APPENDIX I

Noise Model Outputs

Noise Appendix – Field Data Sheets

Leq	Time	Adjustment					
36.3	Midnight	10	46.3	46.3			
37	1	10	47	47			
38.8	2	10	48.8	48.8			
36.4	3	10	46.4	46.4			
38.7	4	10	48.7	48.7			
42.8	5	10	52.8	52.8			
43.5	6	10	53.5	53.5			
45.6	7am		45.6	45.6			
45	8		45	45			
42.4	9		42.4	42.4			
40.7	10		40.7	40.7			
42.4	11		42.4	42.4			
51.7	noon		51.7	51.7			
41.5	1		41.5	41.5			
43.1	2		43.1	43.1			
40.9	3		40.9	40.9			
42.6	4		42.6	42.6			
40.3	5		40.3	40.3			
45.9	6		45.9	45.9			
39.3	7	5	44.3	39.3			
39.5	8	5	44.5	39.5			
38.7	9	5	43.7	38.7			
43	10	10	53	53			
36.6	11	10	46.6	46.6			
			47.7	47.5			
			CNEL	LDN			

Leq	Time	Adjustment					
39	Midnight	10	49	49			
39.4	1	10	49.4	49.4			
39.9	2	10	49.9	49.9			
40	3	10	50	50			
43.7	4	10	53.7	53.7			
46.1	5	10	56.1	56.1			
46.9	6	10	56.9	56.9			
47.2	7am		47.2	47.2			
43.3	8		43.3	43.3			
41.7	9		41.7	41.7			
41.7	10		41.7	41.7			
42.7	11		42.7	42.7			
40.7	noon		40.7	40.7			
41.8	1		41.8	41.8			
40.1	2		40.1	40.1			
40.2	3		40.2	40.2			
40.5	4		40.5	40.5			
39.9	5		39.9	39.9			
42.7	6		42.7	42.7			
41.8	7	5	46.8	41.8			
42.5	8	5	47.5	42.5			
47.4	9	5	52.4	47.4			
41	10	10	51	51			
39.4	11	10	49.4	49.4			
			49.6	49.2			
			CNEL	LDN			

Leq	Time	Adjustment					
38.9	Midnight	10	48.9	48.9			
40.3	1	10	50.3	50.3			
39.9	2	10	49.9	49.9			
39.6	3	10	49.6	49.6			
41.2	4	10	51.2	51.2			
42.8	5	10	52.8	52.8			
45.6	6	10	55.6	55.6			
45.9	7am		45.9	45.9			
43.6	8		43.6	43.6			
42.6	9		42.6	42.6			
40.3	10		40.3	40.3			
43.1	11		43.1	43.1			
60.9	noon		60.9	60.9			
46.5	1		46.5	46.5			
44.1	2		44.1	44.1			
46	3		46	46			
46.7	4		46.7	46.7			
48.2	5		48.2	48.2			
46.6	6		46.6	46.6			
51.2	7	5	56.2	51.2			
51.3	8	5	56.3	51.3			
46.2	9	5	51.2	46.2			
43.7	10	10	53.7	53.7			
40.2	11	10	50.2	50.2			
			52.2	51.4			
			CNEL	LDN			

Rec 1 to 24	Slow Response		
Date hh:mm:ss	LeqPeriod	Leq	
10/16/2018 11:58	1.0 hour		51.7
10/16/2018 12:58	1.0 hour		41.5
10/16/2018 13:58	1.0 hour		43.1
10/16/2018 14:58	1.0 hour		40.9
10/16/2018 15:58	1.0 hour		42.6
10/16/2018 16:58	1.0 hour		40.3
10/16/2018 17:58	1.0 hour		45.9
10/16/2018 18:58	1.0 hour		39.3
10/16/2018 19:58	1.0 hour		39.5
10/16/2018 20:58	1.0 hour		38.7
10/16/2018 21:58	1.0 hour		43
10/16/2018 22:58	1.0 hour		36.6
10/16/2018 23:58	1.0 hour		36.3
10/17/2018 0:58	1.0 hour		37
10/17/2018 1:58	1.0 hour		38.8
10/17/2018 2:58	1.0 hour		36.4
10/17/2018 3:58	1.0 hour		38.7
10/17/2018 4:58	1.0 hour		42.8
10/17/2018 5:58	1.0 hour		43.5
10/17/2018 6:58	1.0 hour		45.6
10/17/2018 7:58	1.0 hour		45
10/17/2018 8:58	1.0 hour		42.4
10/17/2018 9:58	1.0 hour		40.7
10/17/2018 10:58	1.0 hour		42.4

Rec 1 to 24	Slow Response	dBA weighting
Date hh:mm:ss	LeqPeriod	Leq
10/16/2018 11:26	1.0 hour	42.7
10/16/2018 12:26	1.0 hour	40.7
10/16/2018 13:26	1.0 hour	41.8
10/16/2018 14:26	1.0 hour	40.1
10/16/2018 15:26	1.0 hour	40.2
10/16/2018 16:26	1.0 hour	40.5
10/16/2018 17:26	1.0 hour	39.9
10/16/2018 18:26	1.0 hour	42.7
10/16/2018 19:26	1.0 hour	41.8
10/16/2018 20:26	1.0 hour	42.5
10/16/2018 21:26	1.0 hour	47.4
10/16/2018 22:26	1.0 hour	41
10/16/2018 23:26	1.0 hour	39.4
10/17/2018 0:26	1.0 hour	39
10/17/2018 1:26	1.0 hour	39.4
10/17/2018 2:26	1.0 hour	39.9
10/17/2018 3:26	1.0 hour	40
10/17/2018 4:26	1.0 hour	43.7
10/17/2018 5:26	1.0 hour	46.1
10/17/2018 6:26	1.0 hour	46.9
10/17/2018 7:26	1.0 hour	47.2
10/17/2018 8:26	1.0 hour	43.3
10/17/2018 9:26	1.0 hour	41.7
10/17/2018 10:26	1.0 hour	41.7

Hunter Subdivision | Location LT3 | 24-Hour Measurement with Hourly Statistics

Rec 1 to 24	Slow Response	dBA weighting
Date hh:mm:ss	LeqPeriod	Leq
10/16/2018 11:44	1.0 hour	60.9
10/16/2018 12:44	1.0 hour	46.5
10/16/2018 13:44	1.0 hour	44.1
10/16/2018 14:44	1.0 hour	46
10/16/2018 15:44	1.0 hour	46.7
10/16/2018 16:44	1.0 hour	48.2
10/16/2018 17:44	1.0 hour	46.6
10/16/2018 18:44	1.0 hour	51.2
10/16/2018 19:44	1.0 hour	51.3
10/16/2018 20:44	1.0 hour	46.2
10/16/2018 21:44	1.0 hour	43.7
10/16/2018 22:44	1.0 hour	40.2
10/16/2018 23:44	1.0 hour	38.9
10/17/2018 0:44	1.0 hour	40.3
10/17/2018 1:44	1.0 hour	39.9
10/17/2018 2:44	1.0 hour	39.6
10/17/2018 3:44	1.0 hour	41.2
10/17/2018 4:44	1.0 hour	42.8
10/17/2018 5:44	1.0 hour	45.6
10/17/2018 6:44	1.0 hour	45.9
10/17/2018 7:44	1.0 hour	43.6
10/17/2018 8:44	1.0 hour	42.6
10/17/2018 9:44	1.0 hour	40.3
10/17/2018 10:44	1.0 hour	43.1

Hunter Subdivision Location LT1 24-Hour Noise Data

Rec 1 to 28	Slow Response		dBA weighting		0.5 dB resolution stats					
Date hh:mm:ss	LeqPeriod	Leq	Lmax	Lmin	L1%	L5%	L10%	L50%	L90%	
10/16/2018 11:58	1.0 hour	51.7	81.9	36.5	55	46	42	38	36.5	
10/16/2018 12:58	1.0 hour	41.5	61	35.5	50.5	45	43	38.5	36.5	
10/16/2018 13:58	1.0 hour	43.1	65.2	36.7	53	47.5	44	38.5	36.5	
10/16/2018 14:58	1.0 hour	40.9	66.3	36.7	50	44	41.5	38.5	36.5	
10/16/2018 15:58	1.0 hour	42.6	57.6	36.7	51	46.5	44.5	39.5	36.5	
10/16/2018 16:58	1.0 hour	40.3	54.7	36.7	48	43.5	42	38.5	36.5	
10/16/2018 17:58	1.0 hour	45.9	65.2	36.7	58.5	52	45.5	39.5	38.5	
10/16/2018 18:58	1.0 hour	39.3	53	35.3	47.5	42.5	40.5	38.5	36.5	
10/16/2018 19:58	1.0 hour	39.5	53.9	33.8	46	42.5	41	38.5	36.5	
10/16/2018 20:58	1.0 hour	38.7	56.1	33.8	45.5	41.5	40	36.5	36.5	
10/16/2018 21:58	1.0 hour	43	65.9	33.8	51.5	44	41	36.5	35	
10/16/2018 22:58	1.0 hour	36.6	45.5	33.8	42	39	38	36.5	35	
10/16/2018 23:58	1.0 hour	36.3	46.1	33.8	42	38.5	37.5	36	35	
10/17/2018 0:58	1.0 hour	37	52.7	33.8	41.5	39.5	38.5	36.5	35	
10/17/2018 1:58	1.0 hour	38.8	54.3	33.8	48	44	40.5	36.5	35	
10/17/2018 2:58	1.0 hour	36.4	46.8	33.8	43	38.5	36.5	36	35	
10/17/2018 3:58	1.0 hour	38.7	47.8	33.8	43.5	41.5	40.5	38	35	
10/17/2018 4:58	1.0 hour	42.8	57.4	36.7	48	45	44	42.5	38.5	
10/17/2018 5:58	1.0 hour	43.5	53.4	38.5	47.5	45.5	45	43	41	
10/17/2018 6:58	1.0 hour	45.6	67.3	40.6	50.5	47	46	44	42	
10/17/2018 7:58	1.0 hour	45	63.2	39.7	52.5	47.5	46.5	43.5	41	
10/17/2018 8:58	1.0 hour	42.4	50.2	38.9	46	44	43.5	42	40.5	
10/17/2018 9:58	1.0 hour	40.7	54.2	36.7	48.5	43	42	39.5	37	
10/17/2018 10:58	1.0 hour	42.4	59.4	36.7	52	47	45	39	38	
10/17/2018 11:58	1.0 hour	42	64.4	36.7	54	45.5	42.5	38.5	36.5	
10/17/2018 12:58	1.0 hour	43.6	65.2	36.3	55	48.5	45.5	38.5	36.5	
10/17/2018 13:58	1.0 hour	41	60.6	36.2	50	45.5	43	38	36.5	
10/17/2018 14:58	25.1 min	49	76.9	36.7	50.5	45.5	42.5	38.5	36.5	

Rec 1 to 29	Slow Response		dBA weighting		0.5 dB resolution stats				
Date hh:mm:ss	LeqPeriod	Leq	Lmax	Lmin	L1%	L5%	L10%	L50%	L90%
10/16/2018 11:26	1.0 hour	42.7	69.7	37.3	50	42	40	39	39
10/16/2018 12:26	1.0 hour	40.7	54.3	37.3	47.5	43	42	40	39
10/16/2018 13:26	1.0 hour	41.8	56.2	37.3	49.5	45	43.5	40	39
10/16/2018 14:26	1.0 hour	40.1	53.7	37.2	46	42	41	39	38.5
10/16/2018 15:26	1.0 hour	40.2	50.7	37.3	45	42.5	42	39	37.5
10/16/2018 16:26	1.0 hour	40.5	62.6	37.3	49.5	42.5	40.5	39	37
10/16/2018 17:26	1.0 hour	39.9	64.5	37.2	45.5	41.5	40	38.5	37
10/16/2018 18:26	1.0 hour	42.7	53	37.3	47.5	45	44.5	42	40
10/16/2018 19:26	1.0 hour	41.8	51.3	37.2	47.5	45	44	41	38.5
10/16/2018 20:26	1.0 hour	42.5	54.8	37.3	48	45.5	44.5	41.5	39
10/16/2018 21:26	1.0 hour	47.4	72	37.3	50	45.5	44.5	41	39
10/16/2018 22:26	1.0 hour	41	52.8	37	47.5	44.5	43	39.5	37
10/16/2018 23:26	1.0 hour	39.4	50.8	34.3	45	42.5	41.5	38.5	37
10/17/2018 0:26	1.0 hour	39	47.1	34.3	43.5	42	41	38	35.5
10/17/2018 1:26	1.0 hour	39.4	48.4	34.3	45	42.5	41.5	38.5	37
10/17/2018 2:26	1.0 hour	39.9	49.4	34.3	46.5	44	42.5	38.5	37
10/17/2018 3:26	1.0 hour	40	55.6	37.1	46	43	42	39	37
10/17/2018 4:26	1.0 hour	43.7	56.7	37.3	51	47	46	42	40
10/17/2018 5:26	1.0 hour	46.1	52.8	40.2	50	49	48	45.5	42.5
10/17/2018 6:26	1.0 hour	46.9	55.6	42.5	50	48.5	48	46.5	45
10/17/2018 7:26	1.0 hour	47.2	60.9	44.3	51.5	49	48	46.5	45
10/17/2018 8:26	1.0 hour	43.3	58.9	40.3	49	45.5	44.5	42	41
10/17/2018 9:26	1.0 hour	41.7	58.8	39.1	49	43.5	42	40	40
10/17/2018 10:26	1.0 hour	41.7	59.8	39	49	44.5	42	40	39
10/17/2018 11:26	1.0 hour	40.8	51.2	38.8	47	43.5	42	40	39
10/17/2018 12:26	1.0 hour	43.9	60.6	38.6	54	47	44.5	41	39.5
10/17/2018 13:26	1.0 hour	41.6	58	37.3	49	44.5	42.5	40	39
10/17/2018 14:26	1.0 hour	41.2	51.2	37.3	46.5	43.5	42.5	40.5	39
10/17/2018 15:26	5.6 min	45.1	62.1	38.8	58.5	45.8	42.7	41	40

Hunter Subdivision Location LT3 24-Hour Noise Data

Rec 1 to 24	Slow Response		dBA weighting		0.5 dB resolution stats				
Date hh:mm:ss	LeqPeriod	Leq	Lmax	Lmin	L1%	L5%	L10%	L50%	L90%
10/16/2018 11:44	1.0 hour	60.9	91.9	35.7	59	51.5	49.5	42.5	38.5
10/16/2018 12:44	1.0 hour	46.5	64.4	38.3	57.5	50	47.5	43	40.5
10/16/2018 13:44	1.0 hour	44.1	64.8	38.5	51	47	45.5	42.5	40
10/16/2018 14:44	1.0 hour	46	61.6	38.6	53.5	49.5	48	44.5	42.5
10/16/2018 15:44	1.0 hour	46.7	63.6	38.6	57	51	48	44	41.5
10/16/2018 16:44	1.0 hour	48.2	69.5	38.5	60	54.5	48	42.5	40.5
10/16/2018 17:44	1.0 hour	46.6	63.7	38.4	57.5	50	48	43.5	40.5
10/16/2018 18:44	1.0 hour	51.2	72.5	39.8	59.5	55	54.5	47.5	42.5
10/16/2018 19:44	1.0 hour	51.3	56.1	38.6	55	54	53	50.5	50
10/16/2018 20:44	1.0 hour	46.2	60.6	35.7	52.5	51	50.5	42.5	39
10/16/2018 21:44	1.0 hour	43.7	64	35.7	52	45	44	40.5	38.5
10/16/2018 22:44	1.0 hour	40.2	50.8	35.7	47	44	42.5	38.5	35.5
10/16/2018 23:44	1.0 hour	38.9	49.1	35.7	44	42	41	38.5	35.5
10/17/2018 0:44	1.0 hour	40.3	58	35.7	47	43	42	38.5	35.5
10/17/2018 1:44	1.0 hour	39.9	51.1	35.7	46.5	43.5	42	38.5	35.5
10/17/2018 2:44	1.0 hour	39.6	55.8	35.7	46.5	43	41	38.5	36
10/17/2018 3:44	1.0 hour	41.2	59	35.7	48.5	44.5	43.5	39.5	38.5
10/17/2018 4:44	1.0 hour	42.8	51.7	38.3	48	46	45	41.5	38.5
10/17/2018 5:44	1.0 hour	45.6	50.6	40.3	48.5	47.5	47	45	43
10/17/2018 6:44	1.0 hour	45.9	65.2	36.7	58.5	52	45.5	39.5	38.5
10/17/2018 7:44	1.0 hour	43.6	65.2	36.3	55	48.5	45.5	38.5	36.5
10/17/2018 8:44	1.0 hour	42.6	57.6	36.7	51	46.5	44.5	39.5	36.5
10/17/2018 9:44	1.0 hour	40.3	54.7	36.7	48	43.5	42	38.5	36.5
10/17/2018 10:44	1.0 hour	43.1	65.2	36.7	53	47.5	44	38.5	36.5

Noise Appendix – RCNM Inputs/Outputs

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/30/2019
Case Description: Hunter Sub. - Site Preparation

		Baselines (dBA)		---- Receptor #1 ----
Description	Land Use	Daytime	Evening	Night
Adjacent Resid.	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	20	0
Dozer	No	40		81.7	20	0
Dozer	No	40		81.7	20	0
Backhoe	No	40		77.6	20	0
Backhoe	No	40		77.6	20	0
Backhoe	No	40		77.6	20	0
Backhoe	No	40		77.6	20	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Dozer		89.6	85.6
Dozer		89.6	85.6
Dozer		89.6	85.6
Backhoe		85.5	81.5
Backhoe		85.5	81.5
Backhoe		85.5	81.5
Backhoe		85.5	81.5
	Total	89.6	92.2

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Adjacent MHP	Residential	55	50	45

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	65	0
Dozer	No	40		81.7	65	0
Dozer	No	40		81.7	65	0
Backhoe	No	40		77.6	65	0
Backhoe	No	40		77.6	65	0
Backhoe	No	40		77.6	65	0
Backhoe	No	40		77.6	65	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Dozer		79.4	75.4
Dozer		79.4	75.4
Dozer		79.4	75.4
Backhoe		75.3	71.3
Backhoe		75.3	71.3
Backhoe		75.3	71.3
Backhoe		75.3	71.3
	Total	79.4	82

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Acoustic Center	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	97	0
Dozer	No	40		81.7	97	0
Dozer	No	40		81.7	97	0
Backhoe	No	40		77.6	97	0
Backhoe	No	40		77.6	97	0
Backhoe	No	40		77.6	97	0
Backhoe	No	40		77.6	97	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Dozer		75.9	71.9
Dozer		75.9	71.9
Dozer		75.9	71.9
Backhoe		71.8	67.8
Backhoe		71.8	67.8
Backhoe		71.8	67.8
Backhoe		71.8	67.8
	Total	75.9	78.5

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/30/2019
Case Description: Hunter Sub. - Grading

		Baselines (dBA)		---- Receptor #1 ----
Description	Land Use	Daytime	Evening	Night
Adjacent Resid.	Residential	55	50	45

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Dozer	No	40		81.7	20	0
Excavator	No	40		80.7	20	0
Excavator	No	40		80.7	20	0
Backhoe	No	40		77.6	20	0
Backhoe	No	40		77.6	20	0
Grader	No	40	85		20	0
Scraper	No	40		83.6	20	0
Scraper	No	40		83.6	20	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Dozer		89.6	85.6
Excavator		88.7	84.7
Excavator		88.7	84.7
Backhoe		85.5	81.5
Backhoe		85.5	81.5
Grader		93	89
Scraper		91.5	87.6
Scraper		91.5	87.6
	Total	93	95

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Adjacent MHP	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	65	0
Excavator	No	40		80.7	65	0
Excavator	No	40		80.7	65	0
Backhoe	No	40		77.6	65	0
Backhoe	No	40		77.6	65	0
Grader	No	40	85		65	0
Scraper	No	40		83.6	65	0
Scraper	No	40		83.6	65	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Dozer		79.4	75.4
Excavator		78.4	74.5
Excavator		78.4	74.5
Backhoe		75.3	71.3
Backhoe		75.3	71.3
Grader		82.7	78.7
Scraper		81.3	77.3
Scraper		81.3	77.3
	Total	82.7	84.8

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Acoustic Center	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	97	0
Excavator	No	40		80.7	97	0
Excavator	No	40		80.7	97	0
Backhoe	No	40		77.6	97	0
Backhoe	No	40		77.6	97	0
Grader	No	40	85		97	0
Scraper	No	40		83.6	97	0
Scraper	No	40		83.6	97	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Dozer		75.9	71.9
Excavator		75	71
Excavator		75	71
Backhoe		71.8	67.8
Backhoe		71.8	67.8
Grader		79.2	75.3
Scraper		77.8	73.8
Scraper		77.8	73.8
	Total	79.2	81.3

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/30/2019
Case Description: Hunter Sub. - Grading

		Baselines (dBA)		---- Receptor #1 ----
Description	Land Use	Daytime	Evening	Night
Adjacent Resid.	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	20	0
Welder / Torch	No	40		74	20	0
Backhoe	No	40		77.6	20	0
Backhoe	No	40		77.6	20	0
Backhoe	No	40		77.6	20	0
Gradall	No	40		83.4	20	0
Gradall	No	40		83.4	20	0
Gradall	No	40		83.4	20	0
Generator	No	50		80.6	20	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Crane		88.5	80.6
Welder / Torch		82	78
Backhoe		85.5	81.5
Backhoe		85.5	81.5
Backhoe		85.5	81.5
Gradall		91.4	87.4
Gradall		91.4	87.4
Gradall		91.4	87.4
Generator		88.6	85.6
	Total	91.4	94.2

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Adjacent MHP	Residential	55	50	45

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	65	0
Welder / Torch	No	40		74	65	0
Backhoe	No	40		77.6	65	0
Backhoe	No	40		77.6	65	0
Backhoe	No	40		77.6	65	0
Gradall	No	40		83.4	65	0
Gradall	No	40		83.4	65	0
Gradall	No	40		83.4	65	0
Generator	No	50		80.6	65	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Crane		78.3	70.3
Welder / Torch		71.7	67.7
Backhoe		75.3	71.3
Backhoe		75.3	71.3
Backhoe		75.3	71.3
Gradall		81.1	77.1
Gradall		81.1	77.1
Gradall		81.1	77.1
Generator		78.4	75.3
	Total	81.1	83.9

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Acoustic Center	Residential	55	50	45

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	97	0
Welder / Torch	No	40		74	97	0
Backhoe	No	40		77.6	97	0
Backhoe	No	40		77.6	97	0
Backhoe	No	40		77.6	97	0
Gradall	No	40		83.4	97	0
Gradall	No	40		83.4	97	0
Gradall	No	40		83.4	97	0
Generator	No	50		80.6	97	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Crane		74.8	66.8
Welder / Torch		68.2	64.3
Backhoe		71.8	67.8
Backhoe		71.8	67.8
Backhoe		71.8	67.8
Gradall		77.6	73.7
Gradall		77.6	73.7
Gradall		77.6	73.7
Generator		74.9	71.9
	Total	77.6	80.4

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/30/2019
Case Description: Hunter Sub. - Paving

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Adjacent Resid.	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	20	0
Paver	No	50		77.2	20	0
Dump Truck	No	40		76.5	20	0
Dump Truck	No	40		76.5	20	0
Roller	No	20		80	20	0
Roller	No	20		80	20	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Paver		85.2	82.2
Paver		85.2	82.2
Dump Truck		84.4	80.4
Dump Truck		84.4	80.4
Roller		88	81
Roller		88	81
	Total	88	89

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Adjacent MHP	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	65	0
Paver	No	50		77.2	65	0
Dump Truck	No	40		76.5	65	0
Dump Truck	No	40		76.5	65	0

Roller	No	20	80	65	0
Roller	No	20	80	65	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Paver	74.9	71.9
Paver	74.9	71.9
Dump Truck	74.2	70.2
Dump Truck	74.2	70.2
Roller	77.7	70.7
Roller	77.7	70.7
Total	77.7	78.8

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Acoustic Center	Residential	55	50	45

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	97	0
Paver	No	50		77.2	97	0
Dump Truck	No	40		76.5	97	0
Dump Truck	No	40		76.5	97	0
Roller	No	20		80	97	0
Roller	No	20		80	97	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Paver	71.5	68.5
Paver	71.5	68.5
Dump Truck	70.7	66.7
Dump Truck	70.7	66.7
Roller	74.2	67.3
Roller	74.2	67.3
Total	74.2	75.3

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/30/2019
Case Description: Hunter Sub. - Architectural Coatings

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Adjacent Resid.	Residential	55	50	45

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Compressor (air)	No	40		77.7	20	0

Results

	Calculated (dBA)	
Equipment	*Lmax	Leq
Compressor (air)	85.6	81.6
Total	85.6	81.6

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Adjacent MHP	Residential	55	50	45

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Compressor (air)	No	40		77.7	65	0

Results

	Calculated (dBA)	
Equipment	*Lmax	Leq
Compressor (air)	75.4	71.4
Total	75.4	71.4

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Acoustic Center	Residential	55	50	45

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	97	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Compressor (air)		71.9	67.9
	Total	71.9	67.9

*Calculated Lmax is the Loudest value.

Noise Appendix – Traffic Noise Worksheets

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Main Street North/West of Adams	DATE:	4/5/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	7,360			PK HR VOL	736
SPEED	35				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	62.6	60.7	58.9	52.9	62.1
MEDIUM TRUCKS	54.3	52.9	46.5	43.5	53.0
HEAVY TRUCKS	63.1	61.8	52.8	52.6	61.8
VEHICULAR NOISE	**66.2**	64.6	60.0	56.0	65.2

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Main Street North/West of Adams	DATE:	4/5/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	7,500			PK HR VOL	750
SPEED	35				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	62.7	60.8	59.0	53.0	62.2
MEDIUM TRUCKS	54.3	53.0	46.6	43.6	53.1
HEAVY TRUCKS	63.2	61.9	52.9	52.7	61.9
VEHICULAR NOISE	**66.2**	64.7	60.1	56.1	65.3

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Main Street North/West of Adams	DATE:	4/5/2019
Scenario:	**Year 2040 No Proejct**	BY:	J. Leech

ADT	7,960			PK HR VOL	796
SPEED	35				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	63.0	61.0	59.2	53.2	62.4
MEDIUM TRUCKS	54.6	53.2	46.9	43.8	53.3
HEAVY TRUCKS	63.4	62.1	53.2	52.9	62.1
VEHICULAR NOISE	**66.5**	64.9	60.4	56.4	65.6

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Main Street North/West of Adams	DATE:	4/5/2019
Scenario:	**Year 2040 No Proejct**	BY:	J. Leech

ADT	8,100			PK HR VOL	810
SPEED	35				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	63.0	61.1	59.3	53.3	62.5
MEDIUM TRUCKS	54.7	53.3	46.9	43.9	53.4
HEAVY TRUCKS	63.5	62.2	53.3	53.0	62.2
VEHICULAR NOISE	**66.6**	65.0	60.5	56.4	65.6

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Main Street South/East of Adams	DATE:	4/5/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	6,960			PK HR VOL	696
SPEED	35				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	62.4	60.5	58.6	52.7	61.9
MEDIUM TRUCKS	54.0	52.6	46.3	43.2	52.7
HEAVY TRUCKS	62.8	61.5	52.6	52.4	61.6
VEHICULAR NOISE	**65.9**	64.3	59.8	55.8	65.0

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Main Street South/East of Adams	DATE:	4/5/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	7,210		PK HR VOL	721
SPEED	35			
PK HR %	10			
DIST CTL	50			
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	32.9
DIST WALL	0		MED TRUCK SLE DIST	32.6
DIST W/OB	50		HVY TRUCK SLE DIST	32.6
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-45			
RT ANGLE	45			
DF ANGLE	90			

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	62.5	60.6	58.8	52.8	62.0
MEDIUM TRUCKS	54.2	52.8	46.4	43.4	52.9
HEAVY TRUCKS	63.0	61.7	52.7	52.5	61.7
VEHICULAR NOISE	**66.1**	64.5	60.0	55.9	65.1

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Main Street South/East of Adams	DATE:	4/5/2019
Scenario:	**Year 2040 No Proejct**	BY:	J. Leech

ADT	8,200		PK HR VOL	820
SPEED	35			
PK HR %	10			
DIST CTL	50			
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	32.9
DIST WALL	0		MED TRUCK SLE DIST	32.6
DIST W/OB	50		HVY TRUCK SLE DIST	32.6
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-45			
RT ANGLE	45			
DF ANGLE	90			

SITE CONDITIONS: (15=HARD SITE, 10=SOFT SITE)

AUTOM	15.0			
MED TR	15.0			
HVY TR	15.0			
BARRIER	0	(0=WALL,1=BERM)		
ELEVATIONS:				
PAD	0.0	AUTOMOBILES =	0.00	
ROAD	0.0	MEDIUM TRUCKS=	2.30	
		HEAVY TRUCKS =	8.01	
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	63.1	61.2	59.4	53.4	62.6
MEDIUM TRUCKS	54.7	53.3	47.0	43.9	53.4
HEAVY TRUCKS	63.5	62.3	53.3	53.1	62.3
VEHICULAR NOISE	**66.6**	65.1	60.5	56.5	65.7

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Main Street South/East of Adams	DATE:	4/5/2019
Scenario:	**Year 2040 No Proejct**	BY:	J. Leech

ADT	8,450		PK HR VOL	845
SPEED	35			
PK HR %	10			
DIST CTL	50			
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	32.9
DIST WALL	0		MED TRUCK SLE DIST	32.6
DIST W/OB	50		HVY TRUCK SLE DIST	32.6
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-45			
RT ANGLE	45			
DF ANGLE	90			

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	63.2	61.3	59.5	53.5	62.7
MEDIUM TRUCKS	54.9	53.5	47.1	44.1	53.6
HEAVY TRUCKS	63.7	62.4	53.4	53.2	62.4
VEHICULAR NOISE	**66.8**	65.2	60.6	56.6	65.8

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Adams North of Railroad	DATE:	4/5/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	7,340			PK HR VOL	734
SPEED	30				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.7	58.8	57.0	51.0	60.2
MEDIUM TRUCKS	52.6	51.3	44.9	41.9	51.4
HEAVY TRUCKS	62.1	60.8	51.8	51.6	60.8
VEHICULAR NOISE	**64.7**	63.2	58.4	54.6	63.8

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Adams North of Railroad	DATE:	4/5/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	7,440			PK HR VOL	744
SPEED	30				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.8	58.9	57.1	51.1	60.3
MEDIUM TRUCKS	52.7	51.3	45.0	41.9	51.4
HEAVY TRUCKS	62.1	60.9	51.9	51.7	60.9
VEHICULAR NOISE	**64.8**	63.3	58.4	54.6	63.8

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Adams North of Railroad	DATE:	4/5/2019
Scenario:	**Year 2040**	BY:	J. Leech

ADT	7,810			PK HR VOL	781
SPEED	30				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	61.0	59.1	57.3	51.3	60.5
MEDIUM TRUCKS	52.9	51.5	45.2	42.1	51.6
HEAVY TRUCKS	62.4	61.1	52.1	51.9	61.1
VEHICULAR NOISE	**65.0**	63.5	58.6	54.8	64.1

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Adams North of Railroad	DATE:	4/5/2019
Scenario:	**Year 2040 + Project**	BY:	J. Leech

ADT	7,910			PK HR VOL	791
SPEED	30				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	61.1	59.1	57.3	51.3	60.5
MEDIUM TRUCKS	53.0	51.6	45.2	42.2	51.7
HEAVY TRUCKS	62.4	61.1	52.2	51.9	61.1
VEHICULAR NOISE	**65.1**	63.5	58.7	54.9	64.1

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Railroad (Adams to Hunt)	DATE:	4/5/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	9,360			PK HR VOL	936
SPEED	28				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.9	59.0	57.2	51.2	60.4
MEDIUM TRUCKS	53.0	51.6	45.2	42.2	51.7
HEAVY TRUCKS	62.7	61.4	52.5	52.2	61.4
VEHICULAR NOISE	**65.2**	63.7	58.7	55.0	64.2

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Railroad (Adams to Hunt)	DATE:	4/5/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	9,720			PK HR VOL	972
SPEED	28				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	61.1	59.2	57.4	51.4	60.6
MEDIUM TRUCKS	53.1	51.8	45.4	42.4	51.9
HEAVY TRUCKS	62.9	61.6	52.6	52.4	61.6
VEHICULAR NOISE	**65.4**	63.8	58.8	55.2	64.4

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Railroad (Adams to Hunt)	DATE:	4/5/2019
Scenario:	**Year 2040**	BY:	J. Leech

ADT	9,790		PK HR VOL	979
SPEED	28			
PK HR %	10			
DIST CTL	50			
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	32.9
DIST WALL	0		MED TRUCK SLE DIST	32.6
DIST W/OB	50		HVY TRUCK SLE DIST	32.6
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	40.0			
ROADWAY VIEW:				
LF ANGLE	-45			
RT ANGLE	45			
DF ANGLE	90			

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	61.1	59.2	57.4	51.4	60.6
MEDIUM TRUCKS	53.2	51.8	45.4	42.4	51.9
HEAVY TRUCKS	62.9	61.6	52.7	52.4	61.6
VEHICULAR NOISE	**65.4**	63.9	58.9	55.2	64.4

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Railroad (Adams to Hunt)	DATE:	4/5/2019
Scenario:	**Year 2040 + Project**	BY:	J. Leech

ADT	10,150			PK HR VOL	1,015
SPEED	28				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	61.3	59.4	57.6	51.6	60.8
MEDIUM TRUCKS	53.3	52.0	45.6	42.6	52.0
HEAVY TRUCKS	63.1	61.8	52.8	52.6	61.8
VEHICULAR NOISE	**65.5**	64.0	59.0	55.3	64.6

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Library East of Adams	DATE:	4/5/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	1,350			PK HR VOL	135
SPEED	25				
PK HR %	10				
DIST CTL	50				
DIST N/F	12	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		49.9
DIST WALL	0		MED TRUCK SLE DIST		49.7
DIST W/OB	50		HVY TRUCK SLE DIST		49.7
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-10				
RT ANGLE	10				
DF ANGLE	20				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9800
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0100

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	46.9	44.9	43.1	37.2	46.4
MEDIUM TRUCKS	39.0	37.7	31.3	28.3	37.8
HEAVY TRUCKS	46.2	44.9	36.0	35.7	44.9
VEHICULAR NOISE	**49.9**	48.3	44.1	39.8	49.1

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Library East of Adams	DATE:	4/5/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	1,570		PK HR VOL	157
SPEED	25			
PK HR %	10			
DIST CTL	50			
DIST N/F	12	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	49.9
DIST WALL	0		MED TRUCK SLE DIST	49.7
DIST W/OB	50		HVY TRUCK SLE DIST	49.7
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	40.0			
ROADWAY VIEW:				
LF ANGLE	-10			
RT ANGLE	10			
DF ANGLE	20			

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9800
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0100

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	47.5	45.6	43.8	37.8	47.0
MEDIUM TRUCKS	39.7	38.3	32.0	28.9	38.4
HEAVY TRUCKS	46.9	45.6	36.6	36.4	45.6
VEHICULAR NOISE	**50.6**	49.0	44.8	40.5	49.7

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Library East of Adams	DATE:	4/5/2019
Scenario:	**Year 2040 No Project**	BY:	J. Leech

ADT	1,410			PK HR VOL	141
SPEED	25				
PK HR %	10				
DIST CTL	50				
DIST N/F	12	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		49.9
DIST WALL	0		MED TRUCK SLE DIST		49.7
DIST W/OB	50		HVY TRUCK SLE DIST		49.7
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-10				
RT ANGLE	10				
DF ANGLE	20				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9800
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0100

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	47.1	45.1	43.3	37.3	46.5
MEDIUM TRUCKS	39.2	37.9	31.5	28.5	38.0
HEAVY TRUCKS	46.4	45.1	36.2	35.9	45.1
VEHICULAR NOISE	**50.1**	48.5	44.3	40.0	49.2

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Library East of Adams	DATE:	4/5/2019
Scenario:	**Year 2040 No Project**	BY:	J. Leech

ADT	1,630			PK HR VOL	163
SPEED	25				
PK HR %	10				
DIST CTL	50				
DIST N/F	12	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		49.9
DIST WALL	0		MED TRUCK SLE DIST		49.7
DIST W/OB	50		HVY TRUCK SLE DIST		49.7
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-10				
RT ANGLE	10				
DF ANGLE	20				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9800
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0100

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	47.7	45.8	44.0	38.0	47.2
MEDIUM TRUCKS	39.9	38.5	32.1	29.1	38.6
HEAVY TRUCKS	47.0	45.7	36.8	36.6	45.8
VEHICULAR NOISE	**50.8**	49.2	45.0	40.7	49.9

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Starr (Hunt to Pope)	DATE:	4/5/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	2,050			PK HR VOL	205
SPEED	35				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	57.1	55.1	53.3	47.3	56.6
MEDIUM TRUCKS	48.7	47.3	41.0	37.9	47.4
HEAVY TRUCKS	57.5	56.2	47.3	47.0	56.2
VEHICULAR NOISE	**60.6**	59.0	54.5	50.5	59.7

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Starr (Hunt to Pope)	DATE:	4/5/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	2,300		PK HR VOL	230
SPEED	35			
PK HR %	10			
DIST CTL	50			
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	32.9
DIST WALL	0		MED TRUCK SLE DIST	32.6
DIST W/OB	50		HVY TRUCK SLE DIST	32.6
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	40.0			
ROADWAY VIEW:				
LF ANGLE	-45			
RT ANGLE	45			
DF ANGLE	90			

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	57.6	55.6	53.8	47.8	57.1
MEDIUM TRUCKS	49.2	47.8	41.5	38.4	47.9
HEAVY TRUCKS	58.0	56.7	47.8	47.5	56.7
VEHICULAR NOISE	**61.1**	59.5	55.0	51.0	60.2

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Starr (Hunt to Pope)	DATE:	4/5/2019
Scenario:	**Year 2040**	BY:	J. Leech

ADT	2,950		PK HR VOL	295
SPEED	35			
PK HR %	10			
DIST CTL	50			
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	32.9
DIST WALL	0		MED TRUCK SLE DIST	32.6
DIST W/OB	50		HVY TRUCK SLE DIST	32.6
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	40.0			
ROADWAY VIEW:				
LF ANGLE	-45			
RT ANGLE	45			
DF ANGLE	90			

SITE CONDITIONS: (15=HARD SITE, 10=SOFT SITE)

AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	58.6	56.7	54.9	48.9	58.1
MEDIUM TRUCKS	50.3	48.9	42.5	39.5	49.0
HEAVY TRUCKS	59.1	57.8	48.9	48.6	57.8
VEHICULAR NOISE	**62.2**	60.6	56.1	52.0	61.3

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Starr (Hunt to Pope)	DATE:	4/5/2019
Scenario:	**Year 2040 + Project**	BY:	J. Leech

ADT	3,200			PK HR VOL	320
SPEED	35				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	59.0	57.1	55.3	49.3	58.5
MEDIUM TRUCKS	50.6	49.3	42.9	39.9	49.4
HEAVY TRUCKS	59.5	58.2	49.2	49.0	58.2
VEHICULAR NOISE	**62.5**	61.0	56.4	52.4	61.6

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Hunt (North of Railroad)	DATE:	4/5/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	2,450			PK HR VOL	245
SPEED	32				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	56.7	54.8	53.0	47.0	56.2
MEDIUM TRUCKS	48.5	47.2	40.8	37.8	47.3
HEAVY TRUCKS	57.7	56.4	47.5	47.3	56.4
VEHICULAR NOISE	**60.6**	59.0	54.3	50.4	59.6

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Hunt (North of Railroad)	DATE:	4/5/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	2,700			PK HR VOL	270
SPEED	32				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	57.2	55.2	53.4	47.5	56.7
MEDIUM TRUCKS	49.0	47.6	41.2	38.2	47.7
HEAVY TRUCKS	58.2	56.9	47.9	47.7	56.9
VEHICULAR NOISE	**61.0**	59.4	54.7	50.8	60.0

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Hunt (North of Railroad)	DATE:	4/5/2019
Scenario:	**Year 2040**	BY:	J. Leech

ADT	3,550		PK HR VOL	355
SPEED	32			
PK HR %	10			
DIST CTL	50			
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	32.9
DIST WALL	0		MED TRUCK SLE DIST	32.6
DIST W/OB	50		HVY TRUCK SLE DIST	32.6
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	40.0			
ROADWAY VIEW:				
LF ANGLE	-45			
RT ANGLE	45			
DF ANGLE	90			

SITE CONDITIONS: (15=HARD SITE, 10=SOFT SITE)

AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	58.4	56.4	54.6	48.6	57.8
MEDIUM TRUCKS	50.2	48.8	42.4	39.4	48.9
HEAVY TRUCKS	59.3	58.0	49.1	48.9	58.1
VEHICULAR NOISE	**62.2**	60.6	55.9	52.0	61.2

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Hunt (North of Railroad)	DATE:	4/5/2019
Scenario:	**Year 2040 + Project**	BY:	J. Leech

ADT	3,800			PK HR VOL	380
SPEED	32				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	58.7	56.7	54.9	48.9	58.1
MEDIUM TRUCKS	50.5	49.1	42.7	39.7	49.2
HEAVY TRUCKS	59.6	58.3	49.4	49.2	58.4
VEHICULAR NOISE	**62.5**	60.9	56.2	52.3	61.5

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Paseo Grande East of Hunt	DATE:	4/5/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	5,210		PK HR VOL	521
SPEED	30			
PK HR %	10			
DIST CTL	50			
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	32.9
DIST WALL	0		MED TRUCK SLE DIST	32.6
DIST W/OB	50		HVY TRUCK SLE DIST	32.6
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	40.0			
ROADWAY VIEW:				
LF ANGLE	-45			
RT ANGLE	45			
DF ANGLE	90			

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	59.2	57.3	55.5	49.5	58.7
MEDIUM TRUCKS	51.2	49.8	43.4	40.4	49.9
HEAVY TRUCKS	60.6	59.3	50.4	50.1	59.3
VEHICULAR NOISE	**63.3**	61.7	56.9	53.1	62.3

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Paseo Grande East of Hunt	DATE:	4/5/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	5,420			PK HR VOL	542
SPEED	30				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	59.4	57.5	55.7	49.7	58.9
MEDIUM TRUCKS	51.3	49.9	43.6	40.5	50.0
HEAVY TRUCKS	60.8	59.5	50.5	50.3	59.5
VEHICULAR NOISE	**63.4**	61.9	57.0	53.3	62.5

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Paseo Grande East of Hunt	DATE:	4/5/2019
Scenario:	**Year 2040**	BY:	J. Leech

ADT	6,520		PK HR VOL	652
SPEED	30			
PK HR %	10			
DIST CTL	50			
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	32.9
DIST WALL	0		MED TRUCK SLE DIST	32.6
DIST W/OB	50		HVY TRUCK SLE DIST	32.6
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	40.0			
ROADWAY VIEW:				
LF ANGLE	-45			
RT ANGLE	45			
DF ANGLE	90			

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.2	58.3	56.5	50.5	59.7
MEDIUM TRUCKS	52.1	50.8	44.4	41.3	50.8
HEAVY TRUCKS	61.6	60.3	51.3	51.1	60.3
VEHICULAR NOISE	**64.2**	62.7	57.8	54.1	63.3

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Paseo Grande East of Hunt	DATE:	4/5/2019
Scenario:	**Year 2040 + Project**	BY:	J. Leech

ADT	6,730			PK HR VOL	673
SPEED	30				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)		AUTO SLE DISTANCE	32.9
DIST WALL	0			MED TRUCK SLE DIST	32.6
DIST W/OB	50			HVY TRUCK SLE DIST	32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-45				
RT ANGLE	45				
DF ANGLE	90				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.9700
MEDIUM TRUCKS	0.874	0.051	0.075	0.0100
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.3	58.4	56.6	50.6	59.8
MEDIUM TRUCKS	52.3	50.9	44.5	41.5	51.0
HEAVY TRUCKS	61.7	60.4	51.5	51.2	60.4
VEHICULAR NOISE	**64.4**	62.8	58.0	54.2	63.4

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Silverado South of Mountain	DATE:	4/5/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	11,120		PK HR VOL	1,112
SPEED	42			
PK HR %	10			
DIST CTL	50			
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	32.9
DIST WALL	0		MED TRUCK SLE DIST	32.6
DIST W/OB	50		HVY TRUCK SLE DIST	32.6
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	40.0			
ROADWAY VIEW:				
LF ANGLE	-60			
RT ANGLE	60			
DF ANGLE	120			

SITE CONDITIONS: (15=HARD SITE, 10=SOFT SITE)

AUTOM	15.0			
MED TR	15.0			
HVY TR	15.0			
BARRIER	0	(0=WALL,1=BERM)		
ELEVATIONS:				
PAD	0.0	AUTOMOBILES =	0.00	
ROAD	0.0	MEDIUM TRUCKS=	2.30	
		HEAVY TRUCKS =	8.01	
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.134	0.096	0.9400
MEDIUM TRUCKS	0.872	0.053	0.075	0.0250
HEAVY TRUCKS	0.889	0.030	0.081	0.0350

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	66.9	65.0	63.4	57.2	66.4
MEDIUM TRUCKS	62.3	60.9	54.8	51.5	61.0
HEAVY TRUCKS	68.9	67.6	58.9	58.4	67.6
VEHICULAR NOISE	**71.5**	70.0	65.1	61.3	70.6

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Silverado South of Mountain	DATE:	4/5/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	11,560			PK HR VOL	1,156
SPEED	42				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-60				
RT ANGLE	60				
DF ANGLE	120				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.134	0.096	0.9400
MEDIUM TRUCKS	0.872	0.053	0.075	0.0250
HEAVY TRUCKS	0.889	0.030	0.081	0.0350

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.1	65.1	63.6	57.3	66.6
MEDIUM TRUCKS	62.5	61.1	55.0	51.7	61.2
HEAVY TRUCKS	69.0	67.7	59.0	58.5	67.7
VEHICULAR NOISE	**71.7**	70.2	65.3	61.5	70.7

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Silverado South of Mountain	DATE:	4/5/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	13,720		PK HR VOL	1,372
SPEED	42			
PK HR %	10			
DIST CTL	50			
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	32.9
DIST WALL	0		MED TRUCK SLE DIST	32.6
DIST W/OB	50		HVY TRUCK SLE DIST	32.6
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	40.0			
ROADWAY VIEW:				
LF ANGLE	-60			
RT ANGLE	60			
DF ANGLE	120			

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.134	0.096	0.9400
MEDIUM TRUCKS	0.872	0.053	0.075	0.0250
HEAVY TRUCKS	0.889	0.030	0.081	0.0350

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.8	65.9	64.3	58.1	67.3
MEDIUM TRUCKS	63.2	61.8	55.7	52.4	62.0
HEAVY TRUCKS	69.8	68.5	59.8	59.3	68.5
VEHICULAR NOISE	**72.5**	70.9	66.0	62.2	71.5

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Hunter Subdivision EIR	JN:	10839
ROADWAY:	Silverado South of Mountain	DATE:	4/5/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	14,160			PK HR VOL	1,416
SPEED	42				
PK HR %	10				
DIST CTL	50				
DIST N/F	76	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		32.9
DIST WALL	0		MED TRUCK SLE DIST		32.6
DIST W/OB	50		HVY TRUCK SLE DIST		32.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	40.0				
ROADWAY VIEW:					
LF ANGLE	-60				
RT ANGLE	60				
DF ANGLE	120				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	15.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.134	0.096	0.9400
MEDIUM TRUCKS	0.872	0.053	0.075	0.0250
HEAVY TRUCKS	0.889	0.030	0.081	0.0350

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.0	66.0	64.4	58.2	67.5
MEDIUM TRUCKS	63.4	62.0	55.8	52.6	62.1
HEAVY TRUCKS	69.9	68.6	59.9	59.4	68.6
VEHICULAR NOISE	**72.6**	71.1	66.2	62.4	71.6