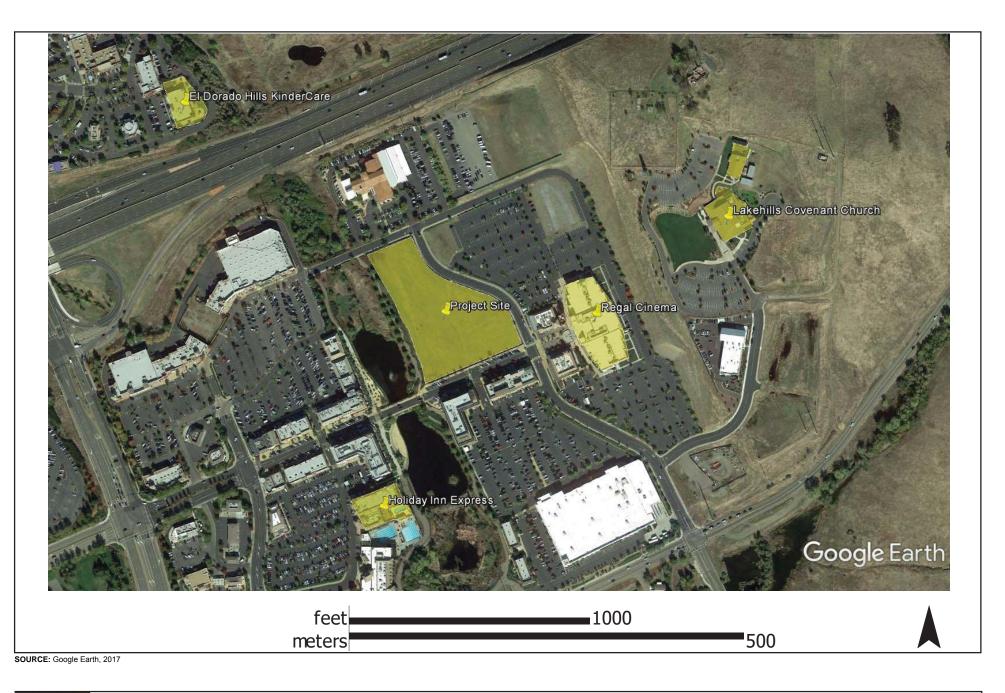
APPENDIX 4.6

Noise Modeling Data



IMPACT SCIENCES

Noise Sensitive Receptors

1269.001•05/17

Report date 5/3/2017 Case Descr El Dorado Hills Site Prep

| | | | Receptor #1 - | |
|------------------------|-----------|---------|---------------|--|
| | Baselines | (dBA) | | |
| Descriptior Land Use | Daytime | Evening | Night | |
| Regal Ciner Residentia | al 51.4 | 51.4 | 51.4 | |

| | | | Equipn | nent | | | |
|-------------|--------|----------|--------|------|------|----------|-----------|
| | | | Spec | Ac | tual | Receptor | Estimated |
| | Impact | | Lmax | Ln | nax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (d | BA) | (feet) | (dBA) |
| Dozer | No | 40 |) | | 81.7 | 220 | 9 |
| Dozer | No | 40 |) | | 81.7 | 220 | 9 |
| Dozer | No | 40 |) | | 81.7 | 220 | 9 |
| Tractor | No | 40 |) | 84 | | 220 | 9 |
| Tractor | No | 40 |) | 84 | | 220 | 9 |
| Tractor | No | 40 |) | 84 | | 220 | 9 |
| Tractor | No | 40 |) | 84 | | 220 | 9 |

| | | Results | | | | | | | | | | | |
|-----------|----------------|--|---------|-------------|-----|-------|-----|------|----------|--------------|-----------|-------|-----|
| | Calculated (dB | A) | Noise L | imits (dBA) | | | | | Noise Li | imit Exceeda | nce (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leo | q Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Dozer | 59.8 | 55.8 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 59.8 | 55.8 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 59.8 | 55.8 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 62.1 | 58.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 62.1 | 58.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 62.1 | 58.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 62.1 | 58.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 62.1 | 65.8 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *Calaulatadu | and the state of t | | | | | | | | | | | |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA) Descriptior Land Use Daytime Evening Night Holiday Inn Residential 51.4 51.4 51.4

| | | Ed | quipment | | | |
|-------------|--------|-------------|----------|--------|----------|-----------|
| | | S | bec | Actual | Receptor | Estimated |
| | Impact | Lr | nax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) (d | IBA) | (dBA) | (feet) | (dBA) |
| Dozer | No | 40 | | 81.7 | 430 | 6 |
| Dozer | No | 40 | | 81.7 | 430 | 6 |
| Dozer | No | 40 | | 81.7 | 430 | 6 |
| Tractor | No | 40 | 84 | | 430 | 6 |
| Tractor | No | 40 | 84 | | 430 | 6 |
| Tractor | No | 40 | 84 | | 430 | 6 |
| Tractor | No | 40 | 84 | | 430 | 6 |

| | | Results | | | | | | | | | | | |
|-----------|----------------|-------------------|----------|------------|-----|-------|-----|------|---------|--------------|------------|-------|-----|
| | Calculated (dB | BA) | Noise Li | mits (dBA) | | | | | Noise L | imit Exceeda | ince (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leo | q Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Dozer | 57 | 53 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 57 | 53 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 57 | 53 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 59.3 | 55.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 59.3 | 55.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 59.3 | 55.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 59.3 | 55.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 59.3 | 62.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *Calculated Lr | nax is the Loudes | t value. | | | | | | | | | | |

---- Receptor #3 ----

Baselines (dBA)

Descriptior Land Use Daytime Evening Night Lakehills CcResidential 51.4 51.4 51.4

| | | | Equipment | t | | |
|-------------|--------|----------|-----------|--------|----------|-----------|
| | | | Spec | Actual | Receptor | Estimated |
| | Impact | | Lmax | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |

| Dozer | No | 40 | | 81.7 | 900 | 18 |
|---------|----|----|----|------|-----|----|
| Dozer | No | 40 | | 81.7 | 900 | 18 |
| Dozer | No | 40 | | 81.7 | 900 | 18 |
| Tractor | No | 40 | 84 | | 900 | 18 |
| Tractor | No | 40 | 84 | | 900 | 18 |
| Tractor | No | 40 | 84 | | 900 | 18 |
| Tractor | No | 40 | 84 | | 900 | 18 |

| | | Results | | | | | | | | | | | |
|-----------|----------------|-------------------|----------|------------|-----|-------|-----|------|---------|--------------|-----------|-------|-----|
| | Calculated (dB | A) | Noise Li | mits (dBA) | | | | | Noise L | imit Exceeda | nce (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leo | q Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Dozer | 38.6 | 34.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 38.6 | 34.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 38.6 | 34.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 40.9 | 44.5 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *Calculated Ln | nax is the Loudes | t value. | | | | | | | | | | |

---- Receptor #4 ----

Baselines (dBA)

Descriptior Land Use Daytime Evening Night El Dorado I Residential 51.4 51.4 51.4

| | | Equi | pment | | | |
|-------------|--------|---------------|--------|--------|-----------|--------|
| | | Spec | Actu | al Rec | eptor Est | imated |
| | Impact | Lma | k Lmax | C Dist | tance Shi | elding |
| Description | Device | Usage(%) (dBA |) (dBA |) (fee | et) (dE | A) |
| Dozer | No | 40 | | 81.7 | 900 | 18 |
| Dozer | No | 40 | | 81.7 | 900 | 18 |
| Dozer | No | 40 | | 81.7 | 900 | 18 |
| Tractor | No | 40 | 84 | | 900 | 18 |
| Tractor | No | 40 | 84 | | 900 | 18 |
| Tractor | No | 40 | 84 | | 900 | 18 |
| Tractor | No | 40 | 84 | | 900 | 18 |

| | | Results | | | | | | | | | | | |
|-----------|-----------------|----------|---------|-------------|-----|-------|-----|------|----------|--------------|------------|-------|-----|
| | Calculated (dBA | () | Noise L | imits (dBA) | | | | | Noise Li | imit Exceeda | ance (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Dozer | 38.6 | 34.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 38.6 | 34.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 38.6 | 34.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 40.9 | 44.5 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *** | | | | | | | | | | | | |

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

Baselines (dBA) Descriptior Land Use Daytime Evening Night

Sound Leve Residential 51.4 51.4 51.4

| | | | Equipn | nent | | | | |
|-------------|--------|----------|--------|------|--------|----------|-----------|---|
| | | | Spec | | Actual | Receptor | Estimated | ł |
| | Impact | | Lmax | | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | | (dBA) | (feet) | (dBA) | |
| Dozer | No | 40 | | | 81.7 | 50 |) (| 0 |
| Dozer | No | 40 | | | 81.7 | 50 |) (| 0 |
| Dozer | No | 40 | | | 81.7 | 50 |) (| 0 |
| Tractor | No | 40 | | 84 | | 50 |) (| 0 |
| Tractor | No | 40 | | 84 | | 50 |) (| 0 |
| Tractor | No | 40 | | 84 | | 50 |) (| 0 |
| Tractor | No | 40 | | 84 | | 50 |) (| 0 |

| | | Results | | | | | | | | | | | |
|-----------|------------------|---------|----------|------------|-----|-------|-----|------|----------|--------------|-----------|-------|-----|
| | Calculated (dBA) | | Noise Li | mits (dBA) | | | | | Noise Li | imit Exceeda | nce (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Dozer | 81.7 7 | 7.7 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 81.7 7 | 7.7 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

| Dozer | 81.7 | 77.7 N/A | N/A |
|---------|------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Tractor | 84 | 80 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 84 | 80 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 84 | 80 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 84 | 80 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 84 | 87.6 N/A | N/A |

*Calculated Lmax is the Loudest value.

Report dat 5/3/2017 Case Descr El Dorado Hills Grading

| | Receptor | #1 | |
|--|----------|----|--|
|--|----------|----|--|

Baselines (dBA) Descriptior Land Use Daytime Evening Night Regal Ciner Residential 51.4 51.4 51.4

| | | | Equipn | nent | | | |
|-------------|--------|----------|--------|------|--------|----------|-----------|
| | | | Spec | | Actual | Receptor | Estimated |
| | Impact | | Lmax | | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | | (dBA) | (feet) | (dBA) |
| Excavator | No | 40 | | | 80. | 7 220 |) 9 |
| Grader | No | 40 | | 85 | | 220 |) 9 |
| Dozer | No | 40 | | | 81. | 7 220 |) 9 |
| Tractor | No | 40 | | 84 | | 220 |) 9 |
| Tractor | No | 40 | | 84 | | 220 |) 9 |
| Tractor | No | 40 | | 84 | | 220 |) 9 |

| | | Results | | | | | | | | | | | |
|-----------|-----------------|------------------|---------|-------------|-----|-------|-----|------|---------|--------------|------------|-------|-----|
| | Calculated (dBA | A) | Noise L | imits (dBA) | | | | | Noise L | imit Exceeda | ance (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Excavator | 58.8 | 54.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Grader | 63.1 | 59.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 59.8 | 55.8 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 62.1 | 58.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 62.1 | 58.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 62.1 | 58.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 63.1 | 65.4 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *Coloulated Inc | av is the Louder | t value | | | | | | | | | | |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA) Descriptior Land Use Daytime Evening Night Holiday Inn Residential 51.4 51.4 51.4

| | | | Equipn | nent | | | |
|-------------|--------|----------|--------|------|--------|----------|-----------|
| | | | Spec | | Actual | Receptor | Estimated |
| | Impact | | Lmax | | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | | (dBA) | (feet) | (dBA) |
| Excavator | No | 40 | i i i | | 80.7 | 430 | 6 |
| Grader | No | 40 | 1 | 85 | | 430 | 6 |
| Dozer | No | 40 | 1 | | 81.7 | 430 | 6 |
| Tractor | No | 40 | 1 | 84 | | 430 | 6 |
| Tractor | No | 40 | 1 | 84 | | 430 | 6 |
| Tractor | No | 40 | 1 | 84 | | 430 | 6 |

| | | Results | | | | | | | | | | | |
|-----------|-----------------|----------|---------|-------------|-----|-------|-----|------|---------|--------------|------------|-------|-----|
| | Calculated (dBA | .) | Noise L | imits (dBA) | | | | | Noise L | imit Exceeda | ince (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Excavator | 56 | 52 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Grader | 60.3 | 56.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 57 | 53 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 59.3 | 55.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 59.3 | 55.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 59.3 | 55.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 60.3 | 62.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | | | | | | | | | | | | | |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Descriptior Land UseDaytimeEveningNightLakehills Cr Residential51.451.451.4

| | | | Equipn | nent | | | |
|-------------|--------|----------|--------|------|--------|----------|-----------|
| | | | Spec | A | Actual | Receptor | Estimated |
| | Impact | | Lmax | L | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (| (dBA) | (feet) | (dBA) |
| Excavator | No | 40 | | | 80.7 | 900 | 18 |
| Grader | No | 40 | | 85 | | 900 | 18 |
| Dozer | No | 40 | | | 81.7 | 900 | 18 |
| Tractor | No | 40 | | 84 | | 900 | 18 |

| Tractor | No | 40 | 84 | 900 | 18 |
|---------|----|----|----|-----|----|
| Tractor | No | 40 | 84 | 900 | 18 |

| | | Results | | | | | | | | | | | |
|-----------|-----------------|------------------|----------|------------|-----|-------|-----|------|----------|--------------|-----------|-------|-----|
| | Calculated (dBA |) | Noise Li | mits (dBA) | | | | | Noise Li | imit Exceeda | nce (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Excavator | 37.6 | 33.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Grader | 41.9 | 37.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 38.6 | 34.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 41.9 | 44.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *Calculated Lma | ax is the Loudes | t value. | | | | | | | | | | |

---- Receptor #4 -----

Baselines (dBA) Descriptior Land Use Daytime Evening Night El Dorado I Residential 51.4 51.4 51.4

| | | | Equipn | nent | t | | |
|-------------|--------|----------|--------|------|--------|----------|-----------|
| | | | Spec | | Actual | Receptor | Estimated |
| | Impact | | Lmax | | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | | (dBA) | (feet) | (dBA) |
| Excavator | No | 40 | | | 80.7 | 900 | 18 |
| Grader | No | 40 | | 85 | | 900 | 18 |
| Dozer | No | 40 | | | 81.7 | 900 | 18 |
| Tractor | No | 40 | | 84 | | 900 | 18 |
| Tractor | No | 40 | | 84 | | 900 | 18 |
| Tractor | No | 40 | | 84 | | 900 | 18 |

| | | Results | | | | | | | | | | | |
|-----------|-----------------|----------|---------|-------------|-----|-------|-----|------|---------|--------------|-----------|-------|-----|
| | Calculated (dBA |) | Noise L | imits (dBA) | | | | | Noise L | imit Exceeda | nce (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Excavator | 37.6 | 33.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Grader | 41.9 | 37.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 38.6 | 34.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 41.9 | 44.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *** | | | | | | | | | | | | |

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

Baselines (dBA)

Descriptior Land Use Daytime Evening Night Sound Leve Residential 51.4 51.4 51.4

| | | | Equipn | nent | | | |
|-------------|--------|----------|--------|------|--------|----------|-----------|
| | | | Spec | | Actual | Receptor | Estimated |
| | Impact | | Lmax | | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | | (dBA) | (feet) | (dBA) |
| Excavator | No | 40 | | | 80.7 | 50 | 0 |
| Grader | No | 40 | | 85 | | 50 | 0 |
| Dozer | No | 40 | | | 81.7 | 50 | 0 |
| Tractor | No | 40 | | 84 | | 50 | 0 |
| Tractor | No | 40 | | 84 | | 50 | 0 |
| Tractor | No | 40 | | 84 | | 50 | 0 |

| | | Results | | | | | | | | | | | |
|-----------|-----------------|----------|---------|-------------|-----|-------|-----|------|---------|-------------|-----------|-------|-----|
| | Calculated (dBA | r) | Noise L | imits (dBA) | | | | | Noise L | mit Exceeda | nce (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Excavator | 80.7 | 76.7 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Grader | 85 | 81 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 81.7 | 77.7 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 84 | 80 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 84 | 80 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 84 | 80 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 85 | 87.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Report date 5/3/2017 Case Descr El Dorado Hills Building Construction

| | | | Receptor #1 | |
|------------------------|-------------|---------|-------------|--|
| | Baselines (| dBA) | | |
| Descriptior Land Use | Daytime | Evening | Night | |
| Regal Ciner Residentia | l 51.4 | 51.4 | 51.4 | |

| | | | Equipr | nent | | | |
|----------------|--------|----------|--------|------|--------|----------|-----------|
| | | | Spec | | Actual | Receptor | Estimated |
| | Impact | | Lmax | | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | | (dBA) | (feet) | (dBA) |
| Crane | No | 16 | 5 | | 80.6 | 220 | 9 |
| Man Lift | No | 20 |) | | 74.7 | 220 | 9 |
| Man Lift | No | 20 |) | | 74.7 | 220 | 9 |
| Man Lift | No | 20 |) | | 74.7 | 220 | 9 |
| Generator | No | 50 |) | | 80.6 | 220 | 9 |
| Tractor | No | 40 |) | 84 | | 220 | 9 |
| Tractor | No | 40 |) | 84 | | 220 | 9 |
| Tractor | No | 40 |) | 84 | | 220 | 9 |
| Welder / Torch | No | 40 |) | | 74 | 220 | 9 |
| | | | | | | | |

| | | Results | | | | | | | | | | | |
|----------------|----------------|-------------------|---------|-------------|-----|-------|-----|------|---------|--------------|------------|-------|-----|
| | Calculated (dE | A) | Noise L | imits (dBA) | | | | | Noise L | imit Exceeda | ance (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Lee | q Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 58.7 | 50.7 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 52.8 | 45.8 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 52.8 | 45.8 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 52.8 | 45.8 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Generator | 58.8 | 55.8 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 62.1 | 58.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 62.1 | 58.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 62.1 | 58.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Welder / Torch | 52.1 | 48.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 62.1 | 64.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *Calculated Lr | nav is the Louder | t value | | | | | | | | | | |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA)

Descriptior Land UseDaytimeEveningNightHoliday Inn Residential51.451.451.4

| | | | Equipme | nt | | | | |
|----------------|--------|----------|---------|--------|--------|-----|-----------|---|
| | | | Spec | Actual | Recep | tor | Estimate | d |
| | Impact | | Lmax | Lmax | Distar | ce | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | | (dBA) | |
| Crane | No | 16 | | 8 | 0.6 | 430 | | 6 |
| Man Lift | No | 20 | | 7 | 4.7 | 430 | | 6 |
| Man Lift | No | 20 | | 7 | 4.7 | 430 | | 6 |
| Man Lift | No | 20 | | 7 | 4.7 | 430 | | 6 |
| Generator | No | 50 | | 8 | 0.6 | 430 | | 6 |
| Tractor | No | 40 | 8 | 34 | | 430 | | 6 |
| Tractor | No | 40 | 8 | 34 | | 430 | | 6 |
| Tractor | No | 40 | 8 | 34 | | 430 | | 6 |
| Welder / Torch | No | 40 | | | 74 | 430 | | 6 |
| | | | | | | | | |

| | | Results | | | | | | | | | | | |
|----------------|----------------|----------|---------|-------------|-----|-------|-----|------|----------|--------------|-----------|-------|-----|
| | Calculated (dB | A) | Noise L | imits (dBA) | | | | | Noise Li | imit Exceeda | nce (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leo | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 55.9 | 47.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 50 | 43 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 50 | 43 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 50 | 43 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Generator | 55.9 | 52.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 59.3 | 55.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 59.3 | 55.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 59.3 | 55.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Welder / Torch | 49.3 | 45.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 59.3 | 61.4 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | * | | | | | | | | | | | | |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA) Descriptior Land Use Daytime Evening Night Lakehills Cc Residential 51.4 51.4 51.4

| | | | Equipn | nent | | | |
|----------------|--------|----------|--------|------|--------|----------|-----------|
| | | | Spec | A | Actual | Receptor | Estimated |
| | Impact | | Lmax | L | Lmax | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (| (dBA) | (feet) | (dBA) |
| Crane | No | 16 | 5 | | 80.6 | 900 | 18 |
| Man Lift | No | 20 |) | | 74.7 | 900 | 18 |
| Man Lift | No | 20 |) | | 74.7 | 900 | 18 |
| Man Lift | No | 20 |) | | 74.7 | 900 | 18 |
| Generator | No | 50 |) | | 80.6 | 900 | 18 |
| Tractor | No | 40 |) | 84 | | 900 | 18 |
| Tractor | No | 40 |) | 84 | | 900 | 18 |
| Tractor | No | 40 |) | 84 | | 900 | 18 |
| Welder / Torch | No | 40 |) | | 74 | 900 | 18 |

| | | Results | | | | | | | | | | | |
|----------------|-----------------|------------------|----------|------------|-----|-------|-----|------|----------|-------------|-----------|-------|-----|
| | Calculated (dBA | () | Noise Li | mits (dBA) | | | | | Noise Li | mit Exceeda | nce (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 37.4 | 29.5 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 31.6 | 24.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 31.6 | 24.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 31.6 | 24.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Generator | 37.5 | 34.5 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Welder / Torch | 30.9 | 26.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 40.9 | 43 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *Calculated Lm | ax is the Loudes | t value. | | | | | | | | | | |

---- Receptor #4 ----

 Baselines (dBA)

 Descriptior Land Use
 Daytime
 Evening
 Night

 El Dorado I Residential
 51.4
 51.4
 51.4

| Description | lmpact Device | | Equipm Spec Lmax (dBA) | A L | Actual _max dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|----------------|------------------|----------|---------------------------------|--------|------------------------|--------------------------------|---------------------------------|
| Description | | Usage(%) | () | (| . , | . , | (-) |
| Crane | No | 16 | 5 | | 80.6 | 900 | 18 |
| Man Lift | No | 20 |) | | 74.7 | 900 | 18 |
| Man Lift | No | 20 |) | | 74.7 | 900 | 18 |
| Man Lift | No | 20 |) | | 74.7 | 900 | 18 |
| Generator | No | 50 |) | | 80.6 | 900 | 18 |
| Tractor | No | 40 |) | 84 | | 900 | 18 |
| Tractor | No | 40 |) | 84 | | 900 | 18 |
| Tractor | No | 40 |) | 84 | | 900 | 18 |
| Welder / Torch | No | 40 |) | | 74 | 900 | 18 |

| | | Results | | | | | | | | | | | |
|----------------|-----------------|------------------|----------|-------------|-----|-------|-----|------|----------|-------------|------------|-------|-----|
| | Calculated (dBA |) | Noise Li | imits (dBA) | | | | | Noise Li | mit Exceeda | ance (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 37.4 | 29.5 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 31.6 | 24.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 31.6 | 24.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 31.6 | 24.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Generator | 37.5 | 34.5 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Welder / Torch | 30.9 | 26.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 40.9 | 43 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *Calculated Lma | ax is the Loudes | t value. | | | | | | | | | | |

---- Receptor #5 ----

Baselines (dBA)

Descriptior Land UseDaytimeEveningNightSound Leve Residential51.451.451.4

Equipment

Spec Actual Receptor Estimated

| | Impact | Lmax | Lma | х | Distance | Shielding |
|----------------|--------|----------------|------|------|----------|-----------|
| Description | Device | Usage(%) (dBA) | (dBA | A) | (feet) | (dBA) |
| Crane | No | 16 | | 80.6 | 50 | 0 |
| Man Lift | No | 20 | | 74.7 | 50 | 0 |
| Man Lift | No | 20 | | 74.7 | 50 | 0 |
| Man Lift | No | 20 | | 74.7 | 50 | 0 |
| Generator | No | 50 | | 80.6 | 50 | 0 |
| Tractor | No | 40 | 84 | | 50 | 0 |
| Tractor | No | 40 | 84 | | 50 | 0 |
| Tractor | No | 40 | 84 | | 50 | 0 |
| Welder / Torch | No | 40 | | 74 | 50 | 0 |

| | | Results | | | | | | | | | | | |
|----------------|---------------|-------------------|----------|------------|-----|-------|-----|------|---------|--------------|------------|-------|-----|
| | Calculated (d | BA) | Noise L | mits (dBA) | | | | | Noise L | imit Exceeda | ince (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Le | q Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 80.6 | 72.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 74.7 | 67.7 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 74.7 | 67.7 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Man Lift | 74.7 | 67.7 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Generator | 80.6 | 77.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 84 | 80 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 84 | 80 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 84 | 80 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Welder / Torch | 74 | 70 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 84 | 86.1 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *Calculated L | max is the Loudes | t value. | | | | | | | | | | |

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Report dat 5/3/2017 Case Descr El Dorado Hills Paving

| | | | Red | ceptor #1 | |
|------------------------|-------------|---------|-------|-----------|--|
| | Baselines (| dBA) | | | |
| Descriptior Land Use | Daytime | Evening | Night | | |
| Regal Ciner Residentia | 51.4 | 51.4 | ļ | 51.4 | |

| ed |
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| | | | Results | | | | | | | | | | | | | |
|----------------------|------------|------|----------|---------|-------------|------------|-------|-----|------|-----|---------|------------------------------|-------|-----|--|--|
| | Calculated | (dBA |) | Noise L | imits (dBA) | mits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | |
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | | | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | | |
| Concrete Mixer Truck | 56.9 | | 53 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | | |
| Concrete Mixer Truck | 56.9 | | 53 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | | |
| Paver | 55.4 | | 52.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | | |
| Paver | 55.4 | | 52.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | | |
| Paver | 55.4 | | 52.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | | |
| Roller | 58.1 | | 51.1 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | | |
| Roller | 58.1 | | 51.1 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | | |
| Tractor | 62.1 | | 58.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | | |
| Total | 62.1 | | 62.6 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | | |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA)
Descriptior Land Use Daytime Evening Night

| Holiday Inr Residential | 51.4 | 51.4 | 51.4 |
|-------------------------|------|------|------|
|-------------------------|------|------|------|

| | | | Equipmer | nt | | | |
|----------------------|--------|----------|----------|--------|----------|-----------|--|
| | | | Spec | Actual | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) | |
| Concrete Mixer Truck | No | 40 | | 78.8 | 430 | 6 | |
| Concrete Mixer Truck | No | 40 | | 78.8 | 430 | 6 | |
| Paver | No | 50 | | 77.2 | 430 | 6 | |
| Paver | No | 50 | | 77.2 | 430 | 6 | |
| Paver | No | 50 | | 77.2 | 430 | 6 | |
| Roller | No | 20 | | 80 | 430 | 6 | |
| Roller | No | 20 | | 80 | 430 | 6 | |
| Tractor | No | 40 | 8 | 4 | 430 | 6 | |

| | | | Results | | | | | | | | | | | | |
|----------------------|---------------------|-----|----------|---------|--------------------|-----|-------|-----|------|-----|------------------------------|-----|-------|-----|--|
| | Calculated (dBA) No | | | Noise L | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | |
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | |
| Concrete Mixer Truck | 54.1 | | 50.1 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Concrete Mixer Truck | 54.1 | | 50.1 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Paver | 52.5 | | 49.5 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Paver | 52.5 | | 49.5 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Paver | 52.5 | | 49.5 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Roller | 55.3 | | 48.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Roller | 55.3 | | 48.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Tractor | 59.3 | | 55.3 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Total | 59.3 | | 59.8 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

 Baselines (dBA)

 Descriptior Land Use
 Daytime
 Evening
 Night

 Lakehills Cr Residential
 51.4
 51.4
 51.4

| | | | Equipm | ent | | | |
|----------------------|--------|----------|--------|-------|------|----------|-----------|
| | | | Spec | Actua | ıl | Receptor | Estimated |
| | Impact | | Lmax | Lmax | | Distance | Shielding |
| Description | Device | Usage(%) | (dBA) | (dBA) | | (feet) | (dBA) |
| Concrete Mixer Truck | No | 40 | | | 78.8 | 900 | 18 |
| Concrete Mixer Truck | No | 40 | | | 78.8 | 900 | 18 |
| Paver | No | 50 | | | 77.2 | 900 | 18 |
| Paver | No | 50 | | | 77.2 | 900 | 18 |
| Paver | No | 50 | | | 77.2 | 900 | 18 |
| Roller | No | 20 | | | 80 | 900 | 18 |
| Roller | No | 20 | | | 80 | 900 | 18 |
| Tractor | No | 40 | | 84 | | 900 | 18 |

| | | Results | | | | | | | | | | | |
|----------------------|-------------------------------------|----------|-----|---------|-----|-------|-----|------|---------|--------------|-----------|-------|-----|
| | Calculated (dBA) Noise Limits (dBA) | | | | | | | | Noise L | imit Exceeda | nce (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax L | eq Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 35.7 | 31.7 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Concrete Mixer Truck | 35.7 | 31.7 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 34.1 | 31.1 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 34.1 | 31.1 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 34.1 | 31.1 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 36.9 | 29.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 36.9 | 29.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 40.9 | 41.4 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)

Descriptior Land Use Daytime Evening Night El Dorado I Residential 51.4 51.4 51.4

| | | | Equipme | ent | | | | |
|----------------------|--------|----------|---------|-------|------|----------|-----------|---|
| | | | Spec | Actua | ıl | Receptor | Estimated | |
| | Impact | | Lmax | Lmax | | Distance | Shielding | |
| Description | Device | Usage(%) | (dBA) | (dBA) | | (feet) | (dBA) | |
| Concrete Mixer Truck | No | 40 | | | 78.8 | 900 | 18 | 3 |
| Concrete Mixer Truck | No | 40 | | | 78.8 | 900 | 18 | 3 |
| Paver | No | 50 | | | 77.2 | 900 | 18 | 3 |
| Paver | No | 50 | | | 77.2 | 900 | 18 | 3 |
| Paver | No | 50 | | | 77.2 | 900 | 18 | 3 |
| Roller | No | 20 | | | 80 | 900 | 18 | 3 |
| Roller | No | 20 | | | 80 | 900 | 18 | 3 |
| Tractor | No | 40 | | 84 | | 900 | 18 | 3 |

| | | Results | | | | | | | | | | | |
|----------------------|-----------------|-------------------|-----------|------------|-----|------------------------------|-----|------|-----|---------|-----|-------|-----|
| | Calculated (dBA | A) | Noise L | mits (dBA) | | Noise Limit Exceedance (dBA) | | | | | | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 35.7 | 31.7 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Concrete Mixer Truck | 35.7 | 31.7 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 34.1 | 31.1 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 34.1 | 31.1 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 34.1 | 31.1 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 36.9 | 29.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 36.9 | 29.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 40.9 | 36.9 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 40.9 | 41.4 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *Coloulated Inc | av is the Levelos | t undure. | | | | | | | | | | |

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

Baselines (dBA) Descriptior Land Use Daytime Evening Night Sound Leve Residential 51.4 51.4 51.4

| | Impact | | Equipmen Spec Lmax | t Actual Lmax | Receptor Distance | Estimated Shielding |
|----------------------|--------|----------|--------------------------|---------------------|----------------------|------------------------|
| Description | Device | Usage(%) | (dBA) | (dBA) | (feet) | (dBA) |
| Concrete Mixer Truck | No | 40 | | 78.8 | 50 | 0 |
| Concrete Mixer Truck | No | 40 | | 78.8 | 50 | 0 |
| Paver | No | 50 | | 77.2 | 50 | 0 |
| Paver | No | 50 | | 77.2 | 50 | 0 |
| Paver | No | 50 | | 77.2 | 50 | 0 |
| Roller | No | 20 | | 80 | 50 | 0 |

| Roller | No | 20 | | 80 | 50 | 0 | | | | | | | |
|----------------------|----------------|----------------|------------|--------------|-----|-------|-----|------------------------------|-----|---------|-----|-------|-----|
| Tractor | No | 40 | 84 | | 50 | 0 | | | | | | | |
| | | Result | s | | | | | | | | | | |
| | | | | Limits (dBA) | | | | Noise Limit Exceedance (dBA) | | | | | |
| | | Day | | Evenin | g | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 78.8 | 74.8 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Concrete Mixer Truck | 78.8 | 74.8 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 77.2 | 74.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 77.2 | 74.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 77.2 | 74.2 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 80 | 73 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 80 | 73 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 84 | 80 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 84 | 84.5 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *Calculated Lm | ax is the Loud | est value. | | | | | | | | | | |

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Report date 5/3/2017 Case Descr El Dorado Hills Architectural Coating

| | Baselines (dBA) | Receptor #1 | | | | | | | |
|---|-----------------------------------|--|--|------------------|------------------------------------|---|-------------------------|-------------|-------------------|
| Descriptior Land Use Regal Ciner Residenti | | Night .4 51.4 | | | | | | | |
| Description Compressor (air) | Impact Device Usage(%) No 4 | Equipment Spec Actual Lmax Lmax) (dBA) (dBA) 10 77. | Receptor Estima Distance Shieldin (feet) (dBA) .7 220 | | | | | | |
| | Calculated (dBA) | Results Noise Lin | aite (dRA) | | | Noise Limit Exc | roodanco (dRA) | | |
| Equipment Compressor (air) Total | *Lmax Leq 55.8 51. | Day Lmax Leq .8 N/A N/A .8 N/A N/A | Evening Lmax Leq N/A N/A N/A N/A | | Day eq Lmax /A N/A /A N/A | | ning ax Leq A N/A | N/A | Leq N/A N/A |
| Descriptior Land Use Holiday Inn Residenti | , 0 | Receptor #2 Night .4 51.4 | | | | | | | |
| Description Compressor (air) | Impact Device Usage(%) No 4 | Equipment Spec Actual Lmax Lmax) (dBA) (dBA) IO 77. | Receptor Estima Distance Shieldi (feet) (dBA) .7 430 | | | | | | |
| Equipment Compressor (air) Total | | | nits (dBA) Evening Lmax Leq N/A N/A N/A N/A | | Day 2q Lmax /A N/A /A N/A | Noise Limit Exc Eve Leq Lma N/A N/A N/A N/A | ning ax Leq A N/A | N/A | Leq N/A N/A |
| Descriptior Land Use Lakehills C Residenti | | Receptor #3 Night .4 51.4 | | | | | | | |
| Description Compressor (air) | Impact Device Usage(%) No 4 | Equipment Spec Actual Lmax Lmax) (dBA) (dBA) 40 77. | Receptor Estima Distance Shieldi (feet) (dBA) 7 900 | | | | | | |
| | Calculated (dBA) | Results Noise Lim Day | nits (dBA) Evening | Night | Day | Noise Limit Exc Eve | eedance (dBA) ning | Night | |
| Equipment Compressor (air) Total | | Lmax Leq .6 N/A N/A .6 N/A N/A | Lmax Leq N/A N/A N/A N/A | Lmax Le N/A N | | Leq Lma N/A N/A N/A N/A | N/A | Lmax N/A | Leq N/A N/A |
| Descriptior Land Use El Dorado I Residenti | | Receptor #4 Night .4 51.4 | | | | | | | |
| Description Compressor (air) | Impact Device Usage(%) No 4 | Equipment Spec Actual Lmax Lmax) (dBA) (dBA) 40 77. | Receptor Estima Distance Shieldin (feet) (dBA) .7 900 | | | | | | |
| | Calculated (dBA) | Results Noise Lin Day | nits (dBA) Evening | Night | Day | Noise Limit Exc Eve | eedance (dBA) ning | Night | |

| Compressor (air) | 34.6 | 30.6 N | I/A N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
|----------------------|------------|---------------|----------------|---------|------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Total | 34.6 | 30.6 N | I/A N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *Calculate | d Lmax is the | Loudest value. | | | | | | | | | | |
| | | | Receptor #5 | | | | | | | | | | |
| | Baselines | (dBA) | | | | | | | | | | | |
| Descriptior Land Use | Daytime | Evening N | light | | | | | | | | | | |
| Sound Leve Residenti | ial 51.4 | 51.4 | 51.4 | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | E | quipment | | | | | | | | | | |
| | | S | pec Actual | Recepto | or Estimat | ed | | | | | | | |
| | Impact | Li | max Lmax | Distanc | e Shieldir | ng | | | | | | | |
| Description | Device | Usage(%) (d | dBA) (dBA) | (feet) | (dBA) | | | | | | | | |
| Compressor (air) | No | 40 | 7 | 7.7 | 50 | 0 | | | | | | | |

Lmax

Leq

Lmax

Leq

Lmax

Leq

Lmax

Leq

*Lmax Leq

Lmax

Leq

Lmax

Leq

Equipment

| | | Results | | | | | | | | | | | |
|------------------|-----------------|------------------|----------|-------------|-----|-------|-----|------|---------|--------------|------------|-------|-----|
| | Calculated (dB/ | A) | Noise L | imits (dBA) | | | | | Noise L | imit Exceeda | ance (dBA) | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 77.7 | 73.7 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 77.7 | 73.7 N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | *Calculated Lm | ax is the Loudes | t value. | | | | | | | | | | |

El Dorado Hills Construction Site Preparation Noise - Unmitigated **Reference Noise Distance** 50 Reference Noise Level (RCNM) 87.6 Maximum Existing Construction Distance Attenuation Noise Level Ambient (dBA, New Ambient Sensitive Receptor Factors (feet) (RCNM) Leq) (dBA, Leq) Increase **Regal Cinemas** 220 65.7 51.4 65.9 9 430 Holiday Inn Express 6 62.9 51.4 63.2 Lakehills Covenant Church 900 18 51.4 52.2 44.5 900 18 44.5 51.4 52.2

A 6 dBA attenuation was given for hard ground surfuce, and 3 dBA reduction was given for the first row of buildings intervening between the construction site and sensitive receptors (1.5 dBA for subsequent intervening structures), as recommended by the Caltrans Technical Noise Supplement.

For Regal Cinemas an additional 3 dBA was given for a partial noise barrier (FHWA, RCNM User's Guide, 2006)

El Dorado Hills Kindercare

14.5

11.8

0.8

0.8

| El Dorado Hills Construction Reference Noise Distance Reference Noise Level (RCNM) | Grading 50 87.3 | Noise - Un | mitigated | | | |
|--|-----------------------|-------------|--------------|---------------|-------------|----------|
| | | | Maximum | Existing | | |
| | Distance | Attenuation | Construction | Ambient (dBA, | New Ambient | |
| Sensitive Receptor | (feet) | Factors | Noise Level | Leq) | (dBA, Leq) | Increase |
| Regal Cinemas | 220 | 9 | 65.4 | 51.4 | 65.6 | 14.2 |
| Holiday Inn Express | 430 | 6 | 62.6 | 51.4 | 62.9 | 11.5 |
| Lakehills Covenant Church | 900 | 18 | 44.2 | 51.4 | 52.2 | 0.8 |
| El Dorado Hills Kindercare | 900 | 18 | 44.2 | 51.4 | 52.2 | 0.8 |

A 6 dBA attenuation was given for hard ground surfuce, and 3 dBA reduction was given for the first row of buildings intervening between the construction site and sensitive receptors (1.5 dBA for subsequent intervening structures), as recommended by the Caltrans Technical Noise Supplement.

For Regal Cinemas an additional 3 dBA was given for a partial noise barrier (FHWA, RCNM User's Guide, 2006)

| El Dorado Hills Construction Reference Noise Distance | Building 50 | g Construct | ion Noise - Un | mitigated | | |
|--|----------------|-------------|----------------|---------------|-------------|----------|
| Reference Noise Level (RCNM) | 86.1 | | | | | |
| | | | Maximum | | | |
| | | | Construction | Existing | | |
| | Distance | Attenuation | Noise Level | Ambient (dBA, | New Ambient | |
| Sensitive Receptor | (feet) | Factors | (RCNM) | Leq) | (dBA, Leq) | Increase |
| Regal Cinemas | 220 | 9 | 64.2 | 51.4 | 64.5 | 13.1 |
| Holiday Inn Express | 430 | 6 | 61.4 | 51.4 | 61.8 | 10.4 |
| Lakehills Covenant Church | 900 | 18 | 43.0 | 51.4 | 52.0 | 0.6 |
| El Dorado Hills Kindercare | 900 | 18 | 43.0 | 51.4 | 52.0 | 0.6 |

A 6 dBA attenuation was given for hard ground surfuce, and 3 dBA reduction was given for the first row of buildings intervening between the construction site and sensitive receptors (1.5 dBA for subsequent intervening structures), as recommended by the Caltrans Technical Noise Supplement.

For Regal Cinemas an additional 3 dBA was given for a partial noise barrier (FHWA, RCNM User's Guide, 2006)

El Dorado Hills Construction Paving Noise - Unmitigated **Reference Noise Distance** 50 Reference Noise Level (RCNM) 84.5 Maximum Existing Construction Distance Attenuation Noise Level Ambient (dBA, New Ambient Sensitive Receptor Factors (feet) (RCNM) Leq) (dBA, Leq) Increase **Regal Cinemas** 220 62.6 51.4 62.9 9 430 Holiday Inn Express 6 59.8 51.4 60.4 Lakehills Covenant Church 900 18 51.4 51.8 41.4

A 6 dBA attenuation was given for hard ground surfuce, and 3 dBA reduction was given for the first row of buildings intervening between the construction site and sensitive receptors (1.5 dBA for subsequent intervening structures), as recommended by the Caltrans Technical Noise Supplement.

41.4

51.4

18

For Regal Cinemas an additional 3 dBA was given for a partial noise barrier (FHWA, RCNM User's Guide, 2006)

900

El Dorado Hills Kindercare

11.5

9.0

0.4

0.4

51.8

| El Dorado Hills Construction | Architectural Coating |
|------------------------------|-----------------------|
| Reference Noise Distance | 50 |

|--|

| Reference Noise Level (RCNM) | 77.7 | | | | | |
|------------------------------|-----------------|------------|--------------|---------------|-------------|----------|
| | | | Maximum | | | |
| | | | Construction | Existing | | |
| | | Mitigation | Noise Level | Ambient (dBA, | New Ambient | |
| Sensitive Receptor | Distance (feet) | Factor | (RCNM) | Leq) | (dBA, Leq) | Increase |
| Regal Cinemas | 220 | 9 | 55.8 | 51.4 | 57.2 | 5.8 |
| Holiday Inn Express | 430 | 6 | 53.0 | 51.4 | 55.3 | 3.9 |
| Lakehills Covenant Church | 900 | 18 | 34.6 | 51.4 | 51.5 | 0.1 |
| El Dorado Hills Kindercare | 900 | 18 | 34.6 | 51.4 | 51.5 | 0.1 |

A 3 dBA reduction was given for mufflers.

A 6 dBA attenuation is included for hard ground surfuce, and 3 dBA reduction is given for the first row of buildings intervening between the construction site and sensitive receptors (1.5 dBA for subsequent intervening structures), as recommended by the Caltrans Technical Noise Supplement.

For Regal Cinemas an additional 3 dBA was given for a partial noise barrier (FHWA, RCNM User's Guide, 2006)

For Lakehills Covenant Church an additional 15 dBA was given for an obstruction that completely breaks the line-of-site with the noise source (Ibid.)

El Dorado Hills Stationary HVAC Noise

Reference Noise Distance

100

| Reference Noise Level | 45 | | | | | |
|----------------------------|----------|------------|---------|------------|------------|----------|
| | | | Maximum | | | |
| | | | Noise | Existing | New | |
| | Distance | Attenuatio | Level | Ambient | Ambient | |
| Sensitive Receptor | (feet) | n Factors | (dBA) | (dBA, Leq) | (dBA, Leq) | Increase |
| Regal Cinemas | 220 | 9 | 29.2 | 51.4 | 51.4 | 0.0 |
| Holiday Inn Express | 430 | 6 | 26.3 | 51.4 | 51.4 | 0.0 |
| Lakehills Covenant Church | 900 | 18 | 7.9 | 51.4 | 51.4 | 0.0 |
| El Dorado Hills Kindercare | 900 | 18 | 7.9 | 51.4 | 51.4 | 0.0 |

A 6 dBA attenuation was given for hard ground surfuce, and 3 dBA reduction was given for the first row of buildings intervening between the construction site and sensitive receptors (1.5 dBA for subsequent intervening structures), as recommended by the Caltrans Technical Noise Supplement.

For Regal Cinemas an additional 3 dBA was given for a partial noise barrier (FHWA, RCNM User's Guide, 2006)

For Lakehills Covenant Church an additional 15 dBA was given for an obstruction that completely breaks the line-of-site with the noise source (Ibid.) For El Dorado Hills Kindercare an additional 15 dBA was given for an obstruction that completely breaks the line-of-site with the noise source (Ibid.)

El Dorado Hills Parking Noise

| Reference Noise Distance | 50 | | | | | |
|----------------------------|--------------------|------------|------|----------------------------------|------------------------------|----------|
| Reference Noise Level | 70 | | | | | |
| Sensitive Receptor | Distance (feet) | Attenuatio | | Existing Ambient (dBA_Leg) | New Ambient (dBA, Leq) | Increase |
| Regal Cinemas | 220 | | 48.1 | 51.4 | | 1 7 |
| Holiday Inn Express | 430 | - | 45.3 | | | 1.7 |
| Lakehills Covenant Church | 900 | 18 | 26.9 | 51.4 | 51.4 | 0.0 |
| El Dorado Hills Kindercare | 900 | 18 | 26.9 | | 51.4 | 0.0 |

A 6 dBA attenuation was given for hard ground surfuce, and 3 dBA reduction was given for the first row of buildings intervening between the construction site and sensitive receptors (1.5 dBA for subsequent intervening structures), as recommended by the Caltrans Technical Noise Supplement.

For Regal Cinemas an additional 3 dBA was given for a partial noise barrier (FHWA, RCNM User's Guide, 2006)

For Lakehills Covenant Church an additional 15 dBA was given for an obstruction that completely breaks the line-of-site with the noise source (Ibid.) For El Dorado Hills Kindercare an additional 15 dBA was given for an obstruction that completely breaks the line-of-site with the noise source (Ibid.)

El Dorado Hills Cumulative On-Site Operational Noise (HVAC & Parking) Reference Noise Distance -

| Reference Noise Level | (Maximum | noise levels | s combined | from HVAC | and Parking | g Worksheet |
|----------------------------|----------|--------------|------------------------------|---------------------|-------------|-------------|
| | | | Maximum Combined Noise | | New | |
| | Distance | Attenuatio | | Existing Ambient | Ambient | |
| Sensitive Receptor | (feet) | n Factors | (dBA) | (dBA, Leq) | (dBA, Leq) | Increase |
| Regal Cinemas | 220 | 9 | 48.2 | 51.4 | 53.1 | 1.7 |
| Holiday Inn Express | 430 | 6 | 45.4 | 51.4 | 52.4 | 1.0 |
| Lakehills Covenant Church | 900 | 18 | 26.9 | 51.4 | 51.4 | 0.0 |
| El Dorado Hills Kindercare | 900 | 18 | 26.9 | 51.4 | 51.4 | 0.0 |

A 6 dBA attenuation was given for hard ground surfuce, and 3 dBA reduction was given for the first row of buildings intervening between the construction site and sensitive receptors (1.5 dBA for subsequent intervening structures), as recommended by the Caltrans Technical Noise Supplement.

For Regal Cinemas an additional 3 dBA was given for a partial noise barrier (FHWA, RCNM User's Guide, 2006)

For Lakehills Covenant Church an additional 15 dBA was given for an obstruction that completely breaks the line-of-site with the noise source (Ibid.) For El Dorado Hills Kindercare an additional 15 dBA was given for an obstruction that completely breaks the line-of-site with the noise source (Ibid.)

El Dorado Hills Mobile Noise

| Town Center Boulevard Post Street East 246 531 97 377 2 8 1 4 25 3885 54.9 Latrobe Road White Rock Road South 2188 2117 97 2064 2 43 1 21 45 21275 67.7 Valley View Rkwy White Rock Road South 505 563 97 518 2 11 1 5 45 5340 62 Silva Valley Pkwy US50 North 1147 1409 97 1240 2 26 1 13 45 12780 64.3 VEHICLE TYPE % K VIII Auto % MT | 2017 Existing Condition | ons | | | | | | | | | | | | | |
|--|-------------------------|-----------------|------------------|------|------|------|------|------------|----|----|----|-------|-------|----------------|------------------------|
| NAD SEGMENT # VEIL Auto MT HT Speed Add (Avg AM+PM*10) dBA (from TNO) Town Center Boulevard Post Street East 199 487 97 333 2 7 1 3 225 3430 52.2 Latrobe Road White Rock Road South 2125 2103 97 2051 2 42 1 12 45 21140 67.7 White Rock Road South 496 554 97 1050 2 42 1 12 45 11810 66.6 Villey Wexy US50 North 1136 1398 97 1229 2 25 1 13 45 12670 63.8 Existing Plus Project TOT. VEHICLE TYPE % VEHICLE TYPE % 4.8 0BA (from TNA) increase from Town Center Boulevard Post Street South 2138 2117 97 2064 243 1 21 45 21275 <td< th=""><th></th><th></th><th></th><th>TOT</th><th></th><th></th><th>VEI</th><th></th><th>61</th><th></th><th></th><th></th><th></th><th></th><th></th></td<> | | | | TOT | | | VEI | | 61 | | | | | | |
| fmm: tot: AM PM % Auto % MT % Mt Speed Adt (Arg AM+PM + 10), allA (from TNM) Town Center Boulevard Post Street Valley View Pkwy 1225 3430 52.2 Latrobe Road White Rock Road South 2125 2133 97 2144 21 43 21140 67.7 White Rock Road South 4496 554 97 509 2 42 1 12 45 21200 68.6 Silva Valley View Wwy Wite Rock Road South 4496 554 97 1146 2 24 1 12 45 5250 61.6 Silva Valley Pkwy UIS50 North 1136 1398 97 1229 2 25 1 13 45 12670 63.8 Existing Plus Project TOT. Center Boulevard Post Street Add Mat (from TNM) for mark (from TNM) for mark (from TNM) for mark (from TNM) f | | | | | - | | VEH | | %0 | | | | | | |
| Town Center Boulevard Post Street Last 199 447 97 333 2 7 1 3 25 3430 52.2 Latrobe Road White Rock Road South 2125 2103 97 2051 2 42 1 21 45 1140 67.7 White Rock Road South 4986 556 97 1146 2 24 1 121 45 1140 66.6 Valley View Pkwy USS0 North 1136 1566 516 516 525 61.6 516 526 97 1228 2 25 1 13 45 12.670 63.8 VEH VEHCLE TYPE % VEHCLE TYPE % Tort VEHCLE TYPE % VEHCLE TYPE % Tort VEHCLE TYPE % Tort VEHCLE TYPE % VEHCLE TYPE % VEHCLE TYPE % <td< th=""><th>ROAD SEGMENT</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></td<> | ROAD SEGMENT | | | | | | | | | | | | | | |
| Latrobe Road White Rock Road South 2125 2103 97 2051 2 42 1 21 45 21140 67.7 White Rock Road Dost Street Valley View Pkwy White Rock Road South 496 554 97 509 2 11 1 5 45 5250 61.6 Silva Valley Pkwy UISS0 North 1138 1398 97 1228 2 25 1 13 45 12670 63.8 Existing Plus Project TOT: VEHICLE TYPE % Min HT Sped Adt dBA (from TNM) herease from Town Center Boulevard Post Street East 246 531 97 377 2 8 1 4 25 3885 54.9 Latrobe Road White Rock Road South 2138 2117 97 2064 2 43 1<21 45 12150 67.3 Valle View Pkwy 1072 <th></th> | | | | | | | | | | | | | | | |
| White Rock Road Post Street Valley View Pkwy Usso North 1039 1233 97 1146 2 24 1 12 45 11810 66.6 Silva Valley View Pkwy USSO North 1136 1398 97 1229 2 25 1 13 45 12670 63.8 Existing Plus Project TOT. VEHICLE TYPE % MT MT Speed Adt dBA (from TNM) Increase from Town Center Boulevard Fost: Street East 246 531 97 377 2 8 1 4 25 3885 54.9 Latrobe Road White Rock Road South 2138 97 518 11 1 45 12127 67.7 Valley View Pkwy USSO North 1147 1409 97 1240 2 26 1 13 45 12120 67.3 Valley View Pkwy USSO North 1147 1409 | | | | | | | | | | 1 | | | | | |
| Valley View Plewy White Rock Road South 496 554 97 509 2 11 1 5 45 5230 61.6 Silva Valley Plewy US50 North 1136 1398 97 1229 2 25 1 13 45 12670 63.8 Existing Plus Project TOT. VEHCLE TYPE % TOT. VEHCLE TYPE % TOT. VEHCLE TYPE % ROAD SEGMENT form: to: AM PM Auto MT HT Speed Adt dBA (from TNM) herease from Torn Center Boulevard Post Street Valley View Plewy 1072 1358 97 1179 2 4 1 2 45 21275 67.7 Valley View Plewy White Rock Road South 505 563 97 1179 2 2 1 12 45 12750 67.3 Silva Valley Plewy White Rock Road South 505 563 97 117 | | | | | | | | | | 1 | | | | | |
| Silva Valley Pkwy USS0 North 1136 1398 97 1229 2 25 1 13 45 12670 63.8 Existing Plus Project TOT. VEHICLE TYPE % MI MII MIIIII MI | | | | | | | - | | | 1 | | | | | |
| Existing Plus Project TOT. VEHILLE TYPE % ROAD SEGMENT iv And PM And MT % HT Speed Adt dBA (from TNM) increase from Town Center Boulevard Post Street East 246 531 97 377 2 8 1 4 25 3885 54.9 Latrobe Road White Rock Road South 2138 2117 97 2064 2 43 1 2 4 5 12150 67.3 Valley View Pkwy White Rock Road South 505 563 97 518 2 11 1 5 45 5340 62 5349 62 5349 62 5349 62 53 5340 62 5349 62 53 5340 62 5340 62 5349 62 53 5340 62 53 64.3 53 5340 65 55 63 | | | | | | | | | | 1 | - | | | | |
| TOT. VEH.LE TYPE % from: tor: AM PM Auto MT HT Speed Adt GBA (from TNM) Increase from Town Center Boulevard Post Street East 246 531 97 377 2 8 1 4 25 3805 54.9 1 Latrobe Road White Rock Road South 2138 2117 97 2064 2 43 1 21 45 21275 67.7 White Rock Road South 505 563 97 518 2 11 1 5 45 5340 62 Silva Valley Plewy US50 North 1147 1409 97 1240 2 26 1 13 45 12780 64.3 Future No Project TOT. TOT. VEHICLE TYPE % MT MT MT Seed Adt dBA (from TNM) Town Center Boulevard Post Street East | Silva Valley Pkwy | US50 | North | 1136 | 1398 | 97 | 1229 | 2 | 25 | 1 | 13 | 45 | 12670 | 63.8 | |
| BOAD SEGMENT # VEH. Auto MT HT Speed Add dBA (from TNM) Increase from Town Center Boulevard Post Street East 246 531 97 377 2 8 1 4 25 3885 54.9 Latrobe Road White Rock Road South 2138 2117 97 2064 2 43 1 21 45 21275 67.7 White Rock Road South 505 563 97 518 2 11 1 5 45 5340 62 Silva Valley Pkwy US50 North 1147 1409 97 1240 2 26 1 13 45 12780 64.3 Future No Project TOT. VEHICLE TYPE % Town Center Boulevard Post Street East 254 522 97 376 2 8 1 4 25 3880 55 Latrobe R | Existing Plus Project | | | | | | | | | | | | | | |
| from: to: AM PM % Auto % MT % HT Speed Adt dBA (from TNM) Increase from Town Center Boulevard Post Street East 246 531 97 377 2 8 1 4 25 3885 54.9 Latrobe Road White Rock Road South 2138 2117 97 2064 2 43 1 21 45 21275 67.7 White Rock Road South 505 563 97 518 2 11 1 5 45 5340 62 531 67.3 1240 2 26 1 13 45 12780 64.3 Silva Valley Pkwy US50 North 1147 1409 97 1240 2 26 1 13 45 12780 64.3 Tor. Tor. Tor. Tor. Auto MT MT MT MT MT <td>DOAD SECMENT</td> <td></td> <td></td> <td></td> <td>-</td> <td>A</td> <td>VEH</td> <td></td> <td>%</td> <td>UT</td> <td></td> <td></td> <td></td> <td></td> <td></td> | DOAD SECMENT | | | | - | A | VEH | | % | UT | | | | | |
| Town Center Boulevard Post Street East 246 531 97 377 2 8 1 4 25 3885 54.9 Latrobe Road White Rock Road South 2138 2117 97 2064 2 43 1 21 45 21275 67.7 Valley View Pkwy White Rock Road South 505 563 97 518 2 111 1 5 45 5340 62 Silva Valley Pkwy US50 North 1147 1409 97 1240 2 26 1 13 45 12780 64.3 VEHL YUEH Auto MT % MT % MT Speed Adt dBA (from TNM) Town Center Boulevard Post Street East 254 522 97 376 2 8 1 4 25 3880 55 Latrobe Road White Rock Road South 3038 | KOAD SEGMENT | from: | to: | | PM | | Auto | | MT | | НТ | Sneed | Adt | IBA (from TNM) | Increase from Existing |
| Latrobe Road White Rock Road South 2138 2117 97 2064 2 43 1 21 45 21275 67.7 White Rock Road Post Street Valley View Pkwy 1072 1358 97 1179 2 24 1 12 45 12150 67.3 Silva Valley Pkwy White Rock Road South 505 563 97 518 2 11 1 5 455 5340 62 Silva Valley Pkwy US50 North 1147 1409 97 1240 2 26 1 13 45 12780 64.3 Future No Project TOT: VEHICLE TYPE % ROAD SEGMENT # VEH. Auto MT HT Speed Adt dBA (from TNM) Town Center Boulevard Post Street East 254 522 97 376 2 8 1 4 25 3880 55 Latrobe Road White Rock Road South 3038 2960 97 2909 <td>Town Center Boulevard</td> <td></td> <td>2.7</td> | Town Center Boulevard | | | | | | | | | | | | | | 2.7 |
| White Rock Road Post Street Valley View Pkwy Intercess from Valley View Pkwy White Rock Road South 505 553 97 518 2 11 1 5 445 5340 62 Silva Valley Pkwy US50 North 1147 1409 97 1240 2 26 1 13 45 12780 64.3 Future No Project TOT. ************************************ | | | | | | | - | | - | 1 | | | | | 0 |
| Valley View Pkwy White Rock Road South 505 563 97 518 2 11 1 5 45 5340 62 Silva Valley Pkwy US50 North 1147 1409 97 1240 2 26 1 13 45 5340 62 Future No Project TOT. VEHICLE TYPE % Matter Mit MT % MT Speed Adt dBA (from TNM) Town Center Boulevard Post Street East 254 522 97 376 2 8 1 4 25 3880 55 Latrobe Road White Rock Road South 3038 2960 97 2909 2 60 1 30 45 2990 69.1 White Rock Road South 3038 2960 97 2909 2 60 1 30 45 2990 69.1 Wailey View Pkwy White Rock Road South 616 800 97 687 2 14 < | | | | | | | | | | 1 | | | | | 0.7 |
| Silva Valley Pkwy US50 North 1147 1409 97 1240 2 26 1 13 45 12780 64.3 Future No Project TOT. VEHICLE TYPE % MIT HT Speed Adt dBA (from TM) TOT. VEHICLE TYPE % Town Center Boulevard Post Street East 254 522 97 376 2 8 1 4 25 3880 55 Latrobe Road White Rock Road South 3038 2960 97 2909 2 60 1 30 45 2990 69.1 White Rock Road South 616 800 97 687 2 14 1 7 45 7080 68.9 2 VEHI. Colspan="4">VEHICLE TYPE % TOT. VEHICLE TYPE % TOT. VEHICLE TYPE % TOT. VEHICLE TYPE % <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td></td><td>0.4</td></t<> | | | | | | | | | | 1 | | | | | 0.4 |
| VEHICLE TYPE % ROAD SEGMENT # VEH. Auto MT MT Speed Adt dBA (from TNM) Town Center Boulevard Post Street East 254 522 97 376 2 8 1 4 25 3880 55 Latrobe Road White Rock Road South 3038 2960 97 2909 2 60 1 30 45 29990 69.1 White Rock Road South 3038 2960 97 2909 2 60 1 30 45 29990 69.1 White Rock Road South 616 800 97 687 2 14 1 7 45 7080 63.2 Silva Valley Pkwy US50 North 2497 2258 97 2306 2 48 1 24 45 23775 67 Form: to: TOT. VEHICLE TYPE % ROAD SEGMENT | | | | | | | | | | 1 | | | | | 0.5 |
| TOT. VEHICLE TYPE %. ROAD SEGMENT # VEH. Auto MT MT Speed Adt dBA (from TNM) Town Center Boulevard Post Street East 254 522 97 376 2 8 1 4 25 3880 55 Latrobe Road White Rock Road South 3038 2960 97 2909 2 60 1 30 45 29990 69.1 White Rock Road South 3038 2960 97 1700 2 35 1 18 45 17530 68.9 Valley View Pkwy US50 North 2497 2258 97 2306 2 48 1 24 45 23775 67 TOT. VEHICLE TYPE %. ROAD SEGMENT # VEH. Auto MT MT 1 7 45 7080 63.2 TOT. VEHICLE TYPE %. ROAD SEGMENT | , | • | • | | | • | | * | • | | | • | • | • | |
| ROAD SEGMENT # VEH. Auto MT HT Speed Adt dBA (from TNM) Town Center Boulevard Post Street East 254 522 97 376 2 8 1 4 25 3880 55 Latrobe Road White Rock Road South 3038 2960 97 2909 2 60 1 30 45 29990 69.1 White Rock Road Post Street Valley View Pkwy 1613 1894 97 1700 2 35 1 18 45 17530 68.9 Valley View Pkwy White Rock Road South 616 800 97 687 2 14 1 7 45 7080 63.2 Silva Valley Pkwy US50 North 2497 2258 97 2306 2 48 1 24 45 23775 67 TOT. VEHICLE TYPE % ROAD SEGMENT TOT. </td <td>Future No Project</td> <td></td> | Future No Project | | | | | | | | | | | | | | |
| ROAD SEGMENT # VEH. Auto MT HT Speed Adt dBA (from TNM) Town Center Boulevard Post Street East 254 522 97 376 2 8 1 4 25 3880 55 Latrobe Road White Rock Road South 3038 2960 97 2909 2 60 1 30 45 29990 69.1 White Rock Road Post Street Valley View Pkwy 1613 1894 97 1700 2 35 1 18 45 17530 68.9 Valley View Pkwy White Rock Road South 616 800 97 687 2 14 1 7 45 7080 63.2 Silva Valley Pkwy US50 North 2497 2258 97 2306 2 48 1 24 45 23775 67 Future Plus Proposed Project TOT. VEHICLE TYPE % | | | | TOT | | | VEH | ICI E TYPE | 0k | | | | | | |
| from: to: AM PM % Auto % MT % HT Speed Adt dBA (from TNM) Town Center Boulevard Post Street East 254 522 97 376 2 8 1 4 25 3880 55 Latrobe Road White Rock Road South 3038 2960 97 2909 2 60 1 30 45 29990 69.1 White Rock Road Post Street Valley View Pkwy 1613 1894 97 1700 2 35 1 18 45 17530 68.9 Valley View Pkwy White Rock Road South 616 800 97 687 2 14 1 7 45 7080 63.2 Silva Valley Pkwy US50 North 2497 2258 97 2306 2 48 1 24 45 23775 67 Tor. VEHIC | ROAD SEGMENT | | | | - | Auto | 1211 | | 10 | HT | | | | | |
| Latrobe Road White Rock Road South 3038 2960 97 2909 2 60 1 30 45 2990 69.1 White Rock Road Post Street Valley View Pkwy 1613 1894 97 1700 2 35 1 18 45 17530 68.9 Valley View Pkwy White Rock Road South 616 800 97 687 2 14 1 7 45 7080 63.2 Silva Valley Pkwy US50 North 2497 2258 97 2306 2 48 1 24 45 23775 67 Future Plus Proposed Project TOT. VEHICLE TYPE % ROAD SEGMENT # VEH. Auto MT HT Speed Adt< dBA (from TNM) Increase from Town Center Boulevard Post Street East 298 564 97 418 2 9 1 4 25 4310 55.4 | | from: | to: | | PM | | Auto | | MT | | HT | Speed | Adt | IBA (from TNM) | |
| White Rock Road Post Street Valley View Pkwy 1613 1894 97 1700 2 35 1 18 45 17530 68.9 Valley View Pkwy White Rock Road South 616 800 97 687 2 14 1 7 45 7080 63.2 Silva Valley Pkwy US50 North 2497 2258 97 2306 2 48 1 24 45 23775 67 Future Plus Proposed Project TOT. VEHICLE TYPE % ROAD SEGMENT # VEH. Auto MT HT Speed Adt <dba (from="" td="" tnm)<=""> Increase from Town Center Boulevard Post Street East 298 564 97 418 2 9 1 4 25 4310 55.4</dba> | Town Center Boulevard | Post Street | East | 254 | 522 | 97 | 376 | 2 | 8 | 1 | 4 | 25 | 3880 | 55 | |
| Valley View Pkwy White Rock Road South 616 800 97 687 2 14 1 7 45 7080 63.2 Silva Valley Pkwy US50 North 2497 2258 97 2306 2 48 1 24 45 23775 67 Future Plus Proposed Project TOT. VEHICLE TYPE % MIT HT from: to: AM PM % Auto % MT % HT Speed Adt< | Latrobe Road | White Rock Road | South | 3038 | 2960 | 97 | 2909 | 2 | 60 | 1 | 30 | 45 | 29990 | 69.1 | |
| Silva Valley Pkwy US50 North 2497 2258 97 2306 2 48 1 24 45 23775 67 Future Plus Proposed Project TOT. VEHICLE TYPE % ROAD SEGMENT # VEH. Auto MT HT from: to: AM PM % Auto % MT % HT Speed Adt dBA (from TNM) Increase from Town Center Boulevard Post Street East 298 564 97 418 2 9 1 4 25 4310 55.4 | White Rock Road | Post Street | Valley View Pkwy | 1613 | 1894 | 97 | 1700 | 2 | 35 | 1 | 18 | 45 | 17530 | 68.9 | |
| TOT. VEHICLE TYPE % ROAD SEGMENT # VEH. from: to: Auto MT HT from: to: AM PM % Auto % MT % HT Speed Adt dBA (from TNM) Increase from Town Center Boulevard Post Street East 298 564 97 418 2 9 1 4 25 4310 55.4 | Valley View Pkwy | White Rock Road | South | 616 | 800 | 97 | 687 | 2 | 14 | 1 | 7 | 45 | 7080 | 63.2 | |
| VEHICLE TYPE % ROAD SEGMENT # VEH. Auto MT HT from: to: AM PM % Auto % MT % HT Speed Adt dBA (from TNM) Increase from Town Center Boulevard Post Street East 298 564 97 418 2 9 1 4 25 4310 55.4 | Silva Valley Pkwy | US50 | North | 2497 | 2258 | 97 | 2306 | 2 | 48 | 1 | 24 | 45 | 23775 | 67 | |
| VEHICLE TYPE % ROAD SEGMENT # VEH. MI HT from: to: AM PM % Auto % MT HT Town Center Boulevard Post Street East 298 564 97 418 2 9 1 4 25 4310 55.4 | | D | | | | | | | | | | | | | |
| ROAD SEGMENT # VEH. Auto MT HT from: to: AM PM % Auto % MT % HT Speed Add dBA (from TNM) Increase from Town Center Boulevard Post Street East 298 564 97 418 2 9 1 4 25 4310 55.4 | Future Plus Proposed | Project | | | | | | | | | | | | | |
| ROAD SEGMENT # VEH. Auto MT HT from: to: AM PM % Auto % MT % HT Speed Add dBA (from TNM) Increase from Town Center Boulevard Post Street East 298 564 97 418 2 9 1 4 25 4310 55.4 | | | | TOT. | | | VEH | ICLE TYPE | % | | | | | | |
| from: to: AM PM % Auto % MT % HT Speed Add dBA (from TNM) Increase from Town Center Boulevard Post Street East 298 564 97 418 2 9 1 4 25 4310 55.4 | ROAD SEGMENT | | | | - | Auto | | | ,- | HT | | | | | |
| | | from: | to: | | PM | | Auto | | MT | | HT | Speed | Adt o | IBA (from TNM) | Increase from Base |
| | Town Center Boulevard | Post Street | East | | | | 418 | 2 | 9 | 1 | 4 | 25 | 4310 | 55.4 | 0.4 |
| Latrobe Road White Rock Road South 3050 2970 97 2920 2 60 1 30 45 30100 69.2 | Latrobe Road | White Rock Road | South | 3050 | 2970 | 97 | 2920 | 2 | | 1 | 30 | 45 | 30100 | 69.2 | 0.1 |
| White Rock Road Post Street Valley View Pkwy 1644 1924 97 1730 2 36 1 18 45 17835 69 | White Rock Road | Post Street | Valley View Pkwy | 1644 | 1924 | | 1730 | 2 | 36 | 1 | 18 | 45 | 17835 | 69 | 0.1 |
| Valley View Pkwy White Rock Road South 630 810 97 698 2 14 1 7 45 7200 63.3 | Valley View Pkwy | White Rock Road | South | 630 | 810 | 97 | 698 | 2 | 14 | 1 | 7 | 45 | 7200 | 63.3 | 0.1 |
| Silva Valley Pkwy US50 North 2510 2270 97 2318 2 48 1 24 45 23900 67 | Silva Valley Pkwy | US50 | North | 2510 | 2270 | 97 | 2318 | 2 | 48 | 1 | 24 | 45 | 23900 | 67 | 0 |

Traffic mix from 2014 Noise Report (J.C. Brennan & Associates, Inc, Environmental Noise Analysis El Dorado Hills Apartments, 2014), table 4.

| Impact Sciences jjerome | | | | | | /lay-17 12.5 :ulated wi | d with TNM 2.5 | | | | | | | | | | |
|---|--------------|-----------------------|-----------------------------------|-----------------------|--------------------------------------|---|--------------------------------------|------|---|-------------|---------------------------------|------------------|-----------------------------|----------------------------|--|--|--|
| RESULTS: SOUND LEVELS PROJECT/CONTRACT: RUN: BARRIER DESIGN: | 6 | Existing | do Hills Conditions HEIGHTS | | | Average pavement type shall be used unless a State highway agency substantiates the use | | | | | | | | | | | |
| ATMOSPHERICS: | | 68 deg | F, 50% RH | | | | | of | of a different type with approval of FHWA. | | | | | | | | |
| Receiver Name | No. | #DUs | Existing Ldn | Ldn | Barrier ulated Crit'n | | ease over e culated Crit'i Sub | n Im | With Barrier Type Calculated Noise Reduction Impact Ldn Calculated Goal | | | | Calculated minus Goal | | | | |
| | | | dBA | dBA | dBA | dB | dB | | | dBA | dB | dB | dB | I. | | | |
| Town Center from Post Eas Latrobe from White Rock So White Rock from Post to Va Valley View from White Roc Silva Valley from 50 North | outl Iley | 1 3 5 6 8 | 1 1 1 1 | 0 0 0 0 | 52.2 67.7 66.6 61.6 63.8 | 66 66 66 66 66 | 52.2 67.7 66.6 61.6 63.8 | | Snd Lvl Snd Lvl | 6 6 6 | 2.2 7.7 6.6 1.6 3.8 | 0 0 0 0 | 8 8 8 8 8 | -8 -8 -8 -8 -8 | | | |
| Dwelling Units | | # DUs | Noise F Min dB | Reductio Avg dB | | | | | | | | | | | | | |
| All Selected All Impacted All that meet NR Goal | | | 5 2 0 | 0 0 0 | 0 0 0 | 0 0 0 | | | | | | | | | | | |

| Impact Sciences jjerome | ome TNM 2.5 | | | | | | | | | | | | | | | | | | | |
|---|-------------|-----------------------|---------------------------------------|-----------------------|------------------------------------|----------------------|--|--|------|---|-----------------------|------------------|-----------------------------|--|--|--|--|--|--|--|
| RESULTS: SOUND LEVELS PROJECT/CONTRACT: RUN: BARRIER DESIGN: | | Existing | do Hills 9 Plus Proje 1 HEIGHTS | ect | | | Average pavement type shall be used unless a State highway agency substantiates the use | | | | | | | | | | | | | |
| ATMOSPHERICS: | | 68 deg | F, 50% RH | ł | | | | of a different type with approval of FHWA. | | | | | | | | | | | | |
| Receiver Name | No. | #DUs | Existing Ldn | Ldn | Barrier culated Crit'n | | rease over e culated Crith Sub | n Impa | Calc | With Barrier Calculated Noise Reduction Ldn Calculated Goal | | | Calculated minus Goal | | | | | | | |
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB | u | | | | | | | |
| Town Center from Post East Latrobe from White Rock South White Rock from Post to Valley View Valley View from White Rock South Silva Valley from 50 North | | 1 3 5 6 8 | 1 1 1 1 | 0 0 0 0 | 54.9 67.7 67.3 62 64.3 | 66 66 66 66 | 54.9 67.7 67.3 62 64.3 | 10 10 Snd 10 Snd 10 10 | | 54.9 67.7 67.3 62 64.3 | 0 0 0 0 0 | 8 8 8 8 | -8 -8 -8 -8 | | | | | | | |
| Dwelling Units | | # DUs | Noise Min dB | Reductic Avg dB | | | | | | | | | | | | | | | | |
| All Selected All Impacted All that meet NR Goal | | | 5 2 0 | 0 0 0 | 0 0 0 | 0 0 0 | | | | | | | | | | | | | | |

| Impact Sciences jjerome | 8-May-17 TNM 2.5 Calculated with TNM 2.5 | | | | | | | | | | | | | | |
|---|--|--|----------------------|----------------------|----------------------------------|-------------------------------------|----------------------|----------------------------------|---|--|--------------------|----------------------------------|--|------------------|----------------------------|
| RESULTS: SOUND LEVELS PROJECT/CONTRACT: EI Dorado Hills RUN: Future No Project BARRIER DESIGN: INPUT HEIGHTS ATMOSPHERICS: 68 deg F. 50% RH | | | | | | | | | | Average p a State hi | pavemen ghway a | gency sub | ll be used un stantiates the val of FHWA | e use | |
| ATMOSPHERICS: 68 deg F, 50% RH | | | | | | | | | | or a unier | ent type | with applo | | ۱. | |
| Receiver Name | No. | . #DUs Existing No Barrier Ldn Ldn Calculated Crit'n | | | | rease over o culated Crit Sul | | Type Impact | With Barrier Calculated Noise Reduction Ldn Calculated Goal | | | Calculated minus Goal | | | |
| | | | dBA | dBA | Ą | dBA | dB | dB | | | dBA | dB | dB | dB | |
| Town Center from Post East Latrobe from White Rock South White Rock from Post to Valley View Valley View from White Rock South Silva Valley from 50 North | | 1 3 5 6 8 | 1 1 1 1 | 0 0 0 0 | 55 69.1 68.9 63.2 67 |) | 66 66 66 66 | 55 69.1 68.9 63.2 67 | 10 10 10 | Snd Lvl Snd Lvl Snd Lvl Snd Lvl | e | 55 59.1 58.9 53.2 67 | 0 0 0 0 | 8 8 8 8 | -8 -8 -8 -8 -8 |
| Dwelling Units | | # DUs | Noise F Min dB | Reducti Avg dB | g | Max dB | | | | | | | | | |
| All Selected All Impacted All that meet NR Goal | | | 5 3 0 | 0 0 0 | (((|) | 0 0 0 | | | | | | | | |

| Impact Sciences 8-May- jjerome TNM 2.5 Calculat | | | | | | | | | | 12.5 | with TNM | 25 | | | | |
|--|------------------------------------|-----------------------|-------|----------------------|---|--|----------|---|----------------------------------|----------------|--|---|----------|------------------|-----------------------------|----------------------------|
| RESULTS: SOUND LEVE PROJECT/CONTRACT: RUN: BARRIER DESIGN: | o Hills lus Project HEIGHTS | | | | | Unic | Julatou | ed with TNM 2.5 Average pavement type shall be used unless a State highway agency substantiates the use | | | | | | | | |
| ATMOSPHERICS: | ATMOSPHERICS: 68 deg | | | | | F, 50% RH of a different type with approva | | | | | | | | | | |
| Receiver Name | 1 | | | Existing Ldn | ng No Barrier Ldn Calculated Crit'n | | | Increase over existing Calculated Crit'n Sub'l Inc | | | Type Impact | With Barrier Calculated Noise Reduction Ldn Calculated Goal | | | Calculated minus Goal | |
| | | | | dBA | dBA | dE | BA | dB | dB | | | dBA | dB | dB | dB | |
| Town Center from Post E Latrobe from White Rock White Rock from Post to Valley View from White F Silva Valley from 50 Nort | South Valley View Rock South | 1 3 5 6 8 | | 1 1 1 1 | 0 0 0 0 | 55.4 69.2 69 63.3 67 | | 66 66 66 66 66 | 55.4 69.2 69 63.3 67 | 10 10 10 | Snd Lvl Snd Lvl Snd Lvl Snd Lvl | 63 | .2 39 | 0 0 0 0 | 8 8 8 8 | -8 -8 -8 -8 -8 |
| Dwelling Units | | | # DUs | Noise F Min dB | Reduction Avg dB | | lax B | | | | | | | | | |
| All Selected All Impacted All that meet NR Goal | | | | 5 3 0 | 0 0 0 | 0 0 0 | | 0 0 0 | | | | | | | | |