—Bass Lake Road to Cambridge Road	406.6	875.6	1,885.9	82.38	2.97

Table 5.10-8
Summary of Traffic Noise—1996 General Plan Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
4	Westbound—Cambridge Road to Cameron Park Drive	314.3	676.5	1,457.1	80.69	2.82
	Eastbound—Cambridge Road to Cameron Park Drive	378.4	814.7	1,754.7	81.91	2.74
5	Westbound—Cameron Park Drive to Ponderosa Road	284.8	613.4	1,321.1	80.63	3.93
	Eastbound—Cameron Park Drive to Ponderosa Road	321.8	693.1	1,492.9	81.43	3
6	Westbound—Ponderosa Road to Shingle Springs Drive	292.8	630.3	1,357.6	80.23	6.27
	Eastbound—Ponderosa Road to Shingle Springs Drive	327.3	704.7	1,517.8	80.96	3.02
7	Westbound—Shingle Springs Drive to Greenstone Road	272.2	586.1	1,262.5	80.34	5.56
	Eastbound—Shingle Springs Drive to Greenstone Road	329.4	709.5	1,528.2	81.58	3.63
8	Westbound—Greenstone Road to El Dorado Road	277.2	597	1,286	80.46	4.42
	Eastbound—Greenstone Road to El Dorado Road	320.1	689.4	1,485	81.39	3.71
9	Westbound—El Dorado Road to Missouri Flat Road	247.9	533.8	1,149.8	79.73	3.3
	Eastbound—El Dorado Road to Missouri Flat Road	310.7	669.1	1,441.2	81.2	3.83
10	Westbound—Missouri Flat Road to Placerville City Limits	120.5	259.3	558.5	75.02	2.32
	Eastbound—Missouri Flat Road to Placerville City Limits	130.1	280.1	603.2	75.53	2.49
11	Eastbound—Placerville City Limits to Newtown Road	84.6	181.8	391.4	72.71	2.74
12	Newtown Road to Carson Road (W)	223.1	479.4	1,032.1	77.96	2.56

Table 5.10-8
Summary of Traffic Noise—1996 General Plan Alternative (Buildout)

Segment		Distance (ft) from Centerline of Near-Travel Lane to L_{dn}/CNEL Contour			L_{dn}/CNEL (dBA) 50 ft from Roadway Centerline	Difference in Comparison to Existing Conditions (dBA)
Number	Location	70 dBA	65 dBA	60 dBA		
13	Carson Road (W) to Carson Road (E)	262.5	564.3	1215	79.02	3.17
14	Carson Road (E) to Sawmill Road	230.5	496.5	1,069.3	79.26	4.52
15	Sawmill Road to Sly Park Road	224.6	483.7	1,041.8	79.09	5.29
16	Sly Park Road to Fresh Pond	153.4	328.7	707.2	75.49	2.44
17	Fresh Pond to Ice House Road	147.5	315.8	679.5	75.23	1.86
18	Ice House Road to Echo Lake	142.1	306	658.9	76.1	2.27

Source: EDAW 2003

EXHIBITS