



El Dorado Hills Area Planning Advisory Committee

Wednesday February 10 , 2021

7:00PM

VIRTUAL MEETING via ZOOM

Attendees via ZOOM or via Phone-in Option will be **MUTED**
until Designated periods when the meeting is opened to
Public Comment on each Agenda Item

To Submit Public Comment click the **RAISE HAND** button in
ZOOM, or **press *9** over the phone



1. Call To Order

2020 Chair: John Davey

2020 Vice Chair: John Raslear

2020 Vice Chair Tim White

2020 Secretary Brooke Washburn



2. Adoption of Meeting Agenda

El Dorado Hills Area Planning Advisory Committee

APAC 2021 Officers

John Davey, Chair jdavey@daveygroup.net
John Raslear, Vice Chair jrazzpub@sbcglobal.net
Timothy White, Vice Chair twhite1@gmail.com
Brooke Washburn, Secretary washburn_bew@yahoo.com

1021 Harvard Way, El Dorado Hills, CA 95762



AGENDA FOR MEETING: February 10, 2021, 7:00 PM

Held at: **VIRTUAL MEETING ONLINE:**

Join Zoom Meeting <https://us02web.zoom.us/j/86082555866>

PHONE IN OPTION (669) 900-9128 Meeting ID: 860 8255 5866

Meetings are recorded in video format

1. Call to Order
2. Adoption of Meeting Agenda
3. Public Comment
4. Supervisor Communications: Supervisor John Hidahl
5. Guest Speaker: N/A
6. APAC Projects
 - a) **UPDATE: Capital Southeast Connector JPA Executive Director Derek Minnema**
CSC JPA Executive Director Minnema will update the JPA project status. EDH APAC White Rock Road Noise Study Report Subcommittee members will also provide more details about resident concerns for the El Dorado County Segments of the CSC JPA route from the El Dorado County line to Latrobe Road, and east to the Silva Valley Parkway-US50 interchange.
 - b) **UPDATE *Notification - No Review* Subcommittee assignments**
EDH APAC is seeking members and community residents to volunteer to study projects as part of the following subcommittees:
Creekside Village Specific Plan
Carson Creek Village
 - c) **UPDATE *Notification - No Review* EDH area project updates.**
7. Adjournment:

The Next EDH APAC meeting is: **Wednesday March 10, 2021 7PM**
Depending upon current COVID restrictions Either Virtual online session, or at the El Dorado Hills Community Services District Norm Rowett Pavilion 1021 Harvard Way, El Dorado Hills, CA 95762



3. Public Comment

On any matter not on the Agenda

Three minutes provided to each speaker

If you are commenting via ZOOM, use the **RAISE HAND button**

If you are commenting via telephone call **press *9**

Commenters:

Please Give Your Name So We Can Correctly Record Our Meeting Minutes



4. Supervisor Communications

District 1 Supervisor
John Hidahl



5. Guest Speaker

N/A



6. APAC Matters & Projects



UPDATE

Subcommittee:

White Rock Road Noise Study Report





White Rock Road Noise Study Report – D3/E1

SUBCOMMITTEE

- Introduction – John Raslear, APAC Noise Subcommittee Chair
- Overview of White Rock Road Noise Study Report (NSR) E1/D3 – John Raslear
 - Conclusion: An updated NSR is warranted
- Technical presentation of NSR – Jeff Lewis
 - Noise Abatement Criteria (NAC) & Modeling
 - Existing conditions
- Questions? John R. & Jeff



Introduction and Overview

Recommendations of the subcommittee:

- ✓ Update the current noise study to identify additional noise impacts.
- ✓ Prepare a measurement plan for conducting outdoor sound measurement.
- ✓ JPA & El Dorado County DOT survey property owners adjacent to White Rock Road about their need for improvements to sound walls.
- ✓ Implement constructing / adding the justified noise abatement sound walls and other forms of noise abatement.
- ✓ This “noise-barrier” project to begin in the near future seeking funding in lieu of waiting for YEAR 2039. Being pro-active with constructing a noise abatement project in the near future would help reduce the property owners hardships!



White Rock Road Noise Study Report – D3/E1

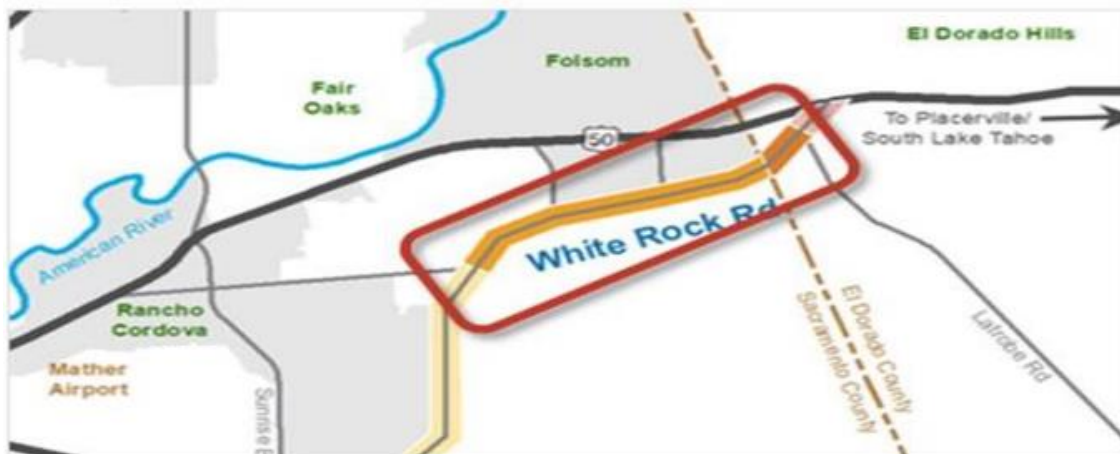
Technical Presentation

Segment D3 - Between Prairie City Road and Carson Crossing Road (El Dorado County Line*)

- Reconstructed new alignment as a four-lane expressway with center earth median and adjacent Class 1 bike/pedestrian path
- Posted speed of 55 MPH

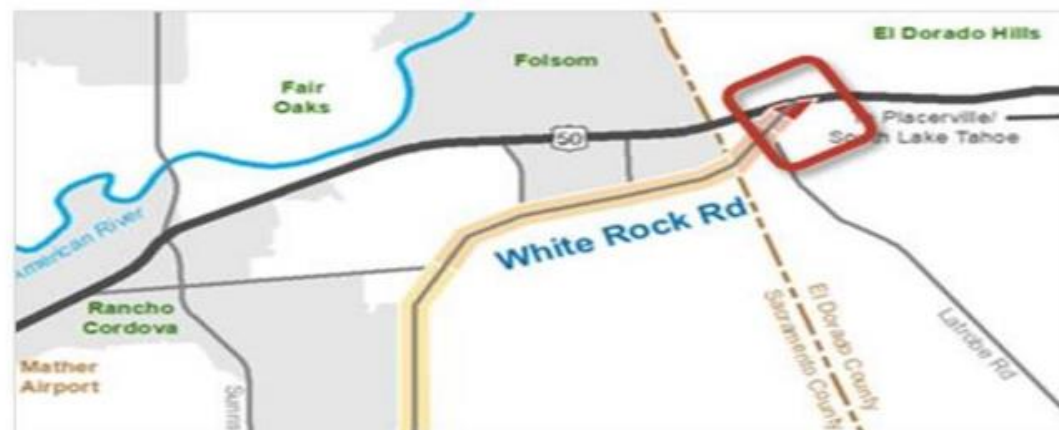
D3 White Rock
to El Dorado

E1 El Dorado
to Latrobe



E2 Latrobe
to US-50

E3 US-50 to
Silva Valley



- Folsom Focus South of 50 Traffic
- <https://www.youtube.com/watch?v=8pzwZOM5CMY&feature=youtu.be>
- Series of Folsom Ranch Videos
- <https://www.youtube.com/playlist?list=PL1WrASffV4f901xFjfyJh5jQOaee1liBw>

☰ Folsom Ranch January 2020



Here's a map of what we just saw
Folsom Plan Area Specific Plan



White Rock Road Noise Study Report – NSR

Segment E1 - Between Carson Crossing Road (El Dorado County Line*) and Latrobe Road

- Widened to a four-lane thoroughfare with curb, gutter, and sidewalk and an on-street Class II bike facility
- Posted speed of 55 MPH





Noise Abatement Criteria (NAC) & Modeling

- *Caltrans Traffic Noise Analysis* used
- Noise Study Report – December 2015 (CEQA - State) & April 2018 (NEPA - Federal)
 - Noise readings made July 2015
 - 20 receptors modeled - 8 of them are between Carson Crossing and Latrobe (Rolling Hills Church)
 - 20 receptors represents 74 dwelling units
- Identify Noise Impact: Approach and / or exceed the NAC (per land category)
 - Within 1 dBA is considered as approaching
 - Substantial noise increase exceeds the existing worst-hour noise level by 12 dBA or more
 - Category B is typically the most common used which 67 dBA is the threshold
- If Noise Impact Identified, determine if abatement is “reasonable/feasible”
- Compare “existing” vs “future” conditions
 - Existing conditions are measured and calibrated
 - Future conditions take into account:
 - Worst-case conditions
 - Traffic: 20-years after project is open
 - Free-flow Level-of Service (LOS)
 - Posted speed (based on 85th percentile of moving traffic)



White Rock Road Noise Study Report

Noise Modeling Rules-of-Thumb

- dBA is the noise metric used to measure noise
- Noise emitter/source - 11.5 ft vehicle smokestack
- Noise receptor – 5.5 ft (livable/useable area)
- Breaking “line of sight” between emitter and receptor will result in a noise reduction of at least 3 dBA’s
- “Doubling” of traffic will result in increase of at least 3 dBA’s
- Reducing distance (1/2) from noise emitter to receptor will result in increase of at least 3 dBA’s
- Walls function in unison (side-by-side) to deflect noise
- Caltrans base cost allowance
 - 2019 reasonable/feasible analysis should use \$107,000
 - 2012 reasonable/feasible analysis should use \$55,000

Table 3-1. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1000 feet	— 100 —	
Gas lawn mower at 3 feet	— 90 —	
Diesel truck at 50 feet at 50 mph	— 80 —	Food blender at 3 feet Garbage disposal at 3 feet
Noisy urban area, daytime	— 70 —	Vacuum cleaner at 10 feet Normal speech at 3 feet
Gas lawn mower, 100 feet Commercial area Heavy traffic at 300 feet	— 60 —	Large business office Dishwasher next room
Quiet urban daytime	— 50 —	
Quiet urban nighttime Quiet suburban nighttime	— 40 —	Theater, large conference room (background)
Quiet rural nighttime	— 30 —	Library Bedroom at night, concert hall (background)
	— 20 —	
	— 10 —	Broadcast/recording studio
	— 0 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: Caltrans 2013.





White Rock Road Noise Study Report

Noise Study Report (NSR) Inconsistencies

- Table B for receptors #1-7a (8 sites) is showing for future conditions (year 2035 used):
 - Noise dBA's "without project" is higher than "with project"
 - Despite 2 additional through-lanes being added to the existing 2 lanes and traffic moving closer to receptors
 - Noise dBA interior of Church (#1) having reduced noise "with project"
 - Noise for receptors #1-7a (**residential**) range from 53-62 dBA
 - Noise for receptors #8-11b (**open areas**) with the same roadway cross-section, range from 57-75 dBA
 - Traffic is moved closer to property, approximately 24-feet (especially on the north side of White Rock) but does not appear to be recognized in modeling
 - 40 mph used for modeling vs 55 (posted) mph
 - ADT of 810 – 1,300 (NSR Table 3.5) used vs 2,200 per AASHTO Green Book
 - Use Level-of-Service (LOS) C to represent free-flow of traffic and worst-case conditions
 - Update truck mix % accordingly based on recent Folsom ordinance of restricting large trucks on Prairie City Road and East Bidwell and forcing them to use White Rock/Latrobe/Silva PKWY connection to HWY 50
 - No noise readings/representation for receptors north of Church and east towards Oakmont development
 - Year 2035 used for "with project" modeling though project will not be funded until year 2039
 - Need modeling 20 years "after" road project is open to traffic (ie. Year 2059)



White Rock Road Noise Study Report

StoneBriar Community

- Built in 80-90's
- Existing block wall (privacy)
- Approx 5 ft wall height
- No noise reduction with wall





White Rock Road Noise Study Report

StoneBriar Community

- Built in 80-90's
- Existing block wall (privacy)
- Approx 5 ft wall height
- No noise reduction with wall





White Rock Road Noise Study Report

Four Seasons Community

- Built in 2005-2008
- Existing block wall
- Approx 8 ft wall height





White Rock Road Noise Study Report

Four Seasons (FS) Community

- Built in 2005-2008
- Existing block wall
- Approx 8 ft wall height
- Rod iron gate on FS trail
- Noise is able to pass through the gate unimpeded





White Rock Road Noise Study Report

Sierra Monte Community

- North of Carson Crossing/White Rock Road Intersection
- Built in 2018-2019
- Existing block wall
- Approx 12 ft wall height
- Reflects new noise abatement standards





White Rock Road Noise Study Report

Sierra Monte Community

- North of Carson Crossing/White Rock Road Intersection
- Built in 2018-2019
- Existing block wall
- Approx 12 ft wall height
- Reflects new noise abatement standards





White Rock Road Noise Study Report

Blackstone Community

- South of White Rock/Latrobe Road intersection
- Built in 2016-2021 (present)
- Existing hybrid wall
 - Block wall
 - Transparent (glass) wall
 - Improve viewshed
- Approx 10 ft wall height
- Reflects new noise abatement standards





White Rock Road Noise Study Report

Blackstone Community

- South of White Rock/Latrobe Road intersection
- Built in 2016-2021 (present)
- Existing block wall
- Approx 14 ft plus wall height
- Reflects new noise abatement standards





White Rock Road Noise Study Report

RECAP:

- Reasons why a new noise study is needed
 - Various changes not known in past studies
 - Folsom Focus South of 50 Traffic
 - <https://www.youtube.com/watch?v=8pzwZOM5CMY&feature=youtu.be>
 - Series of Folsom Ranch Videos
 - <https://www.youtube.com/playlist?list=PL1WrASFfV4f901xFjfyJh5jQOaee1liBw>
 - Incorrect data used in modeling
 - Representation of all receptors
- The low walls in StoneBriar
- The use of transparent (glass) wall additions as an option
- Do abatement now as a “separate noise contract” to reduce impact on project funding
 - El Dorado County Capitol Improvement Plan (CIP) calls for funding the White Rock Road E1 segment year 2039
 - Updated Environmental Documents “re-evaluation” will be needed to support the projects PS&E authorization for construction, which is an eligible cost
 - In lieu of waiting for year 2039 funding cycle, an updated NSR could be done now and warranted abatement could be constructed as an eligible “separate contract” cost
 - Being pro-active with constructing a noise abatement project in the near term would help reduce the property owner’s long-term noise impacts



White Rock Road Noise Study Report

Over the past 14+ years the communities adjacent to the proposed White Rock segment of the JPA Connector have expressed their environmental concerns about the expansion of that road.

The recent decisions of Elk Grove and the City of Folsom to complete their road segments plus the number of changes that have occurred along this corridor will increase the noise level causing additional hardship on property owners. Increasing the damage to their environment and decreasing the value of their homes.

The communities of Four Seasons, StoneBriar, Sierra Monte, ShadowHills, and Spring Field Meadows have formed a subcommittee of the El Dorado Hills Area Planning Advisory Committee to study the increased noise levels stemming from the future JPA SE Connector Project, specifically Segment D3/E1. Segment E1 is from County line to Latrobe Road.

This subcommittee's review of the NSR, has concluded that the existing NSR is in need of updating taking into consideration the following future impacts including: (not inclusive):

- The influx of significant traffic from major development in recent years and future planned including:
- The Folsom Ranch Development
- Sierra Monte Development
- Heritage 1, Heritage 2 , Heritage 3
- Lake View Village Development
- Town Center West Development
- New Empire Ranch Interchanges from White Rock to HWY 50
- The increase of the speed limit to 55 mph
- Folsom banning truck traffic on East Bidwell that will increase truck traffic on White Rock Road
- Following NSR NEPA requirement for addressing project impacts: the existing traffic studies need to be projected out to at least 2059 vs 2035 based on current funding.



White Rock Road Noise Study Report

- Apparent Inconsistencies in Table B for receptors #1-7a is showing:
 - Noise dBA that is actually decreasing (and/or the same) in some cases despite 2 additional through lanes being added to the existing 2 lanes and traffic moving closer to receptors
 - Noise dBA interior of Church (#1) having reduced noise under the Build alternative
 - Noise for receptors #1-7a (residential) range from 53-62 dBA and for receptors #8-11b (open areas) with the same roadway cross-section, range from 57-75 dBA
- Modeling that Impacts to include:
 - Proposed 4-lane cross-section thoroughfare in which traffic is moved closer to property, in some cases approximately 24-feet (especially on the north side of White Rock)
 - Use speed of 55 mph for proposed facility to predict build-out, worst-case (level-of service (LOS) C) alternative vs the 40 mph used for modeling
 - Use LOS C traffic for predicted future (worst case) traffic which equates to 2,200 total PM peak hour traffic vs the 810 – 1,300 (Table 3.5) shown. Based on AASHTO Green Book.
 - Update truck mix % accordingly based on recent Folsom ordinance of restricting large trucks on Prairie City Road and East Bidwell and forcing them to use White Rock/Latrobe/Silva PKWY connection to HWY 50
 - The need to take new noise readings for existing/new receptors as warranted .aka Receptor #R5 (represents 15 dwellings) is a public park which Section 4(f) - parkland protection could be invoked with new readings closer to the existing wall and useable area. #R6 – not sure location (end of a street) was selected?



White Rock Road Noise Study Report

- It is noted in the NSR (2015) that rubberized pavement is being considered for Segment E1:
rubberized pavement can reduce noise in the “short-term” but is not recognized as long-term (perpetuity) NEPA mitigation
- Caltrans Highway Design Manual, Chapter 1100 (September 2006) which states sound walls are required to be designed to intercept the line-of-sight from the exhaust stack of a truck (11.5 ft) to the first tier of receivers (5.5 ft). The communities of StoneBriar, Shadow Hills, Spring Field Meadows have only 5 foot privacy walls and Four Seasons has only 8 foot walls. Recent development along Latrobe Road currently have sound walls over 12 feet .

Recommendations of the subcommittee:

- ✓ Update the current noise study to identify additional noise impacts.
- ✓ Prepare a measurement plan for conducting outdoor sound measurement.
- ✓ JPA & El Dorado County DOT survey property owners adjacent to White Rock Road about their need for improvements to sound walls.
- ✓ Implement constructing / adding the justified noise abatement sound walls and other forms of noise abatement.
- ✓ This “noise-barrier” project to begin in the near future seeking funding in lieu of waiting for YEAR 2039. Being pro-active with constructing a noise abatement project in the near future would help reduce the property owners hardships previously mentioned!

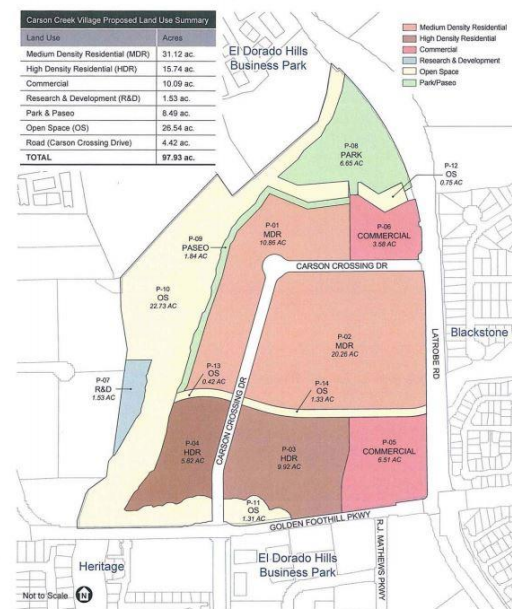
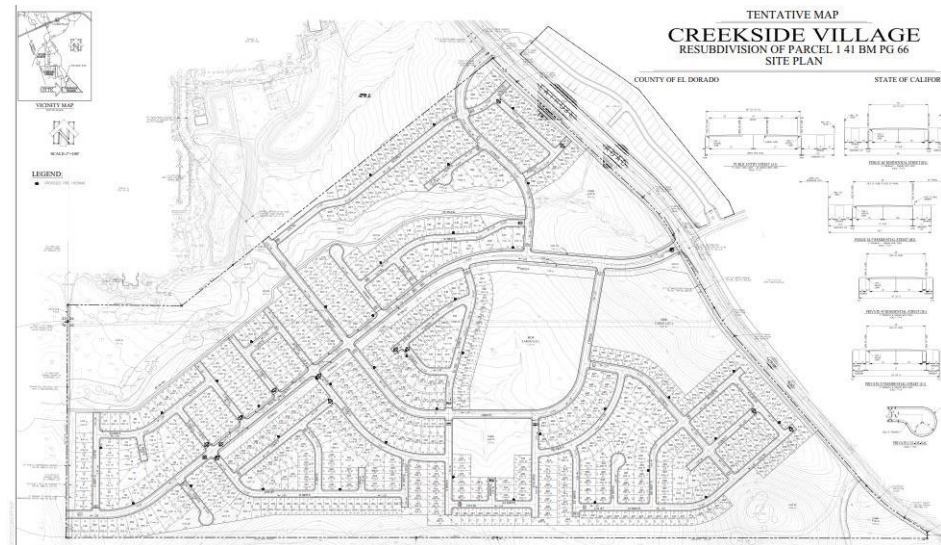


UPDATE

Notification No Review

EDH APAC is seeking members and community residents to volunteer to study projects as part of the following subcommittees:

- Creekside Village Specific Plan
- Carson Creek Village Specific Plan





UPDATE

Notification No Review

El Dorado Hills Area Project Updates



8. Adjournment

Next EDH APAC Meeting

Wednesday

March 10, 2021

7PM

VIRTUAL ONLINE

