

April 17, 2019

Mr. Todd Pendergrass Chandler Aggregates, Inc. P.O. Box 77850 Corona, CA 92877

SUBJECT: GILMAN SPRINGS MINE SUPPLEMENTAL NOISE ASSESSMENT

Dear Mr. Todd Pendergrass:

This letter serves as a supplement to the <u>Gilman Springs Mine Noise Impact Analysis</u> (May 29, 2018) (referred to as "NIA"). Specifically, this focused noise assessment evaluates the Project-related off-site traffic noise level increases based on a new Opening Year of 2019. The <u>Gilman Springs Mine Traffic Impact Analysis</u> (April 5, 2018) (referred to as "TIA") and NIA both previously assumed and evaluated an Opening Year of 2018. The limits of the mining have also changed, although there are no changes to the proposed mining operations and resulting daily and annual tonnage (see Exhibit A). As such, the same Project trip generation and trip distribution patterns utilized in the TIA and NIA have also been utilized for the purposes of this Supplemental Noise Assessment. A comparison is also provided with the prior results of the NIA.

OFF-SITE TRAFFIC NOISE ANALYSIS

Appendix A includes the updated roadway segment average daily traffic volumes and vehicle mix data based on the <u>Gilman Springs Mine Supplemental Traffic Assessment</u> (March 29, 2019). In addition, the off-site traffic noise level contours are provided in Appendix A for each without and with Project scenario, respectively.

EXISTING CONDITION PROJECT TRAFFIC NOISE LEVEL CONTRIBUTIONS

Table 1 presents the Existing without Project conditions CNEL noise levels. The without Project exterior noise levels are expected to range from 67.3 to 78.9 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 1 shows the Existing with Project conditions will range from 67.9 to 79.2 dBA CNEL. As shown on Table 1 the Project will generate a noise level increase of up to 0.6 dBA CNEL on the study area roadway segments. Based on the off-site traffic noise level increase significance criteria in Section 4 of the NIA, the Project-related noise level increases are considered *less than significant* under Existing conditions at the land uses adjacent to roadways conveying Project traffic. This finding is consistent with that of the NIA.

EXISTING PLUS AMBIENT (EA) GROWTH PROJECT TRAFFIC NOISE LEVEL CONTRIBUTIONS

Table 2 presents the EA without Project conditions CNEL noise levels. The without Project exterior noise levels are expected to range from 67.5 to 79.1 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 2 shows the EA with Project conditions will range from 68.1 to 79.4 dBA CNEL. As shown on Table 2 the Project will generate a noise level increase of up to 0.6 dBA CNEL on the study area roadway segments. Based on the significance criteria in Section 4 of the NIA, the Project-related noise level increases are considered *less than significant* under EA conditions at the land uses adjacent to roadways conveying Project traffic. This finding is consistent with that of the NIA.

EA PLUS CUMULATIVE DEVELOPMENT (EAC) PROJECT TRAFFIC NOISE LEVEL CONTRIBUTIONS

Table 3 presents the EAC without Project conditions CNEL noise levels. The without Project exterior noise levels are expected to range from 67.9 to 79.1 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 3 shows the EAC with Project conditions will range from 68.4 to 79.4 dBA CNEL. As shown on Table 3 the Project will generate a noise level increase of up to 0.5 dBA CNEL on the study area roadway segments. Based on the significance criteria in Section 4 of the NIA, the Project-related noise level increases are considered *less than significant* under EAC conditions at the land uses adjacent to roadways conveying Project traffic. This finding is consistent with that of the NIA.

ID	Road Segment		CNI Lar	EL at Adja nd Use (d	acent BA) ¹	Noise- Sensitive Land	Threshold Exceeded? ²	
			No Project	With Project	Project Addition	Use?		
1	Gilman Springs Rd.	s/o SR-60	78.2	78.6	0.4	Yes	No	
2	Gilman Springs Rd.	s/o Allesandro Bl.	78.9	79.2	0.3	Yes	No	
3	Gilman Springs Rd.	s/o Jack Rabbit Tr.	76.7	77.0	0.3	Yes	No	
4	Gilman Springs Rd.	s/o Bridge St.	76.1	76.5	0.4	No	No	
5	Gilman Springs Rd.	n/o SR-79	76.5	76.7	0.2	No	No	
6	Bridge St.	w/o Gilman Springs Rd.	67.3	67.9	0.6	No	No	

TABLE 1: EXISTING CONDITION OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

¹ The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use. ² Based on the off-site traffic noise level impact significance criteria (Section 4 of the NIA).



ID	Road	Segment	CNI Lai	EL at Adja nd Use (d	acent BA) ¹	Noise- Sensitive Land	Threshold Exceeded? ²
			No Project	With Project	Project Addition	Use?	
1	Gilman Springs Rd.	s/o SR-60	78.3	78.7	0.4	Yes	No
2	Gilman Springs Rd.	s/o Allesandro Bl.	79.1	79.4	0.3	Yes	No
3	Gilman Springs Rd.	s/o Jack Rabbit Tr.	76.9	77.2	0.3	Yes	No
4	Gilman Springs Rd.	s/o Bridge St.	76.3	76.7	0.4	No	No
5	Gilman Springs Rd.	n/o SR-79	76.7	76.8	0.2	No	No
6	Bridge St.	w/o Gilman Springs Rd.	67.5	68.1	0.6	No	No

TABLE 2: EA OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

¹ The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use. ² Based on the off-site traffic noise level impact significance criteria (Section 4 of the NIA).

ID	Road	Segment	CNI Lai	EL at Adja nd Use (d	acent BA) ¹	Noise- Sensitive Land	Threshold Exceeded? ²	
			No Project	With Project	Project Addition	Use?		
1	Gilman Springs Rd.	s/o SR-60	78.4	78.8	0.4	Yes	No	
2	Gilman Springs Rd.	s/o Allesandro Bl.	79.1	79.4	0.3	Yes	No	
3	Gilman Springs Rd.	s/o Jack Rabbit Tr.	76.9	77.2	0.3	Yes	No	
4	Gilman Springs Rd.	s/o Bridge St.	76.3	76.7	0.4	No	No	
5	Gilman Springs Rd.	n/o SR-79	76.7	76.9	0.2	No	No	
6	Bridge St.	w/o Gilman Springs Rd.	67.9	68.4	0.5	No	No	

TABLE 3: EAC OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

¹ The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use. ² Based on the off-site traffic noise level impact significance criteria (Section 4 of the NIA).



Mr. Todd Pendergrass Chandler Aggregates, Inc. April 17, 2019 Page 4

MINING AREA LIMITS

Exhibit A shows the previous physical disturbance limits used in the analysis provided in the NIA, in addition to the proposed physical disturbance limits for this Supplemental Noise Assessment. Based on the proposed physical disturbance limits, Project operational and construction noise sources are expected to be located at the same or greater distances than those originally analyzed in the NIA. As such, impacts related to Project operational and construction noise and vibration impacts would be equal to or less than those identified in the NIA. For comparison, the distances to the nearby receiver locations under with the previous and proposed physical disturbance limits are provide below:

R1:

- Previous Distance used in the NIA: approximately 7,656 feet
- <u>New Distance with Proposed Limits</u>: approximately 7,950 feet

R2:

- <u>Previous Distance used in the NIA</u>: approximately 3,196 feet
- New Distance with Proposed Limits: approximately 3,600 feet

R3:

- <u>Previous Distance used in the NIA</u>: approximately 2,400 feet
- New Distance with Proposed Limits: approximately 2,400 feet

R4:

- <u>Previous Distance used in the NIA</u>: approximately 6,170 feet
- New Distance with Proposed Limits: approximately 6,170 feet



Mr. Todd Pendergrass Chandler Aggregates, Inc. April 17, 2019 Page 5



EXHIBIT A: PREVIOUS AND PROPOSED LIMITS OF PHYSICAL DISTURBANCE

Source: Surface Mining Permit No. 159R2 Environmental Impact Report.



Mr. Todd Pendergrass Chandler Aggregates, Inc. April 17, 2019 Page 6

CONCLUSIONS

This Supplemental Noise Assessment indicates that the Gilman Springs Mine Project would result in the same less than significant off-site traffic noise level impacts as previously identified in the NIA. In addition, Project operational and construction noise and vibration impacts would be equal to or less than those identified in the NIA with the equal or greater distances to nearby receiver locations due to the proposed physical disturbance limits. If you have any questions, please contact Alex Wolfe directly at (949) 366-5977 or Bill Lawson directly at (949) 336-5979.

Respectfully submitted,

URBAN CROSSROADS, INC.

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Bill Lawson, P.E., INCE Principal

ALUF

Alex Wolfe, INCE Senior Analyst



APPENDIX A

OFF-SITE TRAFFIC METHODS AND ANALYSIS



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Off-Site Roadway Parameters

ID	Roadway	Segment	Adjacent Planned (Existing if Different) Land Use ¹	Distance from Centerline to Nearest Adjacent Land Use (Feet) ²	Vehicle Speed (mph) ³
1	Gilman Springs Rd.	s/o SR-60	Residential/Business Park (Vacant)	50'	55
2	Gilman Springs Rd.	s/o Allesandro Bl.	Residential/Business Park (Vacant)	50'	55
3	Gilman Springs Rd.	s/o Jack Rabbit Tr.	Agriculture/Open Space (Residential)	64'	55
4	Gilman Springs Rd.	s/o Bridge St.	Agriculture/Open Space	64'	55
5	Gilman Springs Rd.	n/o SR-79	Commercial/Agriculture	64'	55
6	Bridge St.	w/o Gilman Springs Rd.	Agriculture/Open Space	50'	55

¹ Sources: County of Riverside Reche Canyon/Badlands and San Jacinto Valley Land Use Plans, and the City of Moreno Valley Land Use Map.

² Distance to adjacent land use is based upon the right-of-way distances for each functional roadway classification provided in the General Plan Circulation Elements of the County of Riverside and City of Moreno Valley.

³ Source: Gilman Springs Mine Supplemental Traffic Assessment.



Average Daily Traffic Volumes

			Average Daily Traffic Volumes ¹								
ID	Roadway	Segment	Existing		Existing plu Growt	ıs Ambient h (EA)	EA plus Cumulative Development (EAC)				
			Without Project	With Project	Without Project	With Project	Without Project	With Project			
1	Gilman Springs Rd.	s/o SR-60	24,989	25,195	25,488	25,694	26,262	26,468			
2	Gilman Springs Rd.	s/o Allesandro Bl.	29,420	29,629	30,608	30,817	30,892	31,101			
3	Gilman Springs Rd.	s/o Jack Rabbit Tr.	29,402	29,612	30,590	30,800	30,881	31,091			
4	Gilman Springs Rd.	s/o Bridge St.	25,484	25,726	26,513	26,755	26,677	26,919			
5	Gilman Springs Rd.	n/o SR-79	27,943	28,051	29,072	29,180	29,238	29,346			
6	Bridge St.	w/o Gilman Springs Rd.	2,507	2,539	2,608	2,640	2,852	2,884			

¹ Source: Gilman Springs Mine Supplemental Traffic Assessment.



Time of Day Vehicle Splits

	Vehicle Type Time of Day Splits			
venicie rype	Daytime	Evening	Nighttime	Day Splits
Autos	66.90%	11.92%	21.17%	100.00%
Medium Trucks	64.84%	8.49%	26.68%	100.00%
Heavy Trucks	72.54%	4.69%	22.77%	100.00%

Based on an existing 24-hour vehicle count taken at Gilman Springs Road south of Bridge Street (Gilman Springs Mine Traffic Impact Analysis, April 2018.). Vehicle mix percentage values rounded to the nearest one-hundredth.

"Daytime" = 7:00 a.m. to 7:00 p.m.; "Evening" = 7:00 p.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.



Existing Without Project Distribution of Traffic Flow by Vehicle Type (Vehicle Mix)

Classification		Total % Traffic Flow		Total
Classification	Autos	Medium Trucks	Heavy Trucks	TOtal
All Segments	90.41%	7.53%	2.06%	100.00%

Based on an existing 24-hour vehicle count taken at Gilman Springs Road south of Bridge Street (Gilman Springs Mine Traffic Impact Analysis, April 2018.). Vehicle mix percentage values rounded to the nearest one-hundredth.



Existing Conditions Vehicle Mix

				With P		
ID	Roadway	Segment	Autos	Medium Trucks	Heavy Trucks	Total ²
1	Gilman Springs Rd.	s/o SR-60	89.73%	7.47%	2.80%	100.00%
2	Gilman Springs Rd.	s/o Allesandro Bl.	89.83%	7.48%	2.69%	100.00%
3	Gilman Springs Rd.	s/o Jack Rabbit Tr.	89.83%	7.48%	2.69%	100.00%
4	Gilman Springs Rd.	s/o Bridge St.	89.63%	7.46%	2.91%	100.00%
5	Gilman Springs Rd.	n/o SR-79	90.11%	7.50%	2.39%	100.00%
6	Bridge St.	w/o Gilman Springs Rd.	89.27%	7.43%	3.29%	100.00%

¹ Source: Gilman Springs Mine Supplemental Traffic Assessment.

² Total of vehicle mix percentage values rounded to the nearest one-hundredth.



Existing plus Ambient Growth (EA) Conditions Vehicle Mix

				With P	With Project ¹			
ID	Roadway	Segment	Autos	Medium Trucks	Heavy Trucks	Total ²		
1	Gilman Springs Rd.	s/o SR-60	89.74%	7.47%	2.79%	100.00%		
2	Gilman Springs Rd.	s/o Allesandro Bl.	89.85%	7.48%	2.67%	100.00%		
3	Gilman Springs Rd.	s/o Jack Rabbit Tr.	89.85%	7.48%	2.67%	100.00%		
4	Gilman Springs Rd.	s/o Bridge St.	89.66%	7.46%	2.88%	100.00%		
5	Gilman Springs Rd.	n/o SR-79	90.12%	7.50%	2.38%	100.00%		
6	Bridge St.	w/o Gilman Springs Rd.	89.32%	7.44%	3.25%	100.00%		

¹ Source: Gilman Springs Mine Supplemental Traffic Assessment.

² Total of vehicle mix percentage values rounded to the nearest one-hundredth.



EA plus Cumulative Development (EAC)

				With Project ¹			
ID	Roadway	Segment	Autos	Medium Trucks	Heavy Trucks	Total ²	
1	Gilman Springs Rd.	s/o SR-60	89.76%	7.47%	2.77%	100.00%	
2	Gilman Springs Rd.	s/o Allesandro Bl.	89.86%	7.48%	2.66%	100.00%	
3	Gilman Springs Rd.	s/o Jack Rabbit Tr.	89.86%	7.48%	2.66%	100.00%	
4	Gilman Springs Rd.	s/o Bridge St.	89.67%	7.46%	2.87%	100.00%	
5	Gilman Springs Rd.	n/o SR-79	90.12%	7.50%	2.38%	100.00%	
6	Bridge St.	w/o Gilman Springs Rd.	89.41%	7.45%	3.15%	100.00%	

¹ Source: Gilman Springs Mine Supplemental Traffic Assessment.

² Total of vehicle mix percentage values rounded to the nearest one-hundredth.



Existing

	Pead	Cogmont	Adjacent Blanned (Evisting)	Nearest	Distance to Contour from Centerline (Feet)		
טו	Kuau Segment		Land Use ¹	Land Use	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Gilman Springs Rd.	s/o SR-60	Residential/Business Park (Vacant)	78.2	176	379	817
2	Gilman Springs Rd.	s/o Allesandro Bl.	Residential/Business Park (Vacant)	78.9	196	423	911
3	Gilman Springs Rd.	s/o Jack Rabbit Tr.	Agriculture/Open Space (Residential)	76.7	180	387	834
4	Gilman Springs Rd.	s/o Bridge St.	Agriculture/Open Space	76.1	163	352	758
5	Gilman Springs Rd.	n/o SR-79	Commercial/Agriculture	76.5	174	374	806
6	Bridge St.	w/o Gilman Springs Rd.	Agriculture/Open Space	67.3	RW	72	154

¹ Sources: County of Riverside Reche Canyon/Badlands and San Jacinto Valley Land Use Plans, and the City of Moreno Valley Land Use Map.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.



Existing+Project

	Pood	Cogmont	Adjacent Segment Planned (Existing)		Adjacent Nearest Segment Planned (Existing) Adjacen		Distance to Contour from Centerline (Feet)		
טו	Kuau Segne	Segment	Land Use ¹	Land Use	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL		
1	Gilman Springs Rd.	s/o SR-60	Residential/Business Park (Vacant)	78.6	186	402	866		
2	Gilman Springs Rd.	s/o Allesandro Bl.	Residential/Business Park (Vacant)	79.2	206	444	957		
3	Gilman Springs Rd.	s/o Jack Rabbit Tr.	Agriculture/Open Space (Residential)	77.0	189	407	876		
4	Gilman Springs Rd.	s/o Bridge St.	Agriculture/Open Space	76.5	174	376	809		
5	Gilman Springs Rd.	n/o SR-79	Commercial/Agriculture	76.7	178	384	828		
6	Bridge St.	w/o Gilman Springs Rd.	Agriculture/Open Space	67.9	RW	79	169		

¹ Sources: County of Riverside Reche Canyon/Badlands and San Jacinto Valley Land Use Plans, and the City of Moreno Valley Land Use Map.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.



Existing plus Ambient Growth (EA)

ID	Pood	Cormont	Adjacent Blanned (Evisting)	Nearest	Distance to Contour from Centerline (Feet)			
ש	Koau	Segment	Land Use ¹	Land Use	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	
1	Gilman Springs Rd.	s/o SR-60	Residential/Business Park (Vacant)	78.3	178	384	828	
2	Gilman Springs Rd.	s/o Allesandro Bl.	Residential/Business Park (Vacant)	79.1	202	434	936	
3	Gilman Springs Rd.	s/o Jack Rabbit Tr.	Agriculture/Open Space (Residential)	76.9	185	398	857	
4	Gilman Springs Rd.	s/o Bridge St.	Agriculture/Open Space	76.3	168	361	779	
5	Gilman Springs Rd.	n/o SR-79	Commercial/Agriculture	76.7	178	384	828	
6	Bridge St.	w/o Gilman Springs Rd.	Agriculture/Open Space	67.5	RW	74	158	

¹ Sources: County of Riverside Reche Canyon/Badlands and San Jacinto Valley Land Use Plans, and the City of Moreno Valley Land Use Map.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.



Existing plus Ambient Growth (EA)+Project

	Pood	Sogment	Adjacent Blanned (Evisting)	Nearest	Distance to Contour from Centerline (Feet)			
	Noau	Jegment	Land Use ¹	Land Use	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	
1	Gilman Springs Rd.	s/o SR-60	Residential/Business Park (Vacant)	78.7	189	407	876	
2	Gilman Springs Rd.	s/o Allesandro Bl.	Residential/Business Park (Vacant)	79.4	211	455	981	
3	Gilman Springs Rd.	s/o Jack Rabbit Tr.	Agriculture/Open Space (Residential)	77.2	193	417	898	
4	Gilman Springs Rd.	s/o Bridge St.	Agriculture/Open Space	76.7	179	385	829	
5	Gilman Springs Rd.	n/o SR-79	Commercial/Agriculture	76.8	183	394	849	
6	Bridge St.	w/o Gilman Springs Rd.	Agriculture/Open Space	68.1	RW	80	173	

¹ Sources: County of Riverside Reche Canyon/Badlands and San Jacinto Valley Land Use Plans, and the City of Moreno Valley Land Use Map.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.



EA plus Cumulative Development (EAC)

	Pood	Cogmont	Adjacent Blanned (Evisting)	Nearest	Distance to Contour from Centerline (Feet)			
טו	KUdu	Segment	Land Use ¹	Land Use	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	
1	Gilman Springs Rd.	s/o SR-60	Residential/Business Park (Vacant)	78.4	182	392	845	
2	Gilman Springs Rd.	s/o Allesandro Bl.	Residential/Business Park (Vacant)	79.1	203	437	942	
3	Gilman Springs Rd.	s/o Jack Rabbit Tr.	Agriculture/Open Space (Residential)	76.9	186	400	862	
4	Gilman Springs Rd.	s/o Bridge St.	Agriculture/Open Space	76.3	168	363	782	
5	Gilman Springs Rd.	n/o SR-79	Commercial/Agriculture	76.7	179	386	831	
6	Bridge St.	w/o Gilman Springs Rd.	Agriculture/Open Space	67.9	RW	78	168	

¹ Sources: County of Riverside Reche Canyon/Badlands and San Jacinto Valley Land Use Plans, and the City of Moreno Valley Land Use Map.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.



EA plus Cumulative Development (EAC)+Project

	Pood	Sogment	Adjacent Blanned (Evisting)	Nearest	Distance to Contour from Centerline (Feet)			
	Noau	Jegment	Land Use ¹	Land Use	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	
1	Gilman Springs Rd.	s/o SR-60	Residential/Business Park (Vacant)	78.8	192	414	892	
2	Gilman Springs Rd.	s/o Allesandro Bl.	Residential/Business Park (Vacant)	79.4	213	458	987	
3	Gilman Springs Rd.	s/o Jack Rabbit Tr.	Agriculture/Open Space (Residential)	77.2	195	419	903	
4	Gilman Springs Rd.	s/o Bridge St.	Agriculture/Open Space	76.7	179	386	832	
5	Gilman Springs Rd.	n/o SR-79	Commercial/Agriculture	76.9	184	396	852	
6	Bridge St.	w/o Gilman Springs Rd.	Agriculture/Open Space	68.4	RW	85	182	

¹ Sources: County of Riverside Reche Canyon/Badlands and San Jacinto Valley Land Use Plans, and the City of Moreno Valley Land Use Map.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.



Scenario: Existing Without Project Road Name: Gilman Springs Rd. Road Segment: s/o SR-60

	5										
SITE	SPECIFIC IN	IPUT DATA				I	NOISE	MODE	L INPUT	S	
Highway Data					Site Con	ditions	s (Hard =	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	24,989 vehicl	es					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Ti	rucks (2	Axles):	15		
Peak F	lour Volume:	2,499 vehicle	S		He	avy Tru	ıcks (3+	Axles):	15		
Ve	hicle Speed:	55 mph		-	Vohiolo	Miv					
Near/Far La	ne Distance:	58 feet			Venicie I	viix icleTvn	0	Dav	Evenina	Night	Daily
Sita Data					Ven	ыстур	Autos	66 0%	11 0%	21 20/	00 / 1%
Sile Dala	• • • • • • •				Λ/	odium T	rucks [.]	64.8%	85%	26.7%	7 53%
Ba	rrier Height:	0.0 feet				Jeavv T	Tucks:	72 5%	4.7%	20.1 /0	2.06%
Barrier Type (U-V	vall, 1-Berm):	0.0			,	louvy l	ruono.	72.07	J 4.770	22.070	2.0070
Centerline Di	st. to Barrier:	50.0 feet			Noise So	ource E	levatior	ns (in f	eet)		
Centerline Dist.	to Observer:	50.0 feet				Auto	os: 0	.000			
Barrier Distance	to Observer:	0.0 leet			Mediu	m Trucł	ks: 2	.297			
Observer Height	(ADOVE Pad):	5.0 feet			Heav	y Trucł	ks: 8	.004	Grade Adj	iustment	: 0.0
	ad Elevation.	0.0 feet		_	l ano Ea	uivalor	nt Distar	nco (in	foot)		
KU	au Elevalion. Rood Crodo:			_	Lane Ly	Λυτα	$\frac{1}{2}$	037	iccij		
		0.0%	~~		Madiu	n Trucl	/3. 41 ke: /0	820			
	Len View. Pight View:	-90.0 degre	es 00		Heau	n Truci	13. 40 ks: 10	.020 8/1			
	Night view.	SULU DEGLE	63		near	y maon	10. 40	.041			
FHWA Noise Mod	lel Calculation	s		I							
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Atte	en Ber	rm Atten
Autos:	71.78	0.83		1.1	8	-1.20		-4.65	0.0	000	0.000
Medium Trucks:	82.40	-9.96		1.2	2	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	86.40	-15.59		1.2	.1	-1.20		-5.43	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atter	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	/	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:	72	.6	70.1		68.6		66.	3	73.4	ŀ	73.8
Medium Trucks:	72	.5	69.8		67.0		67.	2	74.0)	74.2
Heavy Trucks:	70	.8	68.6		62.8		64.	8	71.9)	72.0
Vehicle Noise:	76	.8	74.3		71.5		71.	0	77.9)	78.2
Centerline Distan	ce to Noise Co	ontour (in feet	t)								
·				70	dBA	65	i dBA	6	60 dBA	55	dBA
			Ldn:	1	69	3	365		786	1,	693
		C	NEL:	1	76	3	379		817	1,	761

Scenario: Existing Without Project Road Name: Gilman Springs Rd. Road Segment: s/o Allesandro Bl.

			1							
SITE SPECIFIC IN	IPUT DATA				1	IOISE	MODE		5	
Highway Data			S	Site Con	ditions	(Hard	= 10, So	oft = 15)		
Average Daily Traffic (Adt):	29,420 vehicle	S					Autos:	15		
Peak Hour Percentage:	10%			Mee	dium Tr	ucks (2	Axles):	15		
Peak Hour Volume:	2,942 vehicles	5		Hea	avy Tru	cks (3+	Axles):	15		
Vehicle Speed:	55 mph		V	ehicle I	<i>lix</i>					
Near/Far Lane Distance:	58 feet		-	Vehi	cleType	9	Day	Evening	Night	Daily
Site Data						Autos:	66.9%	11.9%	21.2%	90.41%
Barrier Height:	0.0 feet			Me	dium T	rucks:	64.8%	8.5%	26.7%	7.53%
Barrier Type (0-Wall, 1-Berm):	0.0			H	leavy T	rucks:	72.5%	4.7%	22.8%	2.06%
Centerline Dist. to Barrier:	50.0 feet		Δ	laise Sa	urce F	lovatio	ns (in f	aat)		
Centerline Dist. to Observer:	50.0 feet			10136 30						
Barrier Distance to Observer:	0.0 feet			Modiur	Auto Truck		207			
Observer Height (Above Pad):	5.0 feet			Heav	n Truck	.s. 4	2.231	Grado Ad	ustmont	0.0
Pad Elevation:	0.0 feet			neav	y TTUCK	S. (5.004		usunem.	0.0
Road Elevation:	0.0 feet		L	ane Equ	ıivalen	t Dista	nce (in	feet)		
Road Grade:	0.0%				Auto	s: 4	1.037			
Left View:	Left View: -90.0 degree				n Truck	s: 40	0.820			
Right View:	90.0 degree	s		Heav	y Truck	rs: 40	0.841			
FUMA Naisa Madal Calaulatian										
	S Troffic Flow	Diata		Finite	Deed	F ra	amal	Downian Att		na 144 a m
VenicieType REMEL		Dista		Finite	Road	Fre	snei	Barrier Atte	en Ben	m Atten
Aulos. 71.78	1.54		1.10		-1.20		-4.00	0.0		0.000
Hoovy Trucks: 86.40	-9.20		1.22		-1.20		-4.07	0.0		0.000
Tieavy Trucks. 80.40	-14.09		1.21		-1.20		-0.43	0.0	00	0.000
Unmitigated Noise Levels (with	out Topo and I	barrier	attenu	uation)					1	
VehicleType Leq Peak Hou	Ir Leq Day		Leq Ev	ening	Leq	Night		Ldn	CI	NEL
Autos: 73	.3 7	70.8		69.3		67	.0	74.1		74.5
Medium Trucks: 73	.2 7	70.5		67.7		67	.9	74.7	•	74.9
Heavy Trucks: 71	.5 6	69.3		63.5		65	.6	72.6	5	72.7
Vehicle Noise: 77	.5 7	75.0		72.2		71	.7	78.7	•	78.9
Centerline Distance to Noise Co	ontour (in feet)									
			70 di	BA	65	dBA	6	60 dBA	55	dBA
	L	_dn:	189	9	4	07		876	1,8	887
	C٨	IEL:	196	6	4	23		911	1,9	964

Scenario: Existing Without Project Road Name: Gilman Springs Rd. Road Segment: s/o Jack Rabbit Tr.

	IPUT DATA		NOISE MODEL INPUTS							
Highway Data			Site Conditio	ns (Hard = 10	0, Soft = 15)	-				
Average Daily Traffic (Adt):	29.402 vehicles			Al	itos: 15					
Peak Hour Percentage:	10%		Medium	Trucks (2 Ax	<i>les):</i> 15					
Peak Hour Volume:	2,940 vehicles		Heavy 7	rucks (3+ Ax	les): 15					
Vehicle Speed:	55 mph		·	•	,					
, Near/Far Lane Distance:	58 feet		Venicie IVIIX	/no D		Night Doily				
Site Data			veniciery							
			Madium	Aulos. ot	0.9% II.9%	21.2% 90.41%				
Barrier Height:	0.0 feet		Medium	Trucks. 04	+.0% $0.0%$	20.1% 1.03%				
Barrier Type (0-Wall, 1-Berm):	0.0		neavy	TIUCKS. 12	2.5% 4.7%	22.0% 2.00%				
Centerline Dist. to Barrier:	64.0 feet		Noise Source	Elevations	(in feet)					
Centerline Dist. to Observer:	64.0 feet		Au	<i>itos:</i> 0.00	0					
Barrier Distance to Observer:	0.0 feet		Medium Tru	cks: 2.29	7					
Observer Height (Above Pad):	5.0 feet		Heavy Tru	cks: 8.00	4 Grade Adj	ustment: 0.0				
Pad Elevation:	0.0 feet				(in fact)					
Road Elevation:	0.0 feet		Lane Equival	ent Distance						
Road Grade:	0.0%		AL	Itos: 57.27	-					
Left View:	-90.0 degrees		Medium Tru	CKS: 57.11	1					
Right View:	90.0 degrees		Heavy Iru	cks: 57.13	32					
FHWA Noise Model Calculation	S									
VehicleType REMEL	Traffic Flow [Distance	Finite Road	l Fresnel	Barrier Atte	en Berm Atten				
Autos: 71.78	1.54	-0.99	9 -1.2	20 -4	.70 0.0	00 0.000				
Medium Trucks: 82.40	-9.26	-0.9	7 -1.2	20 -4	4.88 0.0	00 0.000				
Heavy Trucks: 86.40	-14.89	-0.9	7 -1.2	20 -5	5.31 0.0	00 0.000				
Unmitigated Noise Levels (with	out Topo and bar	rier atten	uation)							
VehicleType Leq Peak Hou	ur Leq Day	Leq E	vening L	eq Night	Ldn	CNEL				
Autos: 71	.1 68.6	6	67.1	64.8	72.0	72.3				
Medium Trucks: 71	.0 68.3	3	65.5	65.7	72.5	72.7				
Heavy Trucks: 69	.3 67.2	2	61.3	63.4	70.4	70.5				
Vehicle Noise: 75	5.3 72.8	3	70.0	69.5	76.5	76.7				
Centerline Distance to Noise Co	ontour (in feet)									
		70 0	dBA (65 dBA	60 dBA	55 dBA				
	Ldn	. 17	73	372	802	1,728				
	CNEL		00	207	004	4 707				

Scenario: Existing Without Project Road Name: Gilman Springs Rd. Road Segment: s/o Bridge St.

, toda cogino											
SITE	SPECIFIC IN	PUT DATA					IOISE	MODE	L INPUT	S	
Highway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	25,484 vehicl	es					Autos.	15		
Peak Hour	Percentage:	10%			Me	dium Tr	ucks (2	? Axles).	15		
Peak F	lour Volume:	2,548 vehicle	s		He	avy Tru	cks (3-	Axles).	15		
Ve	hicle Speed:	55 mph			Vehicle	Mix					
Near/Far La	ne Distance:	58 feet		-	Veh	icleType	è –	Dav	Evenina	Niaht	Daily
Site Data					1011		Autos:	66.9%	6 11.9%	21.2%	90.41%
Do	rrior Hoight:	0.0 fact			M	, edium T	rucks:	64.8%	6 8.5%	26.7%	7.53%
Barrier Type (0-M	Vall 1-Borm):				ŀ	leavy T	rucks:	72.5%	6 4.7%	22.8%	2.06%
Centerline Di	ist to Barriar	0.0 64.0 feet				, .					
Centerline Dist	to Observer	64 0 feet			Noise So	ource E	levatio	ons (in f	eet)		
Barrier Distance	to Observer				Autos: 0.000						
Observer Height	(Above Pad).	5.0 feet			Mediu	m Truck	s: i	2.297	_		
Diserver height	(ADOVE Fau).	5.0 feet			Heav	y Truck	s:	8.004	Grade Ad	justment	: 0.0
Po Po	ad Elevation.				Lane Ea	uivalen	t Dista	nce (in	feet)		
NO	Road Grade: 0.0%					Auto	s: 5	7.271			
	Road Grade: 0.0%					m Truck	s: 5	7.117			
	Right View:	90.0 degre	es		Heav	v Truck	s: 5	7.132			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fre	snel	Barrier Att	en Bei	rm Atten
Autos:	71.78	0.92		-0.9	9	-1.20		-4.70	0.0	000	0.000
Medium Trucks:	82.40	-9.88		-0.9	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	86.40	-15.51		-0.9	7	-1.20		-5.31	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Hou	ır Leq Day	/	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:	70	.5	68.0		66.5		64	.2	71.3	3	71.7
Medium Trucks:	70	.4	67.7		64.9		65	5.1	71.9	9	72.1
Heavy Trucks:	68	.7	66.5		60.7		62	2.7	69.8	3	69.9
Vehicle Noise:	74	.7	72.2		69.4		68	3.9	75.8	3	76.1
Centerline Distan	ce to Noise Co	ontour (in feet	;)								
				70 (dBA	65	dBA		60 dBA	55	dBA
			Ldn:	15	57	3	38		729	1,	570
		C	NEL:	16	63	3	52		758	1,	634

Scenario: Existing Without Project Road Name: Gilman Springs Rd. Road Segment: n/o SR-79

SITE	SPECIFIC IN	PUT DATA				I	NOISE	MODE	L INPUT	S	
Highway Data					Site Con	ditions	s (Hard =	: 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	27,943 vehicle	es					Autos:	15		
Peak Hour	Percentage:	10%			Med	dium Ti	rucks (2 .	Axles):	15		
Peak F	lour Volume:	2,794 vehicle	s		Hea	avy Tru	ıcks (3+ .	Axles):	15		
Ve	hicle Speed:	55 mph		-	Vohiolo	/iv					
Near/Far La	ne Distance:	58 feet		-	Venicie i Vohi	nix cloTvn	0	Dav	Evenina	Niaht	Daily
Site Data					Vern	сістур	Autos	66 Q%	11 0%	21 20/	00 / 10/
					Me	dium T	Aulos. Trucks:	64.8%	85%	26.7%	7 53%
	rrier Height:	0.0 feet			IVIE F	leavy T	rucks: Trucks:	72 5%	0.570 A 7%	20.7 /0	2 06%
Barrier Type (0-W	Vall, 1-Berm):	0.0				icavy i	rucks.	12.07		22.07	2.0070
Centerline Di	st. to Barrier:	64.0 feet			Noise So	urce E	levation	s (in f	eet)		
Centerline Dist.	to Observer:	64.0 feet				Auto	os: 0.	000			
Barrier Distance	to Observer:	0.0 feet			Medium	n Trucl	ks: 2.	297			
Observer Height	(Above Pad):	5.0 feet			Heav	y Trucl	ks: 8.	004	Grade Ad	iustmen	t: 0.0
	ad Elevation:	0.0 feet		_	Lono Equ	ivalar	t Dictor	oo (in	faat		
Ro	ad Elevation:			-	Lane Ly			074	ieel)		
	Road Grade: 0.0%					AUIC N Truck	NS. 57.	2/ 117			
	Leit View:	-90.0 degree	es		Hoov	n Truci	KS. 57.	100			
	Right view:	90.0 degree	es		neav	y Truci	NS. 57.	132			
FHWA Noise Mod	lel Calculation	S									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresi	nel	Barrier Att	en Be	rm Atten
Autos:	71.78	1.32		-0.9	9	-1.20		-4.70	0.0	000	0.000
Medium Trucks:	82.40	-9.48		-0.9	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	86.40	-15.11		-0.9	7	-1.20		-5.31	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atter	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	/	Leq E	vening	Leq	ı Night		Ldn	С	NEL
Autos:	70	.9	68.4		66.9		64.	6	71.7	7	72.1
Medium Trucks:	70	.8	68.1		65.3		65.	5	72.3	3	72.5
Heavy Trucks:	69	.1	66.9		61.1		63.	1	70.2	2	70.3
Vehicle Noise:	75	.1	72.6		69.8		69.3	3	76.2	2	76.5
Centerline Distan	ce to Noise Co	ontour (in feet)								
				70	dBA	65	dBA	6	60 dBA	55	5 dBA
			Ldn:	1	67	3	360	•	775	1	,670
		Cl	NEL:	1	74	3	374		806	1	,737

Scenario: Existing Without Project Road Name: Bridge St. Road Segment: w/o Gilman Springs Rd.

CITE											
SILE Highway Data	SPECIFIC IN	PUIDAIA			Site Con	ditions	NUISE s (Hard =		$\mathbf{L} \mathbf{INPUI}$	3	
Averere Deile	Troffic (Adt):	2 EOZ vehiel				annon		Autoo:	15		
Average Dally	Traπic (Adt):	2,507 venici	es		Mo	dium T	ruoko (2	Autos.	10		
Peak Hour	Percentage:	10%	_		IVIE		iucks (2)	Axies).	15		
Peak F	Hour Volume:	251 venicie	S		пе	avy III	ICKS (3+)	Axies).	15		
Ve Maan/Fan (a	enicie Speea:	55 mpn			Vehicle I	Mix					
Near/Far La	ine Distance:	36 Teet			Veh	icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	66.9%	5 11.9%	21.2%	90.41%
Ba	rrier Height:	0.0 feet			M	edium T	Trucks:	64.8%	8.5%	26.7%	7.53%
Barrier Type (0-W	Vall, 1-Berm):	0.0			ŀ	leavy T	Trucks:	72.5%	4.7%	22.8%	2.06%
Centerline Di	ist. to Barrier:	50.0 feet		-	Noise Su	nurco F	lovation	s (in f	oot)		
Centerline Dist.	to Observer:	50.0 feet		-	10130 30				eel)		
Barrier Distance	to Observer:	0.0 feet			Modiu	Auto Truol	k_{0} 0	207			
Observer Height	(Above Pad):	5.0 feet			Heavy Trucks: 8 004 Grade Adjustment						· 0 0
P	ad Elevation:	0.0 feet			Tieav	y muci	NS. 0.	004	Orace Auj	ustinent	. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivaler	nt Distan	ce (in	feet)		
	Road Grade: 0.0%					Auto	os: 46.	915			
	<i>Left View:</i> -90.0 degrees				Mediu	m Trucl	ks: 46.	726			
	Right View:	90.0 degre	es		Heav	y Trucl	ks: 46	744			
FUNAA Natao Mad											
VehioleType		Troffic Flow	Dia	tonoo	Einito	Pood	Eroo		Porrior Att	on Por	m Atton
Venicie i ype	71 79		Dis			1 20	Fresi	101			
Aulos. Modium Trucks:	71.70 82.40	-9.10		0.3	2 A	-1.20		-4.00	0.0		0.000
Heavy Trucks:	82.40	-19.90		0.0	94 97	1.20		-4.07	0.0		0.000
Tieavy Trucks.	00.40	-20.00		0.0	94	-1.20		-0.43	0.0	00	0.000
Unmitigated Nois	e Levels (witho	out Topo and	barrie	er atter	nuation)					1	
VehicleType	Leq Peak Hour	r Leq Day	/	Leq E	vening	Leq	n Night		Ldn	CI	NEL
Autos:	61.	7	59.2		57.7		55.	5	62.6	5	62.9
Medium Trucks:	61.0	6	58.9		56.1		56.3	3	63.1		63.3
Heavy Trucks:	60.	0	57.8		51.9		54.0)	61.0)	61.1
Vehicle Noise:	65.	9	63.4		60.6		60.	1	67.1		67.3
Centerline Distan	ce to Noise Co	ntour (in feet	;)								
				70	dBA	65	i dBA	e	60 dBA	55	dBA
			Ldn:	3	32		69		148	3	19
		C	NEL:	3	33		72		154	3	32

Scenario: Existing + Project Road Name: Gilman Springs Rd. Road Segment: s/o SR-60

SITE	SPECIFIC INP	UT DATA			N				5	
Fighway Data				Site Con	aitions (naro =	10, 30	Dit = 15)		
Average Daily	Traffic (Adt): 2	5,195 vehicles				F	Autos:	15		
Peak Hour	Percentage:	10%		Me	dium Tru	icks (2 A	xles):	15		
Peak H	lour Volume: 2	,519 vehicles		He	avy Truc	ks (3+ A	xles):	15		
Ve	hicle Speed:	55 mph		Vehicle	Mix					
Near/Far La	ne Distance:	58 feet	_	Veh	icleType		Day	Evening	Night	Daily
Site Data					A	utos:	66.9%	11.9%	21.2%	89.73%
Ba	rrier Height:	0.0 feet		M	edium Tr	ucks:	64.8%	8.5%	26.7%	7.47%
Barrier Type (0-W	/all, 1-Berm):	0.0		ŀ	leavy Tr	ucks:	72.5%	4.7%	22.8%	2.80%
Centerline Di	st. to Barrier:	50.0 feet	=	Noice Su	Suraa Ek	wation	in f			
Centerline Dist.	to Observer:	50.0 feet	_	NOISE SC				el)		
Barrier Distance	to Observer:	0.0 feet			Autos	. 0.0	000			
Observer Height	(Above Pad):	5.0 feet		Meaiui	т irucks	: Z.Z	.97	Creada Ad		
Pa	ad Elevation:	0.0 feet		Heav	y Trucks	: 8.0	04	Grade Adj	ustment.	0.0
Roa	ad Elevation:	0.0 feet	-	Lane Eq	uivalent	Distand	e (in i	feet)		
	Road Grade:	0.0%			Autos	: 41.0)37			
	Left View:	-90.0 degrees		Mediu	m Trucks	: 40.8	320			
	Right View:	90.0 degrees		Heav	y Trucks	: 40.8	341			
FHWA Noise Mod	el Calculations					_	-			_
VehicleType	REMEL 1	Traffic Flow	Distance	Finite	Road	Fresn	el	Barrier Att	en Ber	m Atten
Autos:	71.78	0.83	1.1	8	-1.20		-4.65	0.0	000	0.000
Medium Trucks:	82.40	-9.96	1.2	2	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	86.40	-14.22	1.2	1	-1.20		-5.43	0.0	000	0.000
Unmitigated Nois	e Levels (withou	ıt Topo and ba	arrier atter	nuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq E	vening	Leq I	Vight		Ldn	Cl	VEL
Autos:	72.6	70	.1	68.6		66.3		73.4	ŀ	73.8
Medium Trucks:	72.5	69	.8	67.0		67.2		74.0)	74.2
Heavy Trucks:	72.2	70	.0	64.1		66.2		73.2	2	73.4
Vehicle Noise:	77.2	74	.7	71.7		71.4		78.3	3	78.6
Centerline Distan	ce to Noise Con	tour (in feet)								
			70	dBA	65 c	IBA	e	60 dBA	55	dBA
		Ld	In: 18	80	38	57		833	1,	795
		CNE	<i>:L:</i> 18	86	40	2		866	1,	865

Scenario: Existing + Project Road Name: Gilman Springs Rd. Road Segment: s/o Allesandro Bl.

				1								
SITE	SPECIFIC IN	PUT DATA					NOISE	MODE	L INPUT	S		
Highway Data				5	Site Con	ditions	: (Hard =	= 10, S	oft = 15)			
Average Daily	Traffic (Adt):	29,629 vehicle	es					Autos:	15			
Peak Hour	Percentage:	10%			Me	dium Ti	rucks (2	Axles):	15			
Peak H	our Volume:	2,963 vehicle	s		He	avy Tru	icks (3+	Axles):	15			
Ve	hicle Speed:	55 mph			Vahiala	11:1						
Near/Far La	ane Distance:	58 feet		<u>'</u>	Venicie		•	Dav	Fuening	Niaht	Dailu	
0142 Data					ven	icie i yp	.		Everning		Dally	
Site Data						!' 7	Autos:	66.9%	5 11.9%	21.2%	89.83%	
Ba	rrier Height:	0.0 feet			I/Ie	aium i	rucks:	64.8%	b 8.5%	26.7%	7.48%	
Barrier Type (0-W	Vall, 1-Berm):	0.0			ŀ	Heavy I	rucks:	72.5%	b 4.7%	22.8%	2.69%	
Centerline Di	ist. to Barrier:	50.0 feet		1	Noise So	ource E	levatio	ns (in f	eet)			
Centerline Dist.	to Observer:	50.0 feet				Auto	os [.] 0	000	,			
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck	(s [.] 2	297				
Observer Height	(Above Pad):	5.0 feet			Heavy Trucks: 8 004 Grade Adjustment:						. 0 0	
P	ad Elevation:	0.0 feet			near	y much		.004	erade rid	aounone	. 0.0	
Ro	Road Elevation: 0.0 feet					uivalen	t Distar	nce (in	feet)			
	Road Grade: 0.0%					Auto	os: 41	.037				
	Left View:	-90.0 degre	es		Mediu	m Trucł	ks: 40	.820				
	Right View:	90.0 degre	es		Heav	y Trucł	ks: 40	.841				
FHWA Noise Mod	lel Calculation	s										
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten	
Autos:	71.78	1.54		1.18	3	-1.20		-4.65	0.0	000	0.000	
Medium Trucks:	82.40	-9.26		1.22	2	-1.20		-4.87	0.0	000	0.000	
Heavy Trucks:	86.40	-13.69		1.21	1	-1.20		-5.43	0.0	000	0.000	
Unmitigated Nois	e Levels (with	out Topo and	barri	er atten	uation)							
VehicleType	Leg Peak Hou	Ir Leg Day	/	Leg Ev	/ening	Leg	Night		Ldn	С	NEL	
Autos:	73	.3	70.8	,	69.3	,	67.	0	74.1	1	74.5	
Medium Trucks:	73	.2	70.5		67.7		67.	9	74.7	7	74.9	
Heavy Trucks:	72	.7	70.5		64.7		66.	8	73.8	3	73.9	
Vehicle Noise:	77	.8	75.4		72.4		72.	0	79.0)	79.2	
Centerline Distan	ce to Noise Co	ontour (in feet	•)									
			,	70 c	1BA	65	dBA	(60 dBA	55	dBA	
			Ldn:	19	8		28	`	921	1	985	
		C	NEI ·	20	6	2	44		957	2	062	
		0	· <u> </u>	20		_			501	۷,	002	

Scenario: Existing + Project Road Name: Gilman Springs Rd. Road Segment: s/o Jack Rabbit Tr.

				1							
SITE	SPECIFIC INP	PUT DATA				I	NOISE	MODE		S	
Highway Data					Site Con	ditions	; (Hard =	= 10, S	oft = 15)		
Average Daily	Traffic (Adt): 2	9,612 vehicle	es					Autos	: 15		
Peak Hour	Percentage:	10%			Me	dium Tı	rucks (2	Axles)	: 15		
Peak F	lour Volume: 2	2,961 vehicle	s		He	avy Tru	ıcks (3+	Axles)	: 15		
Ve	hicle Speed:	55 mph			Vehicle	Mix					
Near/Far La	ne Distance:	58 feet		-	Veh	icleTvn	e	Dav	Evenina	Niaht	Daily
Site Data					1011		Autos:	66.9%	6 11.9%	21.2%	89.83%
Ba	wier Height	0.0 feet			Me	edium T	rucks:	64.8%	6 1.1.6 <i>7</i> 6	26.7%	7.48%
Da Darriar Tupo (0 M					ŀ	leavv T	rucks:	72.5%	6 4.7%	22.8%	2.69%
Contorlino Di	ist to Parriar:	0.0						,			
Contorlino Diot	to Obsorver:	64.0 feet			Noise So	ource E	levatio	ns (in f	feet)		
Barriar Distance	to Observer:					Auto	os: 0	.000			
Damer Distance	(Above Ded):	0.0 feet			Mediu	n Truck	ks: 2	.297			
	(ADOVE Pau).	5.0 leet			Heav	y Truck	ks: 8	.004	Grade Ad	justmen	t: 0.0
	ad Elevation.	0.0 feet			l ano Ea	uivalon	t Distar	nco (in	foot)		
RU	au Elevalion.				Lane Ly	Auto	57 EZ	271			
	Road Grade.	0.0%	~ ~		Modiu	Auic m Truck	/s. 57	.271			
	Leit View:	-90.0 degree	3S		Wealui Lloon	n nucr v Truck	(S. 57 (C. 57	.117			
	Right view:	90.0 degree	es		пеач	y mucr	IS. 57	.132			
FHWA Noise Mod	lel Calculations										
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Att	en Be	rm Atten
Autos:	71.78	1.54		-0.9	9	-1.20		-4.70	0.0	000	0.000
Medium Trucks:	82.40	-9.26		-0.9	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	86.40	-13.69		-0.9	7	-1.20		-5.31	0.0	000	0.000
Unmitigated Nois	e Levels (witho	ut Topo and	barrie	er atter	nuation)						
VehicleType	Leq Peak Hour	Leq Day	/	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:	71.1		68.6		67.1		64.	8	72.0)	72.3
Medium Trucks:	71.0)	68.3		65.5		65.	7	72.5	5	72.7
Heavy Trucks:	70.5	5	68.3		62.5		64.	6	71.6	6	71.7
Vehicle Noise:	75.7	7	73.2		70.2		69.	8	76.8	3	77.0
Centerline Distan	ce to Noise Cor	ntour (in feet)								
				70	dBA	65	dBA		60 dBA	55	i dBA
			Ldn:	18	82	3	391		843	1	,817
		CI	VEL:	18	89	4	107		876	1	,887

Scenario: Existing + Project Road Name: Gilman Springs Rd. Road Segment: s/o Bridge St.

	s, c 2			1							
SITE	SITE SPECIFIC INPUT DATA						NOISE	MODE	EL INPUT	S	
Highway Data				5	Site Con	ditions	: (Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	25,726 vehicle	es					Autos	: 15		
Peak Hour	[.] Percentage:	10%			Me	dium Tı	rucks (2	Axles)	: 15		
Peak H	lour Volume:	2,573 vehicle	s		He	avy Tru	icks (3+	Axles)	: 15		
Ve	ehicle Speed:	55 mph			Vahiala	Mix					
Near/Far La	ane Distance:	58 feet			Venicie	VIIX ieleType	0	Dav	Evoning	Night	Daily
Cita Data					ven	icie i ypi					
Site Data					Λ.Λ.	odium T	Autos. Trucko:	64.90	0 II.9% / 050/	21.2%) 09.03% 7 460/
Ba	rrier Height:	0.0 feet				Joona T	TUCKS.	04.07	0 0.0%	20.7%	3 7.40%
Barrier Type (0-V	Vall, 1-Berm):	0.0			r	leavy I	TUCKS.	12.5%	o 4.7%	22.8%	» Z.91%
Centerline Di	ist. to Barrier:	64.0 feet		1	Noise So	ource E	levatio	ns (in f	feet)		
Centerline Dist.	to Observer:	64.0 feet				Auto	os: 0	.000			
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck	ks: 2	.297			
Observer Height	(Above Pad):	5.0 feet			Heav	v Truck	ks: 8	.004	Grade Ad	justmen	t: 0.0
P	ad Elevation:	0.0 feet				· .)		
Ro	ad Elevation:	0.0 feet		1	Lane Eq	uivalen	t Distai	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 57	.271			
	Left View:	-90.0 degre	es		Mediu	m Truck	ks: 57	.117			
	Right View:	90.0 degre	es		Heav	y Truck	ks: 57	.132			
EHWA Noiso Mod	lol Colculation	~									
VehicleType		Traffic Flow	Dis	tanco	Finito	Road	Fros	nol	Rarriar Att	on Bo	rm Atton
Autos:	71 78	0.02	DIS			-1 20	1163				
Autos. Medium Trucks:	82.40	-0.82		-0.93	5 7	-1.20		-1.88	0.0		0.000
Heavy Trucks:	86.40	-3.00		-0.97	r 7	-1.20		-5.21	0.0		0.000
Tieavy Trucks.	00.40	-13.97		-0.97	I	-1.20		-0.57	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atten	uation)						
VehicleType	Leq Peak Hou	r Leq Day	/	Leq Ev	vening	Leq	Night		Ldn	C	NEL
Autos:	70.	5	68.0		66.5		64	.2	71.3	3	71.7
Medium Trucks:	70.	4	67.7		64.9		65	.1	71.9	9	72.1
Heavy Trucks:	70.	3	68.1		62.2		64	.3	71.3	3	71.4
Vehicle Noise:	75.	1	72.7		69.6		69	.3	76.3	3	76.5
Centerline Distan	ce to Noise Co	ntour (in feet)								
				70 c	dBA	65	dBA		60 dBA	55	5 dBA
			Ldn:	16	68	3	362		779	1	,679
		C	NEL:	17	74	3	876		809	1	,744

Scenario: Existing + Project Road Name: Gilman Springs Rd. Road Segment: n/o SR-79

SITE	SITE SPECIFIC INPUT DATA lighway Data						NOISE	MODE	EL INPUT	S	
Highway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	28,051 vehicl	es					Autos	: 15		
Peak Hour	· Percentage:	10%			Me	dium Tı	rucks (2	Axles)	: 15		
Peak F	lour Volume:	2,805 vehicle	S		He	avy Tru	icks (3+	Axles)	: 15		
Ve	hicle Speed:	55 mph			Vohiclo	Miz					
Near/Far La	ne Distance:	58 feet		_	Voh	icleTvn	a	Dav	Evenina	Niaht	Daily
Sito Data					VCII		Autos:	66 Q2	L VCI III 9%	21.2%	00 11%
	• • • • • •				1.1	odium T	rucks [.]	64.8%	6 11.570 6 8.5%	26.7%	5 30.11% 5 7 50%
Ba	rrier Height:	0.0 feet			, in the second s	Heavy T	rucks:	72 59	6 0.0%	20.1 /0	2 30%
Barrier Type (U-V	vall, 1-Berm):	0.0			1	leavy l	ruono.	12.07	0 4.770	22.07	2.0070
Centerline Di	st. to Barrier:	64.0 feet		1	Noise So	ource E	levatio	ns (in t	feet)		
Centerline Dist.	to Observer:	64.0 feet				Auto	os: (000.			
Barner Distance	to Observer:	0.0 leet			Mediu	m Truck	ks: 2	2.297			
Observer Height	(ADOVE Pad):	5.0 feet			Heav	y Truck	ks: 6	8.004	Grade Ad	ljustmen	t: 0.0
	ad Elevation.	0.0 feet		_	l ano Fa	uivalon	t Dista	nco (in	foot)		
KU	au Elevalion. Rood Crodo:			_		Auto	5	7 271	iccij		
		0.0%	~ ~		Modiu	m Truck	(s: 57	.271			
	Right View:	-90.0 degre	65		Heav	w Truck	(s [.] 57	7 132			
	Night view.	90.0 degre	62		near	y much	10. UI	.152			
FHWA Noise Mod	lel Calculations	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	snel	Barrier At	ten Be	rm Atten
Autos:	71.78	1.32		-0.9	9	-1.20		-4.70	0.	000	0.000
Medium Trucks:	82.40	-9.48		-0.9	7	-1.20		-4.88	0.	000	0.000
Heavy Trucks:	86.40	-14.44		-0.9	7	-1.20		-5.31	0.	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Hou	r Leq Day	/	Leq E	vening	Leq	Night		Ldn	C	NEL
Autos:	70.	.9	68.4		66.9		64	.6	71.	7	72.1
Medium Trucks:	70.	.8	68.1		65.3		65	.5	72.	3	72.5
Heavy Trucks:	69.	.8	67.6		61.7		63	.8	70.	8	71.0
Vehicle Noise:	75.	.3	72.8		69.9		69	.5	76.	4	76.7
Centerline Distan	ce to Noise Co	ontour (in feet	t)								
		-		70 0	dBA	65	dBA		60 dBA	55	5 dBA
			Ldn:	17	72	3	370		796	1	,715
		С	NEL:	17	78	З	884		828	1	,784

Scenario: Existing + Project Road Name: Bridge St. Road Segment: w/o Gilman Springs Rd.

SITE	SPECIFIC IN					N				s	
Highway Data				S	Site Cond	itions	(Hard =	10, Sc	ft = 15	<u> </u>	
Average Dailv	Traffic (Adt):	2,539 vehicle	es					Autos:	15		
Peak Hour	Percentage:	10%			Medi	ium Tru	ıcks (2 /	Axles):	15		
Peak H	Hour Volume:	254 vehicle	s		Hear	vv Truc	ks (3+ /	Axles):	15		
Ve	hicle Speed:	55 mph			/- I. ¹ - I	•	,	,			
Near/Far La	ne Distance:	36 feet		۱.	/ehicle Mi	IX / a Ti wa a		Davis	F	Alianta	Deile
Cita Data					venic	ie i ype			Evening		
Site Data					Mag	A Tranuit	AUTOS:	60.9%	0 11.9%	21.2%	89.27%
Ba	rrier Height:	0.0 feet			Mec		UCKS:	04.8%	0 0.5%	20.7%	7.43%
Barrier Type (0-V	Vall, 1-Berm):	0.0			пе	avy II	UCKS.	12.5%	o 4. <i>1™</i>	22.8%	3.29%
Centerline Di	ist. to Barrier:	50.0 feet		٨	Noise Sou	ırce El	evation	s (in fe	eet)		
Centerline Dist.	to Observer:	50.0 feet				Autos	s: 0.	000			
Barrier Distance	to Observer:	0.0 feet			Medium	Trucks	s: 2.	297			
Observer Height	(Above Pad):	5.0 feet			Heavy	Trucks	s: 8.	004	Grade Ad	iustment	0.0
P	ad Elevation:	0.0 feet		,	ono Equi	ivalant	Dicton	oo (in j	faat		
Ro	ad Elevation:	0.0 feet		L	.ane Equi	valent	Distan		ieet)		
	Road Grade:	0.0%			Madium	Autos	5. 46. . 46.	915			
	Left View:	-90.0 degre	es		Meaium	Trucks	5. 46. . 46.	726			
	Right View:	90.0 degre	es		Heavy	TTUCKS	<i>5.</i> 46.	744			
FHWA Noise Mod	lel Calculations	5									
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite R	Road	Fresr	nel	Barrier Att	en Ber	m Atten
Autos:	71.78	-9.16		0.31		-1.20		-4.65	0.0	000	0.000
Medium Trucks:	82.40	-19.95		0.34	ļ	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	86.40	-23.49		0.34	Ļ	-1.20		-5.43	0.0	000	0.000
Unmitigated Nois	e Levels (witho	out Topo and	barrier	atten	uation)						
VehicleType	Leq Peak Hou	r Leq Day	/ L	Leq Ev	rening	Leq I	Night		Ldn	Cl	VEL
Autos:	61.	7	59.2		57.7		55.5	5	62.6	6	62.9
Medium Trucks:	61.	6	58.9		56.1		56.3	3	63.1		63.3
Heavy Trucks:	62.	0	59.9		54.0		56.1		63.1		63.2
Vehicle Noise:	66.	6	64.1		61.0		60.7	7	67.7	7	67.9
Centerline Distan	ce to Noise Co	ntour (in feet)								
				70 d	IBA	65 0	dBA	6	60 dBA	55	dBA
			Ldn:	35	5	7	6		163	3	51
		Ci	NEL:	36	6	7	9		169	3	64

Scenari Road Nam Road Segmer	Scenario: EA Road Name: Gilman Springs Rd. Road Segment: s/o SR-60					ame: Gilm nber: 1138	an Mine 31		
SITE	SPECIFIC IN	PUT DATA			NO	ISE MOD	EL INPUT	S	
Highway Data				Site Co	onditions (H	lard = 10,	Soft = 15)		
Average Daily	Traffic (Adt):	25,488 vehicle	S			Auto	s: 15		
Peak Hour	Percentage:	10%		N	ledium Truc	ks (2 Axles	s <i>):</i> 15		
Peak H	our Volume:	2,549 vehicles		ŀ	leavy Truck	s (3+ Axles	s): 15		
Vel	hicle Speed:	55 mph		Vehicle	Mix				
Near/Far Lar	ne Distance:	58 feet		Ve	hicleType	Day	Evening	Night	Daily
Site Data					Au	tos: 66.9	% 11.9%	21.2%	90.41%
Bar	rier Heiaht:	0.0 feet			Medium Truc	cks: 64.8	% 8.5%	26.7%	7.53%
Barrier Type (0-W	all, 1-Berm):	0.0			Heavy True	cks: 72.5	% 4.7%	22.8%	2.06%
Centerline Dis	st. to Barrier:	50.0 feet		Noise	Source Elev	vations (in	feet)		
Centerline Dist.	to Observer:	50.0 feet			Autos:	0 000			
Barrier Distance	to Observer:	0.0 feet		Med	um Trucks:	2 297			
Observer Height (J	Above Pad):	5.0 feet		He	avv Trucks	8 004	Grade Ad	liustment	: 0.0
Pa	ad Elevation:	0.0 feet						,	
Roa	ad Elevation:	0.0 feet		Lane E	quivalent D	istance (i	n feet)		
F	Road Grade:	0.0%			Autos:	41.037			
	Left View:	-90.0 degree	S	Med	um Trucks:	40.820			
	Right View:	90.0 degree	S	He	avy Trucks:	40.841			
FHWA Noise Mode	el Calculations	S							
VehicleType	REMEL	Traffic Flow	Distan	ce Finit	te Road	Fresnel	Barrier At	ten Ber	m Atten
Autos:	71.78	0.92		1.18	-1.20	-4.6	5 0.	000	0.000
Medium Trucks:	82.40	-9.88		1.22	-1.20	-4.8	7 0.	000	0.000
Heavy Trucks:	86.40	-15.51		1.21	-1.20	-5.4	3 0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and b	arrier a	tenuation)				
VehicleType	Leq Peak Hou	r Leq Day	Le	q Evening	Leq Ni	ght	Ldn	C	NEL
Autos:	72.	.7 7	0.1	68.	7	66.4	73.	5	73.9
Medium Trucks:	72.	.5 6	9.9	67.	1	67.3	74.	1	74.3
Heavy Trucks:	70.	.9 6	8.7	62.	8	64.9	71.	9	72.1
Vehicle Noise:	76.	.9 7	4.4	71.	6	71.1	78.	0	78.3
Centerline Distance	e to Noise Co	ontour (in feet)						_	
				70 dBA	65 dE	BA	60 dBA	55	dBA
		L	dn:	1/2	370		796	1,	/15
		CN	EL:	178	384		828	1,	784

Scenario: EA Road Name: Gilman Springs Rd. Road Segment: s/o Allesandro Bl.

				1							
SITE	SPECIFIC IN	PUT DATA					NOISE	NODE	L INPUT	S	
Highway Data					Site Con	ditions	s (Hard =	10, So	oft = 15)		
Average Daily	Traffic (Adt):	30,608 vehicle	es					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Ti	rucks (2 /	Axles):	15		
Peak H	our Volume:	3,061 vehicles	s		He	avy Tru	ıcks (3+ /	Axles):	15		
Ve	ehicle Speed:	55 mph		╞	Vohiala	<i>Ni</i> v					
Near/Far La	ane Distance:	58 feet		╞	Venicie I		0	Dav	Evening	Night	Daily
Site Data					Vern	сіетур			11 00/	21.20/	00 119/
Sile Dala					٨ ٨٠	dium 7	Autos. Frucko:	6/ 20/	9 II.9%	21.2%	90.41% 7 520/
Ba	rrier Height:	0.0 feet			IV/E		TUCKS. Frucko:	04.0%	0.0%	20.1%	1.00%
Barrier Type (0-W	Vall, 1-Berm):	0.0			F	ieavy I	TUCKS.	12.5%	o 4.1∛o	22.8%	2.00%
Centerline Di	ist. to Barrier:	50.0 feet		F	Noise Sc	ource E	levation	s (in f	eet)		
Centerline Dist.	to Observer:	50.0 feet		F		Auto	os: 0.	000			
Barrier Distance	to Observer:	0.0 feet			Mediur	n Trucł	ks: 2.1	297			
Observer Height	(Above Pad):	5.0 feet			Heav	y Trucł	ks: 8.	004	Grade Ad	iustment	: 0.0
P	ad Elevation:	0.0 feet		F				/	(
Ro	ad Elevation:	0.0 feet		F	Lane Eq	uivalen	it Distan	ce (in	reet)		
	Road Grade:	0.0%				Auto	os: 41.	037			
	Left View:	-90.0 degree	es		Mediur	n Truck	ks: 40.	820			
	Right View:	90.0 degree	es		Heav	y Truck	ks: 40.	841			
EHWA Noiso Mod	lal Calculations	,									
VehicleType	REMEI	Traffic Flow	Dict	tanco	Finite	Road	Frage	امر	Barrier Att	an Rar	m ∆tton
Διιτος	71 78	1 71	ואנ	1 1	8	-1 20	11031	-4 65		000	
Aulos. Medium Trucks:	82 /0	ייי ס טע		1.1	2	-1.20		-4.87	0.0	00	0.000
Heavy Trucks	86 10	-3.00		1.2	<u>م</u> 1	_1 20		-5 12	0.0	00	0.000
	00.40	-14./1		1.2		-1.20		0.40	0.0		0.000
Unmitigated Nois	e Levels (witho	out Topo and	barrie	er atter	nuation)					I	
VehicleType	Leq Peak Hour	r Leq Day	'	Leq E	vening	Leq	ı Night		Ldn	C	NEL
Autos:	73.	5	70.9		69.5		67.2	2	74.3	3	74.7
Medium Trucks:	73.	3	70.7		67.9		68.1		74.9)	75.1
Heavy Trucks:	71.	7	69.5		63.6		65.7	7	72.7	·	72.9
Vehicle Noise:	77.	7	75.2		72.4		71.9)	78.8	3	79.1
Centerline Distan	ce to Noise Co	ntour (in feet)								
				70	dBA	65	dBA	e	60 dBA	55	dBA
			Ldn:	1	94	4	118		899	1,	938
		CI	VEL:	2	02	4	134		936	2,	016

Scenario: EA Road Name: Gilman Springs Rd. Road Segment: s/o Jack Rabbit Tr.

0.77								MORT		<u> </u>	
SI E Highway Data	SPECIFIC IN	IPUI DAIA			Sita Cand	litions	Hard -		$\frac{1}{2} \frac{1}{2} \frac{1}$	3	
Highway Dala	— (0, 1)				Sile Conu	1110115	(naiù :	= 10, 30	JIL = 13)		
Average Daily	Traffic (Adt):	30,590 vehicle	es			·		Autos:	15		
Peak Hour	Percentage:	10%			Medi	um Ir -	UCKS (2	Axies):	15		
Peak H	lour Volume:	3,059 vehicle	S		Hea	vy Tru	icks (3+	Axles):	15		
Ve	hicle Speed:	55 mph		_	Vehicle M	ix					
Near/Far La	ne Distance:	58 feet		_	Vehic	leType	Э	Day	Evening	Night	Daily
Site Data							Autos:	66.9%	5 11.9%	21.2%	90.41%
Ba	rrier Heiaht:	0.0 feet			Med	lium T	rucks:	64.8%	8.5%	26.7%	7.53%
Barrier Type (0-W	/all, 1-Berm):	0.0			He	eavy T	rucks:	72.5%	4.7%	22.8%	2.06%
Centerline Di	st. to Barrier:	64.0 feet			Noise Sou	ırce E	levatio	ns (in f	eet)		
Centerline Dist.	to Observer:	64.0 feet					ns [.] 0	000			
Barrier Distance	to Observer:	0.0 feet			Madium	Truck	/s. 0 /s [.] 2	207			
Observer Height ((Above Pad):	5.0 feet			Hoow	Truck	13. Z	.237	Grade Ad	iustment	. 0 0
Pa	ad Elevation:	0.0 feet			Tleavy	TTUCK	is. 0	.004	Grade Auj	usunon	. 0.0
Roa	ad Elevation:	0.0 feet			Lane Equi	ivalen	t Distar	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 57	.271			
	Left View:	-90.0 degre	es		Medium	Truck	ks: 57	.117			
	Right View:	90.0 degre	es		Heavy	Truck	ks: 57	.132			
FHWA Noise Mod	el Calculation	S									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite R	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	71.78	1.71		-0.9	9	-1.20		-4.70	0.0	000	0.000
Medium Trucks:	82.40	-9.09		-0.9	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	86.40	-14.72		-0.9	7	-1.20		-5.31	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Hou	ir Leq Day	/	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:	71	.3	68.8		67.3		65.	0	72.1		72.5
Medium Trucks:	71	.1	68.5		65.7		65.	9	72.7	7	72.9
Heavy Trucks:	69	.5	67.3		61.4		63.	5	70.5	5	70.7
Vehicle Noise:	75	.5	73.0		70.2		69.	7	76.6	6	76.9
Centerline Distan	ce to Noise Co	ontour (in feet)								
				70 (dBA	65	dBA	(60 dBA	55	dBA
			Ldn:	17	77	3	882		823	1,	774
		C	NEL:	18	85	3	898		857	1,	845

Scenario: EA Road Name: Gilman Springs Rd. Road Segment: s/o Bridge St.

SITE SPECIFIC INPUT DATA NOISE MC	NDEI INDIITS
Highway Data Site Conditions (Hard = 10), Soft = 15)
Average Daily Traffic (Adt): 26,513 vehicles Au	<i>itos:</i> 15
Peak Hour Percentage: 10% Medium Trucks (2 Axi	<i>les):</i> 15
Peak Hour Volume: 2,651 vehicles Heavy Trucks (3+ Axl	<i>les):</i> 15
Vehicle Speed: 55 mph Vehicle Mix	
Near/Far Lane Distance: 58 feet VehicleType Da	ay Evening Night Daily
Site Data Autos: 66	5.9% 11.9% 21.2% 90.41%
Barrier Height: 0.0 feet Medium Trucks: 64	4.8% 8.5% 26.7% 7.53%
Barrier Type (0-Wall, 1-Berm): 0.0 Heavy Trucks: 72	2.5% 4.7% 22.8% 2.06%
Centerline Dist. to Barrier: 64.0 feet	(in fact)
Centerline Dist. to Observer: 64.0 feet	
Barrier Distance to Observer: 0.0 feet	
Observer Height (Above Pad): 5.0 feet	
Pad Elevation: 0.0 feet Heavy Trucks: 8.00	4 Grade Adjustment: 0.0
Road Elevation: 0.0 feet Lane Equivalent Distance	(in feet)
Road Grade: 0.0% Autos: 57.27	1
Left View: -90.0 degrees Medium Trucks: 57.11	7
Right View: 90.0 degrees Heavy Trucks: 57.13	2
FHWA Noise Model Calculations	
VehicleType REMEL Traffic Flow Distance Finite Road Fresnel	Barrier Atten Berm Atten
Autos: 71.78 1.09 -0.99 -1.20 -4	.70 0.000 0.000
Medium Trucks: 82.40 -9.71 -0.97 -1.20 -4	.88 0.000 0.000
Heavy Trucks: 86.40 -15.34 -0.97 -1.20 -5	0.000 0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)	
VehicleType Leq Peak Hour Leq Day Leq Evening Leq Night	Ldn CNEL
Autos: 70.7 68.1 66.7 64.4	71.5 71.9
Medium Trucks: 70.5 67.9 65.0 65.2	72.0 72.3
Heavy Trucks: 68.9 66.7 60.8 62.9	69.9 70.1
Vehicle Noise: 74.9 72.4 69.6 69.1	76.0 76.3
Centerline Distance to Noise Contour (in feet)	
70 dBA 65 dBA	60 dBA 55 dBA
Ldn: 161 347	748 1,612

Scenario: EA Road Name: Gilman Spri Road Segment: n/o SR-79		Project Name: Gilman Mine Job Number: 11381							
SITE SPECIFIC IN	PUT DATA			Ν	OISE I	MODE		S	
Highway Data			Site Cor	nditions ((Hard =	10, So	oft = 15)		
Average Daily Traffic (Adt):	29,072 vehicles					Autos:	15		
Peak Hour Percentage:	10%		Me	edium Tru	icks (2 A	Axles):	15		
Peak Hour Volume:	2,907 vehicles		He	eavy Truc	ks (3+ A	Axles):	15		
Vehicle Speed:	55 mph	-	Vehicle	Mix					
Near/Far Lane Distance:	58 feet	-	Veh	nicleType		Day	Evening	Night	Daily
Site Data				A	utos:	66.9%	11.9%	21.2%	90.41%
Barrier Height	0.0 feet		М	ledium Tr	ucks:	64.8%	8.5%	26.7%	7.53%
Barrier Type (0-Wall, 1-Berm):	0.0			Heavy Tr	ucks:	72.5%	4.7%	22.8%	2.06%
Centerline Dist. to Barrier:	64.0 feet	-	Noise S	ource Ele	evation	s (in fe	eet)		
Centerline Dist. to Observer:	64.0 feet	-		Autos	s: 0.0	000			
Barrier Distance to Observer:	0.0 feet		Mediu	m Trucks	: 2.1	297			
Observer Height (Above Pad):	5.0 feet		Hear	vy Trucks	s: 8.0	004	Grade Ad	justment	: 0.0
Pad Elevation:	0.0 feet	_	1 5	·	Distan	(:	f===()		
Road Elevation:	0.0 feet	-	Lane Eq	uivaient	Distan		ieet)		
Road Grade:	0.0%			Autos	57. 57.	271			
Left View:	-90.0 degrees		Wealu Lloo	III TTUCKS	5. 57. N 57	117			
Right view:	90.0 degrees		пеа	vy Trucks	5. 57.	132			
FHWA Noise Model Calculations	6								
VehicleType REMEL	Traffic Flow	Distance	Finite	Road	Fresr	nel	Barrier Att	en Ber	m Atten
Autos: 71.78	1.49	-0.9	99	-1.20		-4.70	0.0	000	0.000
Medium Trucks: 82.40	-9.31	-0.9)7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks: 86.40	-14.94	-0.9)7	-1.20		-5.31	0.0	000	0.000
Unmitigated Noise Levels (with	out Topo and bar	rier attei	nuation)	1					
VehicleType Leq Peak Hou	r Leq Day	Leq E	vening	Leq I	Vight		Ldn	C	NEL
Autos: 71.	1 68.5	5	67.1		64.8	3	71.9	9	72.3
Medium Trucks: 70.	9 68.3	3	65.4		65.6	6	72.4	1	72.7
Heavy Trucks: 69.	$\frac{3}{2}$ 67.2	2	61.2		63.3	3	70.3	3	70.5
Verificie Ivoise. 75.		J	70.0		09.0	ر ا	70.2	t	10.1
Centerline Distance to Noise Co	ntour (in feet)	70	dBA	65 (dBA	F	60 dBA	55	dBA
	Ldn	<u>, , , , , , , , , , , , , , , , , , , </u>	71	36	. <u> </u>		796	1.	715
	CNEL	.: 1	78	38	34		828	1,	784

Scenar Road Narr Road Segme	Scenario: EA Road Name: Bridge St. Road Segment: w/o Gilman Springs Rd.					Project Job N	Name: umber:	Gilmar 11381	n Mine		
SITE	SPECIFIC IN	IPUT DATA				N	OISE	MODE		S	
Highway Data				S	ite Con	ditions	(Hard =	10, So	oft = 15)		
Average Daily	Traffic (Adt):	2,608 vehicle	S					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Tru	ıcks (2 i	Axles):	15		
Peak H	lour Volume:	261 vehicles			He	avy Truc	cks (3+ /	Axles):	15		
Ve	hicle Speed:	55 mph		V	ehicle I	Mix					
Near/Far La	ne Distance:	36 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data						ŀ	Autos:	66.9%	11.9%	21.2%	90.41%
Ba	rrier Height [.]	0.0 feet			Me	ədium Tı	ucks:	64.8%	8.5%	26.7%	7.53%
Barrier Type (0-W	/all, 1-Berm):	0.0			ŀ	l eavy Ti	ucks:	72.5%	4.7%	22.8%	2.06%
Centerline Di	st. to Barrier:	50.0 feet		N	oise Sc	ource Fl	evation	s (in fi	oot)		
Centerline Dist.	to Observer:	50.0 feet						000			
Barrier Distance	to Observer:	0.0 feet			Modiu	n Truck	s. 0.	207			
Observer Height ((Above Pad):	5.0 feet			Hoay		s. 2. s. 8	004	Grade Ad	iustment	· 0.0
Pa	ad Elevation:	0.0 feet			neav	y much	s. 0.	004	Crado / laj	dotinont	. 0.0
Roa	ad Elevation:	0.0 feet		Li	ane Eq	uivalent	Distan	ce (in :	feet)		
	Road Grade:	0.0%				Autos	s: 46.	915			
	Left View:	-90.0 degree	S		Mediur	n Truck	s: 46.	726			
	Right View:	90.0 degree	S		Heav	y Truck	s: 46.	744			
FHWA Noise Mod	el Calculation	S									
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fresi	nel	Barrier Atte	en Ber	m Atten
Autos:	71.78	-8.98		0.31		-1.20		-4.65	0.0	000	0.000
Medium Trucks:	82.40	-19.78		0.34		-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	86.40	-25.41		0.34		-1.20		-5.43	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and l	barrier	r attenu	ation)						
VehicleType	Leq Peak Hou	ır Leq Day	I	Leq Eve	ening	Leq	Night		Ldn	Cl	NEL
Autos:	61	.9 5	9.4		57.9		55.6	6	62.7	,	63.1
Medium Trucks:	61	.8 5	9.1		56.3		56.5	5	63.3	3	63.5
Heavy Trucks:	60	.1 5	57.9		52.1		54.2	2	61.2	2	61.3
Vehicle Noise:	66	.1 6	63.6		60.8		60.3	3	67.3	3	67.5
Centerline Distan	ce to Noise Co	ontour (in feet)									
			. L	70 dE	BA	65	dBA	6	60 dBA	55	dBA
		L	_dn:	33		7	1		152	3	28
		CN	IEL:	34		7	4		158	3	41

Scena Road Nar Road Segme	Scenario: EAP Road Name: Gilman Springs Rd. Road Segment: s/o SR-60				Project Name: Gilman Mine Job Number: 11381								
SITE	SPECIFIC IN	IPUT DATA				Ν	OISE	MODE	L INPUT	S			
Highway Data				S	Site Conditions (Hard = 10, Soft = 15)								
Average Daily	r Traffic (Adt):	25,694 vehicle	S					Autos:	15				
Peak Hou	r Percentage:	10%			Me	dium Tr	ucks (2	Axles):	15				
Peak I	Hour Volume:	2,569 vehicles	;		He	avy Tru	cks (3+	Axles):	15				
Ve	ehicle Speed:	55 mph		V	/ohiclo	Mix							
Near/Far La	ane Distance:	58 feet			Veh	icleType	•	Day	Evening	Night	Daily		
Site Data							Autos:	66.9%	11.9%	21.29	6 89.74%		
Ba	orrier Height:	0.0 feet			М	edium T	rucks:	64.8%	8.5%	26.7%	6 7.47%		
Barrier Type (0-V	Vall, 1-Berm):	0.0			I	Heavy T	rucks:	72.5%	4.7%	22.8%	% 2.79%		
Centerline D	ist. to Barrier:	50.0 feet		٨	loise Se	ource E	levatio	ns (in fe	eet)				
Centerline Dist.	to Observer:	50.0 feet				Auto	s: C	.000					
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck	s: 2	.297					
Observer Height	(Above Pad):	5.0 feet			Heav	/y Truck	s: 8	.004	Grade Ad	ljustmer	nt: 0.0		
F	ad Elevation:	0.0 feet			ono Eo	vivolon	4 Diata	non (in	fact				
Ro	ad Elevation:	0.0 feet		-	ane Eq			027	ieel)				
	Road Grade:	0.0%	•		Modiu	Aulo m Truck	S. 41	.037					
	Leit View.	-90.0 degree	is o		Hoa	ni Truck	ა. 40 დ. 40	020					
	Right view.	90.0 degree	5		near	y much	3. 40	.041					
FHWA Noise Mod	lel Calculation	s											
VehicleType	REMEL	Traffic Flow	Distar	nce	Finite	Road	Fres	nel	Barrier At	ten Be	erm Atten		
Autos:	71.78	0.92		1.18	5	-1.20		-4.65	0.	000	0.000		
Medium Trucks.	82.40	-9.88		1.22	2	-1.20		-4.87	0.	000	0.000		
Heavy Trucks.	86.40	-14.16		1.21		-1.20		-5.43	0.0	000	0.000		
Unmitigated Nois	e Levels (with	out Topo and	barrier a	attenı	uation)	1							
VehicleType	Leq Peak Hou	ır Leq Day	Le	eq Ev	rening	Leq	Night		Ldn	(CNEL		
Autos:	72	.7	70.1		68.7		66	.4	73.	5	73.9		
Medium Trucks.	72	.5 6	69.9		67.1		67	.3	74.	1	74.3		
Heavy Trucks.	72	.3	70.1		64.2		66	.3	73.	3	73.4		
Vehicle Noise.		.3	4.8		/1.8		/1	.4	78.	4	/8./		
Centerline Distan	ice to Noise Co	ontour (in feet)		70 4		05				-			
				70 a	DA 2	65		E	0/ 0BA	5			
			_un. 1=1 ·	10	∠ 0	ۍ ۸	91 07		043 976		1,017 1 000		
		Cr		18	3	4	07		010		,000		

Scenario: EAP Road Name: Gilman Springs Rd. Road Segment: s/o Allesandro Bl.

									•	
JIE SPECIFIC II Highway Data	IPUI DAIA			Site Con	I ditions	Hard -		$\mathbf{L} \mathbf{INPUI}$	3	
	20.017 vahial				annons	(11414 =	Autoo:	15		
Average Daily Traffic (Adt):	30,817 Venici	es		Mo	dium Ti	ruoko (2	Autos.	10		
Peak Hour Percentage:	10%	_		IVIE		ucks (2	Axies).	15		
Peak Hour Volume:	3,082 venicie	S		пе	avy IIu	icks (3+	Axies).	15		
Venicie Speed:	55 mpn			Vehicle	Mix					
Near/Far Lane Distance:	58 feet			Veh	icleTyp	e	Day	Evening	Night	Daily
Site Data						Autos:	66.9%	5 11.9%	21.2%	89.85%
Barrier Height:	0.0 feet			M	edium 7	Trucks:	64.8%	8.5%	26.7%	7.48%
Barrier Type (0-Wall, 1-Berm):	0.0			I	leavy T	rucks:	72.5%	4.7%	22.8%	2.67%
Centerline Dist. to Barrier:	50.0 feet		-	Noise Su	nurce F	lovation	ns (in f	oot)		
Centerline Dist. to Observer:	50.0 feet		-	10/30 00			000			
Barrier Distance to Observer:	0.0 feet			Madiu	Auic	$r_{\rm or} = 0$	207			
Observer Height (Above Pad):	5.0 feet			Mediu		(S. Z.	291	Grada Ad	ustmont	0.0
Pad Elevation:	0.0 feet			Heav	y Truck	(S: 8.	004	Graue Auj	usimeni.	0.0
Road Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
Road Grade:	0.0%				Auto	os: 41	.037			
Left View:	-90.0 degre	es		Mediu	m Truck	ks: 40	.820			
Right View:	90.0 degre	es		Heav	y Truck	ks: 40	.841			
FHWA Noise Model Calculation										_
VehicleType REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos: 71.78	1.71		1.1	8	-1.20		-4.65	0.0	000	0.000
Medium Trucks: 82.40	-9.08		1.2	22	-1.20		-4.87	0.0	000	0.000
Heavy Trucks: 86.40	-13.56		1.2	21	-1.20		-5.43	0.0	000	0.000
Unmitigated Noise Levels (with	out Topo and	barrie	er atter	nuation)						
VehicleType Leq Peak Ho	ur Leq Day	/	Leq E	vening	Leq	Night		Ldn	Cl	VEL
Autos: 73	3.5	70.9		69.5		67.	2	74.3	5	74.7
Medium Trucks: 73	3.3	70.7		67.9		68.	1	74.9)	75.1
Heavy Trucks: 72	2.9	70.7		64.8		66.	9	73.9)	74.0
Vehicle Noise: 78	3.0	75.5		72.5		72.	2	79.1		79.4
Centerline Distance to Noise C	ontour (in feet	t)								
			70	dBA	65	dBA	6	60 dBA	55	dBA
		Ldn:	2	03	2	138	÷	944	2,	034
	С	NEL:	2	11	2	155		981	2,	113

Scenario: EAP Road Name: Gilman Springs Rd. Road Segment: s/o Jack Rabbit Tr.

eite										s	
JILE Highway Data	SPECIFIC INF	UI DAIA			Site Con	ditions	(Hard =	10, Se	coft = 15	3	
Average Daily	Traffic (Adt): 3	80 800 vehicl	96				(Autos	15		
Peak Hour	Percentage:	10%	00		Me	dium Ti	rucks (2)	Axles):	15		
Peak F	lour Volume: 3	3 080 vehicle	s		He	avv Tru	icks (3+)	Axles):	15		
Ve	hicle Speed:	55 mph	0	_							
Near/Far La	ne Distance:	58 feet		_	Vehicle	Mix					
		00 1001			Veh	icle I yp	e	Day	Evening	Night	Daily
Site Data							Autos:	66.9%	5 11.9%	21.2%	89.85%
Ba	rrier Height:	0.0 feet			M	edium T	rucks:	64.8%	8.5%	26.7%	7.48%
Barrier Type (0-W	Vall, 1-Berm):	0.0			ŀ	leavy I	rucks:	72.5%	4.7%	22.8%	2.67%
Centerline Di	ist. to Barrier:	64.0 feet		-	Noise So	ource E	levation	s (in f	eet)		
Centerline Dist.	to Observer:	64.0 feet		-		Auto	os: 0.	000	,		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Trucł	ks: 2.	297			
Observer Height	(Above Pad):	5.0 feet			Heav	v Truck	ks: 8.	004	Grade Ad	iustment	: 0.0
P	ad Elevation:	0.0 feet		_							
Ro	ad Elevation:	0.0 feet		_	Lane Eq	uivalen	it Distan	ce (în	feet)		
	Road Grade:	0.0%				Auto	os: 57.	271			
	Left View:	-90.0 degre	es		Mediu	m Truck	ks: 57.	117			
	Right View:	90.0 degre	es		Heav	y Truck	ks: 57.	132			
FHWA Noise Mod	lel Calculations										
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresi	nel	Barrier Atte	en Ber	m Atten
Autos:	71.78	1.71		-0.9	9	-1.20		-4.70	0.0	000	0.000
Medium Trucks:	82.40	-9.09		-0.9)7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	86.40	-13.56		-0.9)7	-1.20		-5.31	0.0	000	0.000
Unmitigated Nois	e Levels (witho	ut Topo and	barri	er atter	nuation)						
VehicleType	Leq Peak Hour	Leq Day	/	Leq E	vening	Leq	ı Night		Ldn	Cl	NEL
Autos:	71.3	3	68.8		67.3		65.0)	72.1		72.5
Medium Trucks:	71.1		68.5		65.7		65.9	9	72.7	,	72.9
Heavy Trucks:	70.7	7	68.5		62.6		64.7	7	71.7	,	71.8
Vehicle Noise:	75.8	3	73.3		70.4		70.0)	77.0)	77.2
Centerline Distan	ce to Noise Cor	ntour (in feet)								
				70	dBA	65	dBA	6	60 dBA	55	dBA
			Ldn:	1	86	2	101		864	1,	862
	CNEL:				193 417			898 1,934			934

Scenario: EAP Road Name: Gilman Springs Rd. Road Segment: s/o Bridge St.

SITE	SPECIFIC IN	PUT DATA			0:4+ 0-		NOISE	MODE		5	
Highway Data					Site Con	ditions	s (Hard =	: 10, S	oft = 15)		
Average Daily	Traffic (Adt): 2	26,755 vehicle	es					Autos.	15		
Peak Hour	⁻ Percentage:	10%			Me	dium Ti	rucks (2	Axles).	15		
Peak H	Hour Volume: 2	2,676 vehicle	S		Hea	avy Tru	ıcks (3+ .	Axles).	15		
Ve	ehicle Speed:	55 mph		-	Vehicle I	Mix					
Near/Far La	ane Distance:	58 feet		_	Vehi	cleTyp	e	Day	Evening	Night	Daily
Site Data							Autos:	66.9%	6 11.9%	21.2%	89.66%
Ba	rrier Height:	0.0 feet			Me	dium T	rucks:	64.8%	8.5%	26.7%	7.46%
Barrier Type (0-V	Vall, 1-Berm):	0.0			ŀ	leavy T	Frucks:	72.5%	4.7%	22.8%	2.88%
Centerline Di	ist. to Barrier:	64.0 feet		_	Noise Sc	urce F	levation	ns (in f	eet)		
Centerline Dist.	to Observer:	64.0 feet		-	110130 00			000			
Barrier Distance	to Observer:	0.0 feet			Madium		$\frac{1}{2}$	207			
Observer Height	(Above Pad):	5.0 feet			ivieaiur		(S: Z.	297	Oursels Ask		
P	ad Elevation:	0.0 feet			Heav	y Truck	ks: 8.	004	Grade Adj	ustment	2 0.0
Ro	ad Elevation:	0.0 feet		_	Lane Equ	uivalen	nt Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	os: 57	.271			
	Left View:	-90.0 degree	es		Mediur	n Trucł	ks: 57	.117			
	Right View:	90.0 degree	es		Heav	y Trucł	ks: 57	132			
FHWA Noise Mod	lel Calculations							- 1		_	_
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Atte	en Bei	m Atten
Autos:	71.78	1.09		-0.9	9	-1.20		-4.70	0.0	000	0.000
Medium Trucks:	82.40	-9.71		-0.9)7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	86.40	-13.84		-0.9)7	-1.20		-5.31	0.0	000	0.000
Unmitigated Nois	e Levels (witho	ut Topo and	barrie	er atter	nuation)						
VehicleType	Leq Peak Hour	· Leq Day	/	Leq E	vening	Leq	ı Night		Ldn	C	NEL
Autos:	70.7	7	68.1		66.7		64.	4	71.5	5	71.9
Medium Trucks:	70.5	5	67.9		65.0		65.	2	72.0)	72.3
Heavy Trucks:	70.4	1	68.2		62.3		64.	4	71.4	Ļ	71.6
Vehicle Noise:	75.3	3	72.8		69.8		69.	5	76.4	ļ	76.7
Centerline Distan	ce to Noise Cor	ntour (in feet)								
L				70	dBA	65	dBA		60 dBA	55	dBA
			Ldn:	1	72	3	370	1	798	1,	719
		Cl	NEL:	1	79	3	385		829	1,	786

Scenar Road Nan Road Segme	<i>io:</i> EAP ne: Gilman Spr nt: n/o SR-79	ings Rd.				Projec Job N	t Name. Number.	Gilmai 11381	n Mine		
SITE	SPECIFIC IN	PUT DATA					NOISE	MODE	L INPUT	S	
Highway Data					Site Cor	nditions	(Hard	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	29,180 vehicle	es					Autos:	15		
Peak Hour	Percentage:	10%			Me	edium Ti	rucks (2	Axles):	15		
Peak H	lour Volume:	2,918 vehicles	S		He	avy Tru	ıcks (3+	Axles):	15		
Ve	hicle Speed:	55 mph		-	Vehicle	Mix					
Near/Far La	ne Distance:	58 feet			Veh	nicleTyp	е	Dav	Evening	Night	Daily
Site Data						,,	Autos:	66.9%	5 11.9%	21.29	% 90.12%
Ba	rrier Height:	0.0 feet			М	edium 1	rucks:	64.8%	8.5%	26.79	% 7.50%
Barrier Type (0-W	/all, 1-Berm):	0.0				Heavy T	rucks:	72.5%	4.7%	22.89	% 2.38%
Centerline Di	ist. to Barrier:	64.0 feet			Noise S	ource E	levatio	ns (in f	eet)		
Centerline Dist.	to Observer:	64.0 feet				Auto	os: (0.000	-		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck	ks: 2	2.297			
Observer Height	(Above Pad):	5.0 feet			Heav	/y Truck	ks: 8	8.004	Grade Ad	ljustme	nt: 0.0
P	ad Elevation:	0.0 feet		_					(
Ro	ad Elevation:	0.0 feet		_	Lane Eq	uivaien	t Dista	nce (In	feet)		
	Road Grade:	0.0%				Auto	os: 51	2/1			
	Left View:	-90.0 degree	es		Mediu	m Truck	(S: 51	·.11/			
	Right View:	90.0 degree	es		Hea	/y Truci	(S: 51	7.132			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	snel	Barrier Att	ten B	erm Atten
Autos:	71.78	1.49		-0.9	9	-1.20		-4.70	0.0	000	0.000
Medium Trucks:	82.40	-9.31		-0.9	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	86.40	-14.29		-0.9	7	-1.20		-5.31	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atter	nuation)						
VehicleType	Leq Peak Hou	ir Leq Day	'	Leq E	vening	Leq	Night		Ldn		CNEL
Autos:	71	.1	68.5		67.1		64	.8	71.9	9	72.3
Medium Trucks:	70	.9	68.3		65.4		65	.6	72.4	4	72.7
Heavy Trucks:	69	.9	67.7		61.9		64	.0	71.0	0	71.1
Vehicle Noise:	75	.4	73.0		70.1		69	.6	76.0	6	76.8
Centerline Distan	ce to Noise Co	ontour (in feet)			-					
			L	70	dBA	65	dBA	6	50 dBA	5	5 dBA
		-	Ldn:	1	/6	3	379		817		1,760
		CI	VEL:	18	83	3	394		849		1,829

Scenar Road Nam Road Segmen	io: EAP he: Bridge St. nt: w/o Gilman	Springs Rd.			Project Nar Job Numb	ne: Gilmar ber: 11381	n Mine		
SITE	SPECIFIC IN	IPUT DATA			NOIS	SE MODE		S	
Highway Data				Site Con	ditions (Ha	rd = 10, So	oft = 15)		
Average Daily	Traffic (Adt):	2,640 vehicles				Autos:	15		
Peak Hour	Percentage:	10%		Me	dium Trucks	(2 Axles):	15		
Peak H	lour Volume:	264 vehicles		He	avy Trucks (′3+ Axles):	15		
Ve	hicle Speed:	55 mph		Vehicle	Mix				
Near/Far La	ne Distance:	36 feet		Veh	icleType	Day	Evening	Night	Daily
Site Data					Auto	s: 66.9%	11.9%	21.2%	89.32%
Bai	rrier Height:	0.0 feet		M	edium Truck	s: 64.8%	8.5%	26.7%	7.44%
Barrier Type (0-W	/all, 1-Berm):	0.0		ŀ	leavy Truck	s: 72.5%	4.7%	22.8%	3.25%
Centerline Dis	st. to Barrier:	50.0 feet		Noise So	ource Eleva	tions (in f	eet)		
Centerline Dist.	to Observer:	50.0 feet			Autos:	0.000	,		
Barrier Distance	to Observer:	0.0 feet		Mediu	m Trucks:	2.297			
Observer Height (Above Pad):	5.0 feet		Heav	v Trucks:	8.004	Grade Ad	ljustment:	0.0
Pa	ad Elevation:	0.0 feet			<i>y</i>			,	
Roa	ad Elevation:	0.0 feet		Lane Eq	uivalent Dis	stance (in	feet)		
	Road Grade:	0.0%			Autos:	46.915			
	Left View:	-90.0 degrees		Mediu	m Trucks:	46.726			
	Right View:	90.0 degrees		Heav	y Trucks:	46.744			
FHWA Noise Mod	el Calculation	S							
VehicleType	REMEL	Traffic Flow [Distance	Finite	Road F	resnel	Barrier Att	ten Ber	m Atten
Autos:	71.78	-8.98	0.3	31	-1.20	-4.65	0.0	000	0.000
Medium Trucks:	82.40	-19.78	0.3	34	-1.20	-4.87	0.0	000	0.000
Heavy Trucks:	86.40	-23.38	0.3	34	-1.20	-5.43	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and bar	rier atte	nuation)		1		1	
VehicleType	Leq Peak Hou	ır Leq Day	Leq I	Evening	Leq Nigł	nt	Ldn	Cl	VEL
Autos:	61	.9 59.4	1	57.9		55.6	62.7	7	63.1
Medium Trucks:	61	.8 59.1	l	56.3		56.5	63.3	3	63.5
Heavy Trucks:	62	.2 60.0)	54.1		56.2	63.2	2	63.3
Vehicle Noise:	66	.7 64.3	3	61.1		60.9	67.8	8	68.1
Centerline Distand	ce to Noise Co	ontour (in feet)						_	
			70	dBA	65 dBA	e	60 dBA	55	dBA
		Ldn	:	36	77		167	3	59
		CNEL	:	37	80		173	3	73

Scena Road Nar Road Segme	rio: EAC ne: Gilman Spr ent: s/o SR-60	ings Rd.			Project N Job Nur	<i>lame:</i> Gilma mber: 11381	n Mine		
SITE	SPECIFIC IN	PUT DATA			NC	ISE MODE		S	
Highway Data				Site Cor	nditions (H	<i>lard = 10,</i> S	oft = 15)		
Average Daily	Traffic (Adt):	26,262 vehicles				Autos	: 15		
Peak Hou	r Percentage:	10%		Me	edium Truc	ks (2 Axles)	: 15		
Peak I	Hour Volume:	2,626 vehicles		He	eavy Truck	s (3+ Axles)	: 15		
Ve	ehicle Speed:	55 mph		Vehicle	Mix				
Near/Far La	ane Distance:	58 feet		Veh	nicleType	Day	Evening	Night	Daily
Site Data					Au	itos: 66.9%	6 11.9%	21.2%	90.41%
Ba	nrier Height:	0.0 feet		M	ledium Tru	cks: 64.8%	6 8.5%	26.7%	7.53%
Barrier Type (0-V	Vall, 1-Berm):	0.0			Heavy Tru	cks: 72.5%	6 4.7%	22.8%	2.06%
Centerline D	ist. to Barrier:	50.0 feet		Noise S	ource Elev	vations (in f	eet)		
Centerline Dist.	to Observer:	50.0 feet			Autos:	0.000			
Barrier Distance	to Observer:	0.0 feet		Mediu	m Trucks:	2.297			
Observer Height	(Above Pad):	5.0 feet		Hea	vy Trucks:	8.004	Grade Ad	ljustment	: 0.0
	ad Elevation:	0.0 feet		Long Ea		Diatonao /in	fact		
Ro	ad Elevation:	0.0 feet		Lane Eq			leet)		
	Road Grade:	0.0%		Modiu	Aulos.	41.037			
	Left View:	-90.0 degrees		Mediu Hoo	III TIUCKS.	40.020			
	Right view.	90.0 degrees		i iea	vy muchs.	40.041			
FHWA Noise Mod	lel Calculation	S							
VehicleType	REMEL	Traffic Flow	Distance	e Finite	Road	Fresnel	Barrier Att	ten Ber	m Atten
Autos:	71.78	1.05	1.	.18	-1.20	-4.65	0.0	000	0.000
Medium Trucks:	82.40	-9.75	1.	.22	-1.20	-4.87	0.0	000	0.000
Heavy Trucks:	86.40	-15.38	1.	.21	-1.20	-5.43	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	rrier atte	enuation)					
VehicleType	Leq Peak Hou	Ir Leq Day	Leq	Evening	Leq N	ight	Ldn	C	NEL
Autos:	72	.8 70.	3	68.8		66.5	73.6	6	74.0
Medium Trucks:	72	.7 70.	0	67.2		67.4	74.2	2	74.4
Heavy Trucks:	71	.0 68.	8	63.0		65.1	72.1	1	72.2
Vehicle Noise:	77	.0 74.	5	71.7		71.2	78.2	2	78.4
Centerline Distan	ce to Noise Co	ontour (in feet)			1				
			70) dBA	65 dE	BA	60 dBA	55	dBA
		Ldi	n: '	1/5	377	,	812	1,	750
		CNEL	_:	182	392	2	845	1,	820

Scenario: EAC Road Name: Gilman Springs Rd. Road Segment: s/o Allesandro Bl.

eite								MODE		2	
Highway Data		UI DAIA			Site Con	ditions	(Hard :	= 10, S	cont = 15		
Average Dailv	Traffic (Adt):	30.892 vehicle	es				•	Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Ti	rucks (2	Axles):	15		
Peak F	Hour Volume:	3.089 vehicles	s		He	avv Tru	icks (3+	Axles):	15		
Ve	hicle Speed:	55 mph	•				(-	/			
Near/Far La	ne Distance:	58 feet		_	Vehicle I	Mix		_			
					Veh	icle I yp	e	Day	Evening	Night	Daily
Site Data							Autos:	66.9%	5 11.9%	21.2%	90.41%
Ba	rrier Height:	0.0 feet			Me	edium I	rucks:	64.8%	8.5%	26.7%	7.53%
Barrier Type (0-W	Vall, 1-Berm):	0.0			F	leavy I	rucks:	72.5%	b 4.7%	22.8%	2.06%
Centerline Di	ist. to Barrier:	50.0 feet			Noise So	ource E	levatio	ns (in f	eet)		
Centerline Dist.	to Observer:	50.0 feet				Auto	os: 0	.000			
Barrier Distance	to Observer:	0.0 feet			Mediui	n Trucł	(s: 2	.297			
Observer Height	(Above Pad):	5.0 feet			Heav	v Truck		.004	Grade Adj	ustment.	0.0
P	ad Elevation:	0.0 feet			<u> </u>	, 					
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distai	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 41	.037			
	Left View:	-90.0 degree	es		Mediur	n Truck	ks: 40	.820			
	Right View:	90.0 degree	es		Heav	y Truck	ks: 40	.841			
FHWA Noise Mod	lel Calculations										
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	71.78	1.75		1.1	8	-1.20		-4.65	0.0	00	0.000
Medium Trucks:	82.40	-9.04		1.2	2	-1.20		-4.87	0.0	00	0.000
Heavy Trucks:	86.40	-14.67		1.2	1	-1.20		-5.43	0.0	00	0.000
Unmitigated Nois	e Levels (witho	ut Topo and	barrie	r atter	nuation)						
VehicleType	Leq Peak Hour	Leq Day	'	Leq E	vening	Leq	Night		Ldn	Cl	VEL
Autos:	73.5	5	71.0		69.5		67.	2	74.3	6	74.7
Medium Trucks:	73.4	1	70.7		67.9		68.	1	74.9)	75.1
Heavy Trucks:	71.7	7	69.6		63.7		65.	8	72.8	5	72.9
Vehicle Noise:	77.7	7	75.2		72.4		71.	9	78.9		79.1
Centerline Distan	ce to Noise Cor	ntour (in feet)								
				70	dBA	65	dBA	(60 dBA	55	dBA
			Ldn:	1	95	4	20		905	1,	950
	CNEL:				03	437		942 2,02		029	

Scenario: EAC Road Name: Gilman Springs Rd. Road Segment: s/o Jack Rabbit Tr.

										_	
SITE	SPECIFIC IN	IPUT DATA			0'4- 0		NOISE	MODE		S	
Highway Data					Site Con	ditions	6 (Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	30,881 vehicl	es					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Ti	rucks (2	Axles).	15		
Peak H	lour Volume:	3,088 vehicle	S		He	avy Tru	ıcks (3+	Axles).	15		
Ve	hicle Speed:	55 mph		-	Vehicle	Mix					
Near/Far La	ne Distance:	58 feet		-	Veh	icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	66.9%	6 11.9%	21.2%	90.41%
Ba	rrier Heiaht:	0.0 feet			M	edium 1	Trucks:	64.8%	6 8.5%	26.7%	7.53%
Barrier Type (0-W	/all, 1-Berm):	0.0			I	Heavy T	Trucks:	72.5%	6 4.7%	22.8%	2.06%
Centerline Di	st. to Barrier:	64.0 feet		-	Noise So	ource F	levatio	ns (in f	eet)		
Centerline Dist.	to Observer:	64.0 feet		-		Διιτά	ns [.] (000	,		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		207			
Observer Height	(Above Pad):	5.0 feet			Hoa	n Truck	13. 2 ko: 2		Grade Ad	iustmen	+· 0.0
P	ad Elevation:	0.0 feet		-	Tieav	y mucr	NS. C	.004	Orado Ma	Justinen	. 0.0
Ro	ad Elevation:	0.0 feet		-	Lane Eq	uivalen	nt Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 57	.271			
	Left View:	-90.0 degre	es		Mediu	m Trucl	ks: 57	'.117			
	Right View:	90.0 degre	es		Heav	y Trucł	ks: 57	.132			
EHWA Noise Mod	lel Calculation	e									
VehicleType	REMEI	Traffic Flow	Dis	stance	Finite	Road	Free	nel	Barrier Att	en Be	rm Atten
Autos:	71 78	1 75	DR	-0.9	99	-1 20	1100	-4 70	0 (000	0 000
Medium Trucks:	82.40	-9.04		-0.9	97 97	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	86.40	-14.68		-0.9	97	-1.20		-5.31	0.0	000	0.000
IInmitiated Nois		aut Tana and	horri	or 0110	nuction						
VehicleType	Levers (With		Darri		Tualion)	100	Night		l dn	C	
	2007 Cax 1100	3	/ 68.8	Ley L	67 3	Ley	65 65	1	2011 72 1		72 5
Medium Trucks:	71	2	68.5		65.7		65	. ι Ο	72.2	<u>-</u> 7	72.0
Heavy Trucks:	69	.2	67.4		61 5		63	.9 6	72.1	3	72.9
Vehicle Noise:	75	.5	73.0		70.2		69	.7	76.7	7	76.9
Contorlino Diston	an to Noise Cr	ntour (in foo	4								
Centernine Distant	ce to Noise Co		9	70	dBA	65	dBA		60 dBA	55	d B A
			I dn'	10	70	00			820	1 55	785
		~	LUN. NEL	ן א	19		100		029 962	1	957
		C.	INEL.	1	00	2	+00		002	1	,001

Scenario: EAC Road Name: Gilman Springs Rd. Road Segment: s/o Bridge St.

euu oogino	e, e Bridge (
SITE	SITE SPECIFIC INPUT DATA						NOISE		L INPUT	S	
Highway Data					Site Con	ditions	s (Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	26,677 vehicl	es					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2	2 Axles).	15		
Peak H	our Volume:	2,668 vehicle	S		He	avy Tru	ıcks (3-	+ Axles).	15		
Ve	ehicle Speed:	55 mph		_	Vahiala	Wiv					
Near/Far La	ane Distance:	58 feet			Venicie	viix icloTvn	0	Dav	Evening	Niaht	Daily
Site Data					Ven	icie i yp	Autos	66 0%	LVering	21 20/	00 / 19/
Sile Dala					Λ.	dium	Aulos. Trucks:	64.8%	85%	21.27%	7 53%
Ba	rrier Height:	0.0 feet					Trucks.	72 5%	0.070	20.7 /0	2 06%
Barrier Type (0-V	Vall, 1-Berm):	0.0			1	ieavy i	rucks.	12.57	0 4.770	22.0/0	2.00 %
Centerline Di	ist. to Barrier:	64.0 feet			Noise Se	ource E	levatio	ons (in f	eet)		
Centerline Dist.	to Observer:	64.0 feet				Auto	os:	0.000			
Barrier Distance	to Observer:	0.0 feet			Mediu	n Truci	ks:	2.297			
Observer Height	(Above Pad):	5.0 feet			Heav	y Trucl	ks:	8.004	Grade Ad	justment	: 0.0
P	ad Elevation:	0.0 feet			1 5		4 D:-44		fa a 4)		
Ro	ad Elevation:	0.0 feet		-	Lane Eq	uivaier	it Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 5	7.271			
	Left View:	-90.0 degre	es		Mediu	m Truci	ks: 5	7.117			
	Right View:	90.0 degre	es		Heav	y Truci	ks: 5	7.132			
EHWA Noise Mod	lel Calculation	c									
VehicleType	REMEI	Traffic Flow	Die	stance	Finito	Road	Fre	snel	Rarrier Δtt	on Roi	rm Δtten
Autos:	71 78	1 11	DIC	-0 C	1 11110	-1 20	110	-4 70	0.0		0.000
Medium Trucks:	82 40	-9.68		-0.0)0)7	-1 20		-4 88	0.0	000	0.000
Heavy Trucks:	86.40	-15 31		-0.0	7	-1 20		-5 31	0.0	000	0.000
Theory Trucks.	00.40	10.01		0.0	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1.20		0.01	0.0		0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er attei	nuation)		<u> </u>				
VehicleType	Leq Peak Hou	ir Leq Day	/	Leq E	vening	Leq	Night		Ldn	C	NEL
Autos:	70	.7	68.2		66.7		64	1.4	71.5	5	71.9
Medium Trucks:	70	.6	67.9		65.1		65	5.3	72.′	1	72.3
Heavy Trucks:	68	.9	66.7		60.9		62	2.9	70.0)	70.1
Vehicle Noise:	74	.9	72.4		69.6		69	9.1	76.0	C	76.3
Centerline Distan	ce to Noise Co	ontour (in feet	t)								
L		•	-	70	dBA	65	i dBA		60 dBA	55	dBA
			Ldn:	1	62	3	349	I	752	1,	619
		C	NEL:	1	68	3	363		782	1,	684
										,	

Scenar Road Nam Road Segme	<i>io:</i> EAC ne: Gilman Spr nt: n/o SR-79	ings Rd.				Projec Job N	t Name: Number:	Gilma 11381	n Mine		
SITE Highway Data	SPECIFIC IN	PUT DATA			Site Con	l	NOISE	MODE = 10 S	EL INPUT of $t = 15$	S	
Average Daily Peak Hour Peak H Ve	Traffic (Adt): Percentage: lour Volume: hicle Speed:	29,238 vehicle 10% 2,924 vehicle 55 mph	es s		Me He Vehicle	dium Tr avy Tru Mix	rucks (2 icks (3+	Autos Axles) Axles)	15 15 15 15		
Near/Far La	ne Distance:	58 feet			Veh	icleType	e	Day	Evening	Nig	ht Daily
Site Data Bar Barrier Type (0-W	rrier Height: /all, 1-Berm):	0.0 feet 0.0			M I	edium T Heavy T	Autos: Trucks: Trucks:	66.9% 64.8% 72.5%	6 11.9% 6 8.5% 6 4.7%	21. 26. 22.	2% 90.41% 7% 7.53% 8% 2.06%
Centerline Dist. Barrier Distance Observer Height (to Observer: to Observer: (Above Pad): ad Elevation:	64.0 feet 0.0 feet 5.0 feet 0.0 feet			Noise So Mediu Heav	Auto Auto M Truck y Truck	ilevatio os: 0 ks: 2 ks: 8	ns (in 1 .000 .297 .004	Grade Ac	ljustm	ent: 0.0
Roa	ad Elevation: ad Elevation:	0.0 feet		1	Lane Eq	uivalen	t Dista	nce (in	feet)		
,	Road Grade: Left View: Right View:	0.0% -90.0 degre 90.0 degre	es es		Mediu Heav	Auto m Truck y Truck	os: 57 ks: 57 ks: 57	7.271 7.117 7.132			
FHWA Noise Mod	el Calculation	S									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier At	ten	Berm Atten
Autos: Medium Trucks:	71.78 82.40	1.51		-0.9	9 7	-1.20		-4.70 -4.88	0.	000	0.000
Heavy Trucks:	86.40	-14.91		-0.97	7	-1.20		-5.31	0. 0.	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barrie	er atten	uation)						
VehicleType	Leq Peak Hou	r Leq Day	/	Leq E	vening	Leq	Night		Ldn		CNEL
Autos:	71	.1	68.6		67.1		64	.8	71.	9	72.3
Medium Trucks:	71	.0	68.3		65.5		65	.7	72.	5	72.7
Heavy Trucks: Vehicle Noise:	69 75	.3 .3	67.1 72.8		61.2 70.0		63 69	.3 .5	70. 76.	4 4	70.5
Contorlino Distan	ce to Noise Co	ntour (in feet	•)								
				70 c	dBA	65	dBA		60 dBA		55 dBA
			Ldn:	17	72	3	371		799		1,721
		C	NEL:	17	79	З	886		831		1,791

Scenari Road Nam Road Segmei	io: EAC le: Bridge St. nt: w/o Gilman	Springs Rd.				Project Na Job Nun	ame: Gilma nber: 11381	n Mine		
SITE	SPECIFIC IN	IPUT DATA				NO	ISE MODE	EL INPUT	S	
Highway Data				S	Site Con	ditions (H	ard = 10, S	oft = 15)		
Average Daily	Traffic (Adt):	2,852 vehicle	s				Autos	15		
Peak Hour	Percentage:	10%			Me	dium Trucl	ks (2 Axles)	: 15		
Peak H	lour Volume:	285 vehicles	6		He	avy Trucks	s (3+ Axles)	: 15		
Ve	hicle Speed:	55 mph		v	ehicle l	Mix				
Near/Far La	ne Distance:	36 feet			Veh	icleType	Day	Evening	Night	Daily
Site Data						Aut	os: 66.9%	6 11.9%	21.2%	90.41%
Bai	rrier Heiaht:	0.0 feet			Me	edium Truc	ks: 64.8%	6 8.5%	26.7%	7.53%
Barrier Type (0-W	all, 1-Berm):	0.0			ŀ	leavy Truc	ks: 72.5%	4.7%	22.8%	2.06%
Centerline Dis	st. to Barrier:	50.0 feet		Ν	loise So	ource Elev	ations (in f	eet)		
Centerline Dist.	to Observer:	50.0 feet				Autos:	0.000			
Barrier Distance	to Observer:	0.0 feet			Mediui	n Trucks:	2.297			
Observer Height (Above Pad):	5.0 feet			Heav	y Trucks:	8.004	Grade Adj	iustment:	0.0
Pa	ad Elevation:	0.0 feet		,			interne (in	fa a ()		
Roa	ad Elevation:	0.0 feet		L	ane Eq	uivalent D	Istance (In	ieet)		
1	Road Grade:	0.0%				Autos:	46.915			
	Left View:	-90.0 degree	es		Mealui	n Trucks:	46.726			
	Right View:	90.0 degree	es		neav	y Trucks:	46.744			
FHWA Noise Mode	el Calculation	s								
VehicleType	REMEL	Traffic Flow	Distan	ice	Finite	Road	Fresnel	Barrier Atte	en Berm	Atten
Autos:	71.78	-8.60		0.31		-1.20	-4.65	0.0	000	0.000
Medium Trucks:	82.40	-19.39		0.34		-1.20	-4.87	0.0	000	0.000
Heavy Trucks:	86.40	-25.02		0.34		-1.20	-5.43	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barrier a	nttenu	uation)					
VehicleType	Leq Peak Hou	ır Leq Day	Le	eq Ev	ening	Leq Nig	ght	Ldn	CNI	ΞL
Autos:	62	.3	59.8		58.3		56.0	63.1		63.5
Medium Trucks:	62	.2	59.5		56.7		56.9	63.7	,	63.9
Heavy Trucks:	60	.5	58.3		52.4		54.5	61.6	6	61.7
Vehicle Noise:	66	.5	64.0		61.2		60.7	67.6	3	67.9
Centerline Distant	ce to Noise Co	ontour (in feet)	70 /		05.15	0	00 -/D 1		
				70 di	ВA	65 dB	A		55 d	BA
			Lan:	35)	75		162	34	5 0
		Cr	NEL:	36)	78		168	36	2

> > 74.0 74.4 73.5 78.8

1,923

Scenal Road Nan Road Segme	rio: EAPC ne: Gilman Spri ent: s/o SR-60	ngs Rd.				Project Job N	Name: umber:	Gilma 11381	n Mine		
SITE	SPECIFIC IN	PUT DATA		0.4	_	N		MODE		5	
Highway Data				Site	e Con	ditions	(Hard =	: 10, S	oft = 15)		
Average Daily	Traffic (Adt):	26,468 vehicles						Autos:	15		
Peak Hour	r Percentage:	10%			Me	dium Tru	ucks (2 J	Axles):	15		
Peak I	Hour Volume:	2,647 vehicles			He	avy Truc	cks (3+)	Axles):	15		
Ve	ehicle Speed:	55 mph		Veł	nicle l	Mix					
Near/Far La	ane Distance:	58 feet		101	Veh	icleType		Day	Evening	Night	Daily
Site Data						/	Autos:	66.9%	5 11.9%	21.2%	89.76%
Ba	orrior Hoight:	0.0 feet			Me	ədium Tı	rucks:	64.8%	8.5%	26.7%	7.47%
Barrier Type (0-V	Vall, 1-Berm):	0.0			ŀ	l eavy Ti	rucks:	72.5%	4.7%	22.8%	2.77%
Centerline D	ist. to Barrier:	50.0 feet		Noi	ise Sc	ource El	evation	s (in f	eet)		
Centerline Dist.	to Observer:	50.0 feet				Autos	s: 0.	000			
Barrier Distance	to Observer:	0.0 feet		٨	/lediur	n Trucks	s: 2.	297			
Observer Height	(Above Pad): Pad Elevation:	5.0 feet 0.0 feet			Heav	y Trucks	s: 8.	004	Grade Adji	ustmen	t: 0.0
Ro	ad Elevation:	0.0 feet		Lan	ne Eq	uivalent	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Autos	s: 41.	.037			
	Left View:	-90.0 degrees		٨	/lediur	n Trucks	s: 40.	820			
	Right View:	90.0 degrees			Heav	y Trucks	s: 40.	841			
FHWA Noise Mod	lel Calculations	;									
VehicleType	REMEL	Traffic Flow	Distand	e l	Finite	Road	Fresi	nel	Barrier Atte	en Be	rm Atten
Autos:	71.78	1.05		1.18		-1.20		-4.65	0.0	00	0.000
Medium Trucks:	82.40	-9.75		1.22		-1.20		-4.87	0.0	00	0.000
Heavy Trucks:	86.40	-14.06		1.21		-1.20		-5.43	0.0	00	0.000
Unmitigated Nois	e Levels (witho	out Topo and ba	arrier at	tenuat	tion)			1		I	
VehicleType	Leq Peak Hou	r Leq Day	Lee	q Even	ing	Leq	Night		Ldn	C	NEL
Autos:	72.	8 70	.3		68.8		66.	5	73.6		74.0
Medium Trucks:	72.	7 70	.0		67.2		67.4	4	74.2		74.4
Heavy Trucks:	72.	4 70	.2		64.3		66.4	4	73.4		73.5
Vehicle Noise:	77.	4 74	.9		71.9		71.0	6	78.5		78.8
Centerline Distan	ce to Noise Co	ntour (in feet)						_		1	
				70 dBA	1	65	dBA	(60 dBA	55	5 dBA
		Lo	ln:	185		39	99		859	1	,851

CNEL:

192

414

892

Scenario: EAPC Road Name: Gilman Springs Rd. Road Segment: s/o Allesandro Bl.

0175											
SITE Highway Data	SPECIFIC IN	VIDATA			Site Cor	ditions	NUISE : (Hard -		L INPUT	>	
Highway Dala	— ••• •• ••				Sile Con	unions	s (naiù =	- 10, 30	01(= 15)		
Average Daily	Traffic (Adt):	31,101 vehicle	es					Autos:	15		
Peak Hour	· Percentage:	10%			Me	dium Ti	rucks (2	Axles):	15		
Peak F	lour Volume:	3,110 vehicle	S		He	avy Tru	ıcks (3+	Axles):	15		
Ve	hicle Speed:	55 mph			Vehicle	Mix					
Near/Far La	ne Distance:	58 feet		-	Veh	icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	66.9%	5 11.9%	21.2%	89.86%
Ba	rrier Height:	0.0 feet			M	ədium T	Trucks:	64.8%	8.5%	26.7%	7.48%
Barrier Type (0-W	Vall. 1-Berm):	0.0			I	leavy T	Trucks:	72.5%	4.7%	22.8%	2.66%
Centerline Di	ist. to Barrier:	50.0 feet		-	Noice S		lovation	o (in f	004)		
Centerline Dist.	to Observer:	50.0 feet		-	Noise 3	burce E	ievation		eet)		
Barrier Distance	to Observer:	0.0 feet				Auto	DS: 0.	000			
Observer Height	(Above Pad):	5.0 feet			Mediu	m Truck	ks: 2.	297	~		
P	ad Elevation:	0.0 feet			Heav	y Trucł	ks: 8.	004	Grade Adj	ustment	: 0.0
Ro	ad Elevation:	0.0 feet		-	Lane Eq	uivalen	nt Distan	ce (in	feet)		
	Road Grade:	0.0%		-		Auto	os: 41	.037			
	Left View:	-90.0 deare	es		Mediu	m Trucł	ks: 40	.820			
	Right View:	90.0 degre	es		Heav	y Truck	ks: 40	.841			
	.	5				-					
FHWA Noise Mod	lel Calculations				1						
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	71.78	1.75		1.1	8	-1.20		-4.65	0.0	00	0.000
Medium Trucks:	82.40	-9.04		1.2	22	-1.20		-4.87	0.0	00	0.000
Heavy Trucks:	86.40	-13.53		1.2	21	-1.20		-5.43	0.0	00	0.000
Unmitigated Nois	e Levels (witho	ut Topo and	barrie	er attei	nuation)						
VehicleType	Leq Peak Hour	· Leq Day	/	Leq E	vening	Leq	Night		Ldn	Cl	NEL
Autos:	73.5	5	71.0		69.5		67.	2	74.3	;	74.7
Medium Trucks:	73.4	1	70.7		67.9		68.	1	74.9)	75.1
Heavy Trucks:	72.9	9	70.7		64.8		66.	9	73.9)	74.1
Vehicle Noise:	78.0)	75.6		72.6		72.	2	79.2		79.4
Centerline Distan	ce to Noise Co	ntour (in feet)								
				70	dBA	65	i dBA	6	60 dBA	55	dBA
			Ldn:	2	05	Z	141		949	2,	046
		C	NEL:	2	13	2	458		987	2,	126
		Ci	NEL:	2	13	2	458		987	2,	126

Scenario: EAPC Road Name: Gilman Springs Rd. Road Segment: s/o Jack Rabbit Tr.

									_			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS								
Highway Data				Site Conditions (Hard = 10, Soft = 15)								
Average Daily Traffic (Adt):	31,091 vehicle	es					Autos	: 15				
Peak Hour Percentage: 10%					Medium Trucks (2 Axles): 15							
Peak Hour Volume:	3,109 vehicle	s		He	avy Tru	ıcks (3+	Axles)	: 15				
Vehicle Speed:	55 mph			Vehicle I	Mix							
Near/Far Lane Distance: 58 feet				Veh	icleTyp	е	Day	Evening	Night	Daily		
Site Data						Autos:	66.9%	6 11.9%	21.2%	89.86%		
Barrier Height:	0.0 feet			Me	edium 1	Trucks:	64.8%	6 8.5%	26.7%	7.48%		
Barrier Type (0-Wall, 1-Berm):	0.0			F	leavy T	Trucks:	72.5%	6 4.7%	22.8%	2.66%		
Centerline Dist. to Barrier: 64.0 feet				Naine Course Floughing (in fact)								
Centerline Dist. to Observer:	64.0 feet		-	NUISE SC				eel)				
Barrier Distance to Observer:	0.0 feet				Auto	DS: 0	.000					
Observer Height (Above Pad): 5.0 feet				Mediui	n Iruci	KS: 2	.297	Creada Ad				
Pad Elevation:	0.0 feet			Heav	y Truck	ks: 8	.004	Grade Adj	ustment	2 0.0		
Road Elevation:	0.0 feet			Lane Eq	uivalen	nt Distar	nce (in	feet)				
Road Grade:	0.0%				Auto	os: 57	.271					
Left View: -90.0 degrees				Medium Trucks: 57.117								
Right View: 90.0 degrees				Heavy Trucks: 57.132								
FHWA Noise Model Calculations	3									_		
VehicleType REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten		
Autos: 71.78	1.75		-0.9	99 -1.20			-4.70	0.0	000	0.000		
Medium Trucks: 82.40	-9.04		-0.9	97 -1.20			-4.88	0.0	0.000 0.00			
Heavy Trucks: 86.40	-13.53		-0.9	97 -1.20		-5.31 0.000		000	0.000			
Unmitigated Noise Levels (witho	out Topo and	barri	er atten	uation)								
VehicleType Leq Peak Hour	r Leq Day	/	Leq E	vening	Leq	ı Night		Ldn	C	NEL		
Autos: 71.	3	68.8	67.3		65.1		1	72.2		72.5		
Medium Trucks: 71.	2	68.5		65.7	65.9		9	72.7		72.9		
Heavy Trucks: 70.	7 68.5			62.6		64.7		71.7		71.9		
Vehicle Noise: 75.	5.9 73.4			70.4		70.0		77.0		77.2		
Centerline Distance to Noise Co	ntour (in feet)										
			70 0	dBA	65	i dBA		60 dBA	55	dBA		
		Ldn:	18	37	2	403	÷	869	1,	873		
	Ci	NEL:	19	95	2	119		903	1,	946		

Scenario: EAPC Road Name: Gilman Springs Rd. Road Segment: s/o Bridge St.

				1									
SITE SPECIFIC INPUT DATA					NOISE MODEL INPUTS								
Highway Data					Site Conditions (Hard = 10, Soft = 15)								
Average Daily	Traffic (Adt):	26,919 vehicle	es					Autos:	15				
Peak Hour Percentage: 10%					Med	dium Ti	rucks (2	Axles).	15				
Peak H	our Volume:	2,692 vehicles	5		Hea	avy Tru	ıcks (3+	Axles).	15				
Ve	hicle Speed:	55 mph			Vahiala	Aix.							
Near/Far La	ne Distance:	58 feet		_	Venicie I		•	Dav	Fuening	Nicht	Daily		
0:42 Data					veni	cieryp	e A(Day					
Site Data						-1	AUTOS:	66.9%	o 11.9%	21.2%	89.67%		
Ba	rrier Height:	0.0 feet			Me	aium i	rucks:	64.8%	6 8.5%	26.7%	7.46%		
Barrier Type (0-V	Vall, 1-Berm):	0.0			F	ieavy i	rucks:	72.5%	b 4.7%	22.8%	2.87%		
Centerline Di	ist. to Barrier:	64.0 feet			Noise Source Elevations (in feet)								
Centerline Dist.	to Observer:	64.0 feet				Auto	os: 0	.000	,				
Barrier Distance	to Observer:	0.0 feet			Mediur	n Truck	ks [.] 2	297					
Observer Height	(Above Pad):	5.0 feet			H_{ODM} Trucks: 2.231 HODM Trucks: 2.004 Grade Adjustment 0.0								
Pad Elevation: 0.0 feet													
Road Elevation: 0.0 feet					Lane Equivalent Distance (in feet)								
	Road Grade:	0.0%				Auto	os: 57	.271					
Left View: -90.0 degrees					Mediun	n Truck	ks: 57	.117					
Right View: 90.0 degrees					Heavy Trucks: 57.132								
FHWA Noise Mod	el Calculations	; 						. 1					
Vehicle I ype	REMEL	I raffic Flow	Dista	ance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten		
Autos:	71.78	1.12		-0.9	9	-1.20		-4.70	0.0	000	0.000		
Medium Trucks:	82.40	-9.68		-0.9	97 -1.20		-4.88	-4.88 0.000		0.000			
Heavy Trucks:	86.40	-13.83		-0.9	7	-1.20		-5.31	0.0	000	0.000		
Unmitigated Nois	e Levels (witho	out Topo and	barrier	atten	uation)								
VehicleType	Leq Peak Hour	r Leq Day		Leq E	vening	Leq	Night		Ldn	С	NEL		
Autos:	70.	7 (68.2		66.7		64.	4	71.5	5	71.9		
Medium Trucks:	70.	6	67.9		65.1 65.3		3	72.1		72.3			
Heavy Trucks:	70.4	4 (68.2			62.3 64.4		4	71.4		71.6		
Vehicle Noise:	75.3	3	72.9		69.8		69.	5	76.5	5	76.7		
Centerline Distan	ce to Noise Co	ntour (in feet)										
L				70 (dBA	65	dBA		60 dBA	55	dBA		
			Ldn:	17	73	3	372		801	1,	726		
		CI	VEL:	17	79	3	386		832	1,	793		
										,			

Scenario: EAPC Road Name: Gilman Springs Rd. Road Segment: n/o SR-79

				1						_			
SITE SPECIFIC INPUT DATA					NOISE MODEL INPUTS								
Highway Data					Site Conditions (Hard = 10, Soft = 15)								
Average Daily Traffic (Adt): 29,346 vehicles					Autos: 15								
Peak Hour Percentage: 10%					Medium Trucks (2 Axles): 15								
Peak H	Hour Volume: 2	2,935 vehicles	S		Heavy Trucks (3+ Axles): 15								
Ve	ehicle Speed:	55 mph		_	Vehicle I	Mix							
Near/Far Lane Distance: 58 feet				-	Veh	icleTyp	е	Day	Evening	Night	Daily		
Site Data							Autos:	66.9%	5 11.9%	21.2%	90.12%		
Ba	rrier Height	0.0 feet			Me	edium 1	rucks:	64.8%	8.5%	26.7%	7.50%		
Barrier Type (0-V	Vall 1-Berm) [.]	0.0			ŀ	leavy T	rucks:	72.5%	4.7%	22.8%	2.38%		
Centerline Di	ist. to Barrier:	64.0 feet		_	No. 10 0	F							
Centerline Dist.	to Observer:	64.0 feet		_	Noise Sc	burce E	levation	ns (in f	eet)				
Barrier Distance	to Observer:					Auto	os: 0	.000					
Observer Height	(Above Pad):	5.0 foot			Medium Trucks: 2.297								
Observer Height (Above Pad): 5.0 feet					Heavy Trucks: 8.004 Grade Adjustment: 0.0								
Road Elevation: 0.0 feet					Lane Equivalent Distance (in feet)								
Road Grade: 0.0%					Autos: 57.271								
Left View90.0 degrees					Medium Trucks: 57.117								
Right View: 90.0 degrees					Heavy Trucks: 57.132								
	5					·							
FHWA Noise Mod	lel Calculations												
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten		
Autos:	71.78	1.51		-0.9	9 -1.20		-4.70	0.0	000	0.000			
Medium Trucks:	82.40	-9.28		-0.9	7 -1.20		-4.88	-4.88 0.000		0.000			
Heavy Trucks:	86.40	-14.27		-0.9)7	-1.20		-5.31	0.0	000	0.000		
Unmitigated Nois	e Levels (witho	ut Topo and	barrie	er atter	nuation)								
VehicleType	Leq Peak Hour	Leq Day	,	Leq E	vening	Leq	Night		Ldn	C	NEL		
Autos:	71.1		68.6		67.1 64.8		8	71.9		72.3			
Medium Trucks:	71.0)	68.3		65.5 65.7		7	72.5		72.7			
Heavy Trucks:	70.0)	67.8			61.9 64.0		0	71.0		71.1		
Vehicle Noise:	Vehicle Noise: 75.5 73.0				70.1		69.	7	76.6	5	76.9		
Centerline Distan	ce to Noise Cor	ntour (in feet)										
				70	dBA	65	dBA		60 dBA	55	dBA		
			Ldn:	1	77	3	380		820	1,	766		
		CI	VEL:	1	84	3	396		852	1,	836		

Scenari Road Nam Road Segmer	o: EAPC e: Bridge St. nt: w/o Gilman	Springs Rd.				Project Na Job Num	<i>me:</i> Gilma <i>ber:</i> 11381	n Mine		
SITE	SPECIFIC IN	PUT DATA				NOI	SE MODE		S	
Highway Data				S	Site Con	ditions (Ha	ard = 10, S	oft = 15)		
Average Daily	Traffic (Adt):	2,884 vehicle	s				Autos:	15		
Peak Hour	Percentage:	10%			Med	dium Truck	s (2 Axles):	15		
Peak H	our Volume:	288 vehicles	5		Hea	avy Trucks	(3+ Axles):	15		
Ve	hicle Speed:	55 mph		V	/ehicle II	lix				
Near/Far Lai	ne Distance:	36 feet			Vehi	cleType	Day	Evening	Night	Daily
Site Data						Auto	os: 66.9%	5 11.9%	21.2%	89.41%
Bai	rier Height:	0.0 feet			Me	dium Truci	ks: 64.8%	8.5%	26.7%	7.45%
Barrier Type (0-W	all, 1-Berm):	0.0			Н	leavy Truci	ks: 72.5%	4.7%	22.8%	3.15%
Centerline Dis	st. to Barrier:	50.0 feet		^	loise So	urce Eleva	ations (in f	eet)		
Centerline Dist.	to Observer:	50.0 feet				Autos:	0.000			
Barrier Distance	to Observer:	0.0 feet			Mediun	n Trucks:	2 297			
Observer Height (Above Pad):	5.0 feet			Heav	Trucks	8 004	Grade Ad	iustment:	0.0
Pa	ad Elevation:	0.0 feet			neary	y muono.	0.004			
Roa	ad Elevation:	0.0 feet		L	ane Equ	ivalent Di	stance (in	feet)		
ŀ	Road Grade:	0.0%				Autos:	46.915			
	Left View:	-90.0 degree	es		Mediun	n Trucks:	46.726			
	Right View:	90.0 degree	es		Heavy	y Trucks:	46.744			
FHWA Noise Mode	el Calculation	s								
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite I	Road	Fresnel	Barrier Att	en Ber	m Atten
Autos:	71.78	-8.60		0.31		-1.20	-4.65	0.0	000	0.000
Medium Trucks:	82.40	-19.39		0.34		-1.20	-4.87	0.0	000	0.000
Heavy Trucks:	86.40	-23.13		0.34		-1.20	-5.43	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barrier	attenı	uation)					
VehicleType	Leq Peak Hou	ır Leq Day	L	.eq Ev	ening	Leq Nig	ıht	Ldn	Cl	VEL
Autos:	62	.3 :	59.8		58.3		56.0	63.1		63.5
Medium Trucks:	62	.2 :	59.5		56.7		56.9	63.7	,	63.9
Heavy Trucks:	eavy Trucks: 62.4 60.2			54.3 56.4		56.4	63.4		63.6	
Vehicle Noise:	67	.1 (64.6		61.5		61.2	68.2	2	68.4
Centerline Distance	ce to Noise Co	ontour (in feet)			T		1		1	
				70 d	BA	65 dB/	4 0	60 dBA	55	dBA
			Ldn:	38	3	82		176	3	79
		CN	IEL:	39)	85		182	3	93