

Appendix F

Noise Modeling Data



Construction Source Noise Prediction Model

Location	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (L _{eq} dBA)	Equipment	Reference Emission Noise Levels (L _{max}) at 50 feet ¹	Usage Factor ¹
Threshold	1,278	60.0	Concrete Saw	90	0.4
Capitol Park Hotel	175	77.3	Dozer	85	0.4
El Cortez Apartments	550	67.3	Roller	85	0.4
Studios At Hotel Berry	550	67.3			
Project Church	400	70.1			
Stanley Mosk Library	310	72.3			
EDD Building	367	70.8			
California State Capitol	435	69.4			

Ground Type	HARD
Source Height	8
Receiver Height	5
Ground Factor ²	0.00

Predicted Noise Level ³	L _{eq} dBA at 50 feet ³
Concrete Saw	86.0
Dozer	81.0
Roller	81.0

Combined Predicted Noise Level (L _{eq} dBA at 50 feet)
88.1

Sources:

¹ Obtained from the FHWA Roadway Construction Noise Model, January 2006. Table 1.

² Based on Figure 6-5 from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 6-23).

³ Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 12-3).

$$L_{eq}(\text{equip}) = E.L. + 10 \cdot \log(U.F.) - 20 \cdot \log(D/50) - 10 \cdot G \cdot \log(D/50)$$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects (FTA 2006: pg 6-23); and

D = Distance from source to receiver.



Construction Source Noise Prediction Model

Location	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (L _{max} dBA)	Equipment	Reference Emission Noise Levels (L _{max}) at 50 feet ¹	Usage Factor ¹
Threshold	2,020	60.0	Concrete Saw	90	1
Capitol Park Hotel	175	81.2	Dozer	85	1
El Cortez Apartments	550	71.3	Roller	85	1
Studios at Hotel Berry	550	71.3			
Project Church	400	74.1			
Stanley Mosk Library	310	76.3			
EDD Building	367	74.8			
California State Capitol	435	73.3			
			Ground Type	HARD	
			Source Height	8	
			Receiver Height	5	
			Ground Factor ²	0.00	
			Predicted Noise Level³	L_{max} dBA at 50 feet³	
			Concrete Saw	90.0	
			Dozer	85.0	
			Roller	85.0	
			Combined Predicted Noise Level (L_{max} dBA at 50 feet)		
					92.1

Sources:

¹ Obtained from the FHWA Roadway Construction Noise Model, January 2006. Table 1.

² Based on Figure 6-5 from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 6-23).

³ Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2006 (pg 12-3).

$$L_{eq}(\text{equip}) = E.L. + 10 \cdot \log(U.F.) - 20 \cdot \log(D/50) - 10 \cdot G \cdot \log(D/50)$$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects (FTA 2006: pg 6-23); and

D = Distance from source to receiver.

Equipment Description	Acoustical Usage Factor (%)	Spec 721.560 Lmax @ 50ft (dBA slow)	Actual Measured Lmax @ 50ft (dBA slow)	No. of Actual Data Samples (count)	Spec 721.560 LmaxCalc	Spec 721.560 Leq	Distance	Actual Measured LmaxCalc	Actual Measured Leq
Auger Drill Rig	20	85	84	36	79.0	72.0	100	78.0	71.0
Backhoe	40	80	78	372	74.0	70.0	100	72.0	68.0
Bar Bender	20	80	na	0	74.0	67.0	100		
Blasting	na	94	na	0	88.0		100		
Boring Jack Power Unit	50	80	83	1	74.0	71.0	100	77.0	74.0
Chain Saw	20	85	84	46	79.0	72.0	100	78.0	71.0
Clam Shovel (dropping)	20	93	87	4	87.0	80.0	100	81.0	74.0
Compactor (ground)	20	80	83	57	74.0	67.0	100	77.0	70.0
Compressor (air)	40	80	78	18	74.0	70.0	100	72.0	68.0
Concrete Batch Plant	15	83	na	0	77.0	68.7	100		
Concrete Mixer Truck	40	85	79	40	79.0	75.0	100	73.0	69.0
Concrete Pump Truck	20	82	81	30	76.0	69.0	100	75.0	68.0
Concrete Saw	20	90	90	55	84.0	77.0	100	84.0	77.0
Crane	16	85	81	405	79.0	71.0	100	75.0	67.0
Dozer	40	85	82	55	79.0	75.0	100	76.0	72.0
Drill Rig Truck	20	84	79	22	78.0	71.0	100	73.0	66.0
Drum Mixer	50	80	80	1	74.0	71.0	100	74.0	71.0
Dump Truck	40	84	76	31	78.0	74.0	100	70.0	66.0
Excavator	40	85	81	170	79.0	75.0	100	75.0	71.0
Flat Bed Truck	40	84	74	4	78.0	74.0	100	68.0	64.0
Front End Loader	40	80	79	96	74.0	70.0	100	73.0	69.0
Generator	50	82	81	19	76.0	73.0	100	75.0	72.0
Generator (<25KVA, VMS s	50	70	73	74	64.0	61.0	100	67.0	64.0
Gradall	40	85	83	70	79.0	75.0	100	77.0	73.0
Grader	40	85	na	0	79.0	75.0	100		
Grapple (on Backhoe)	40	85	87	1	79.0	75.0	100	81.0	77.0
Horizontal Boring Hydr. Jac	25	80	82	6	74.0	68.0	100	76.0	70.0
Hydra Break Ram	10	90	na	0	84.0	74.0	100		
Impact Pile Driver	20	95	101	11	89.0	82.0	100	95.0	88.0
Jackhammer	20	85	89	133	79.0	72.0	100	83.0	76.0
Man Lift	20	85	75	23	79.0	72.0	100	69.0	62.0
Mounted Impact Hammer (20	90	90	212	84.0	77.0	100	84.0	77.0
Pavement Scarafier	20	85	90	2	79.0	72.0	100	84.0	77.0
Paver	50	85	77	9	79.0	76.0	100	71.0	68.0
Pickup Truck	40	55	75	1	49.0	45.0	100	69.0	65.0
Pneumatic Tools	50	85	85	90	79.0	76.0	100	79.0	76.0
Pumps	50	77	81	17	71.0	68.0	100	75.0	72.0
Refrigerator Unit	100	82	73	3	76.0	76.0	100	67.0	67.0
Rivit Buster/chipping gun	20	85	79	19	79.0	72.0	100	73.0	66.0
Rock Drill	20	85	81	3	79.0	72.0	100	75.0	68.0
Roller	20	85	80	16	79.0	72.0	100	74.0	67.0
Sand Blasting (Single Nozzle	20	85	96	9	79.0	72.0	100	90.0	83.0
Scraper	40	85	84	12	79.0	75.0	100	78.0	74.0
Shears (on backhoe)	40	85	96	5	79.0	75.0	100	90.0	86.0
Slurry Plant	100	78	78	1	72.0	72.0	100	72.0	72.0
Slurry Trenching Machine	50	82	80	75	76.0	73.0	100	74.0	71.0
Soil Mix Drill Rig	50	80	na	0	74.0	71.0	100		
Tractor	40	84	na	0	78.0	74.0	100		
Vacuum Excavator (Vac-tru	40	85	85	149	79.0	75.0	100	79.0	75.0
Vacuum Street Sweeper	10	80	82	19	74.0	64.0	100	76.0	66.0
Ventilation Fan	100	85	79	13	79.0	79.0	100	73.0	73.0
Vibrating Hopper	50	85	87	1	79.0	76.0	100	81.0	78.0
Vibratory Concrete Mixer	20	80	80	1	74.0	67.0	100	74.0	67.0
Vibratory Pile Driver	20	95	101	44	89.0	82.0	100	95.0	88.0
Warning Horn	5	85	83	12	79.0	66.0	100	77.0	64.0
Welder / Torch	40	73	74	5	67.0	63.0	100	68.0	64.0

Source:
FHWA Roadway Construction Noise Model, January 2006. Table 9.1
U.S. Department of Transportation
CA/T Construction Spec. 721.560

Traffic Noise Spreadsheet Calculator



Project: Unruh Building Project

Noise Level Descriptor: CNEL
 Site Conditions: Hard
 Traffic Input: Peak
 Traffic K-Factor: 9.76

Segment Description and Location				Input										Output					
Number	Name	From	To	Peak Hour Volume	Speed (mph)	Distance to Directional Centerline, (feet) ₄		Traffic Distribution Characteristics					CNEL, (dBA) _{5,6,7}	Distance to Contour, (feet) ₃					
						Near	Far	% Auto	% Medium	% Heavy	% Day	% Eve		% Night	70 dBA	65 dBA	60 dBA	55 dBA	
Existing Conditions																			
1	J Street	2nd Street	3rd Street	1,933	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	67.6	29	91	289	913	
2	J Street	3rd Street	9th Street	2,397	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	68.6	36	113	358	1133	
3	J Street	9th Street	10th Street	1,313	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.9	20	62	196	620	
4	J Street	10th Street	11th Street	1,253	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.7	19	59	187	592	
5	L Street	7th Street	8th Street	1,246	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.7	19	59	186	589	
6	L Street	8th Street	9th Street	1,221	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.6	18	58	182	577	
7	L Street	9th Street	10th Street	1,507	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	66.5	23	71	225	712	
8	L Street	10th Street	11th Street	1,510	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	66.5	23	71	226	714	
9	L Street	11th Street	12th Street	1,197	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.5	18	57	179	566	
10	L Street	12th Street	13th Street	840	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.0	13	40	126	397	
11	Capitol Mall	7th Street	8th Street	652	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	62.9	10	31	97	308	
12	Capitol Mall	8th Street	9th Street	502	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.8	8	24	75	237	
13	Capitol Mall	9th Street	10th Street	243	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	58.6	4	11	36	115	
14	N Street	7th Street	8th Street	519	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.9	8	25	78	245	
15	N Street	8th Street	9th Street	520	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.9	8	25	78	246	
16	N Street	9th Street	10th Street	672	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	63.0	10	32	100	318	
17	N Street	10th Street	11th Street	749	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	63.5	11	35	112	354	
18	P Street	8th Street	9th Street	1,184	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.5	18	56	177	560	
19	P Street	9th Street	10th Street	1,213	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.6	18	57	181	573	
20	P Street	10th Street	11th Street	1,183	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.5	18	56	177	559	
21	Q Street	2nd Street	3rd Street	2,879	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	69.3	43	136	430	1360	
22	Q Street	3rd Street	9th Street	2,710	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	69.1	40	128	405	1281	
23	Q Street	9th Street	10th Street	1,404	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	66.2	21	66	210	663	
24	Q Street	10th Street	11th Street	1,137	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.3	17	54	170	537	
25	3rd Street	I Street	J Street	570	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	62.3	9	27	85	269	
26	3rd Street	J Street	K Street	988	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.7	15	47	148	467	
27	3rd Street	P Street	Q Street	665	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	63.0	10	31	99	314	
28	3rd Street	Q Street	R Street	554	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	62.2	8	26	83	262	
29	8th Street	K Street	L Street	520	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.9	8	25	78	246	

*All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise levels.

Traffic Noise Spreadsheet Calculator



Project: Unruh Building Project

Noise Level Descriptor: CNEL
 Site Conditions: Hard
 Traffic Input: Peak
 Traffic K-Factor: 9.76

Segment Description and Location				Input										Output					
Number	Name	From	To	Peak Hour Volume	Speed (mph)	Distance to Directional Centerline, (feet) ₄		Traffic Distribution Characteristics					CNEL, (dBA) _{5,6,7}	Distance to Contour, (feet) ₃					
						Near	Far	% Auto	% Medium	% Heavy	% Day	% Eve		% Night	70 dBA	65 dBA	60 dBA	55 dBA	
Existing Conditions																			
30	8th Street	L Street	Capitol Mall	560	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	62.2	8	26	84	265	
31	8th Street	Capitol Mall	N Street	418	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.0	6	20	62	198	
32	8th Street	N Street	O Street	428	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.1	6	20	64	202	
33	9th Street	I Street	J Street	369	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	60.4	6	17	55	174	
34	9th Street	J Street	L Street	446	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.2	7	21	67	211	
35	9th Street	L Street	Capitol Mall	876	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.2	13	41	131	414	
36	9th Street	Capitol Mall	N Street	934	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.5	14	44	140	441	
37	9th Street	N Street	P Street	1,043	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.9	16	49	156	493	
38	9th Street	P Street	Q Street	1,072	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.1	16	51	160	507	
39	9th Street	Q Street	R Street	1,170	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.4	17	55	175	553	
40	10th Street	I Street	J Street	492	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.7	7	23	74	232	
41	10th Street	J Street	L Street	924	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.4	14	44	138	437	
42	10th Street	L Street	Capitol Mall	912	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.4	14	43	136	431	
43	10th Street	Capitol Mall	N Street	829	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	63.9	12	39	124	392	
44	10th Street	N Street	P Street	1,218	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.6	18	58	182	576	
45	10th Street	P Street	Q Street	1,243	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.7	19	59	186	587	
46	10th Street	Q Street	R Street	976	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.6	15	46	146	461	
47	11th Street	K Street	L Street	313	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	59.7	5	15	47	148	
48	11th Street	V Street	W Street	640	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	62.8	10	30	96	302	
49	11th Street	W Street	X Street	872	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.2	13	41	130	412	
50	12th Street	K Street	L Street	559	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	62.2	8	26	84	264	
51	W Street	10th Street	11th Street	1,660	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	67.0	25	78	248	784	
52	W Street	11th Street	12th Street	1,644	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	66.9	25	78	246	777	
53	Off Ramp	I-5	J Street	1,184	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.5	18	56	177	560	

*All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise levels.

Traffic Noise Spreadsheet Calculator



Project: Unruh Building Project

Noise Level Descriptor: CNEL
 Site Conditions: Hard
 Traffic Input: Peak
 Traffic K-Factor: 9.76

Segment Description and Location				Input										Output				
Number	Name	From	To	Peak Hour Volume	Speed (mph)	Distance to Directional Centerline, (feet) ₄		Traffic Distribution Characteristics					CNEL, (dBA) _{5,6,7}	Distance to Contour, (feet) ₃				
						Near	Far	% Auto	% Medium	% Heavy	% Day	% Eve	% Night		70 dBA	65 dBA	60 dBA	55 dBA
Existing + Project Conditions																		
1	J Street	2nd Street	3rd Street	1,933	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	67.6	29	91	289	913
2	J Street	3rd Street	9th Street	2,401	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	68.6	36	113	359	1135
3	J Street	9th Street	10th Street	1,317	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	66.0	20	62	197	622
4	J Street	10th Street	11th Street	1,257	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.7	19	59	188	594
5	L Street	7th Street	8th Street	1,246	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.7	19	59	186	589
6	L Street	8th Street	9th Street	1,221	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.6	18	58	182	577
7	L Street	9th Street	10th Street	1,517	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	66.6	23	72	227	717
8	L Street	10th Street	11th Street	1,525	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	66.6	23	72	228	721
9	L Street	11th Street	12th Street	1,198	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.5	18	57	179	566
10	L Street	12th Street	13th Street	841	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.0	13	40	126	397
11	Capitol Mall	7th Street	8th Street	656	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	62.9	10	31	98	310
12	Capitol Mall	8th Street	9th Street	506	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.8	8	24	76	239
13	Capitol Mall	9th Street	10th Street	243	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	58.6	4	11	36	115
14	N Street	7th Street	8th Street	519	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.9	8	25	78	245
15	N Street	8th Street	9th Street	520	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.9	8	25	78	246
16	N Street	9th Street	10th Street	674	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	63.0	10	32	101	319
17	N Street	10th Street	11th Street	751	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	63.5	11	35	112	355
18	P Street	8th Street	9th Street	1,185	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.5	18	56	177	560
19	P Street	9th Street	10th Street	1,213	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.6	18	57	181	573
20	P Street	10th Street	11th Street	1,183	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.5	18	56	177	559
21	Q Street	2nd Street	3rd Street	2,879	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	69.3	43	136	430	1360
22	Q Street	3rd Street	9th Street	2,710	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	69.1	40	128	405	1281
23	Q Street	9th Street	10th Street	1,404	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	66.2	21	66	210	663
24	Q Street	10th Street	11th Street	1,137	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.3	17	54	170	537
25	3rd Street	I Street	J Street	570	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	62.3	9	27	85	269
26	3rd Street	J Street	K Street	988	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.7	15	47	148	467
27	3rd Street	P Street	Q Street	665	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	63.0	10	31	99	314
28	3rd Street	Q Street	R Street	554	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	62.2	8	26	83	262
29	8th Street	K Street	L Street	520	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.9	8	25	78	246

*All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise levels.

Traffic Noise Spreadsheet Calculator



Project: Unruh Building Project

Noise Level Descriptor: CNEL
 Site Conditions: Hard
 Traffic Input: Peak
 Traffic K-Factor: 9.76

Segment Description and Location				Input										Output					
Number	Name	From	To	Peak Hour Volume	Speed (mph)	Distance to Directional Centerline, (feet) ₄		Traffic Distribution Characteristics					CNEL, (dBA) _{5,6,7}	Distance to Contour, (feet) ₃					
						Near	Far	% Auto	% Medium	% Heavy	% Day	% Eve		% Night	70 dBA	65 dBA	60 dBA	55 dBA	
Existing + Project Conditions																			
30	8th Street	L Street	Capitol Mall	560	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	62.2	8	26	84	265	
31	8th Street	Capitol Mall	N Street	418	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.0	6	20	62	198	
32	8th Street	N Street	O Street	428	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.1	6	20	64	202	
33	9th Street	I Street	J Street	369	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	60.4	6	17	55	174	
34	9th Street	J Street	L Street	446	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.2	7	21	67	211	
35	9th Street	L Street	Capitol Mall	886	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.2	13	42	132	419	
36	9th Street	Capitol Mall	N Street	940	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.5	14	44	140	444	
37	9th Street	N Street	P Street	1,047	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.0	16	49	156	495	
38	9th Street	P Street	Q Street	1,075	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.1	16	51	161	508	
39	9th Street	Q Street	R Street	1,173	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.4	18	55	175	554	
40	10th Street	I Street	J Street	492	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	61.7	7	23	74	232	
41	10th Street	J Street	L Street	937	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.5	14	44	140	443	
42	10th Street	L Street	Capitol Mall	917	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.4	14	43	137	433	
43	10th Street	Capitol Mall	N Street	833	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.0	12	39	124	394	
44	10th Street	N Street	P Street	1,222	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.6	18	58	183	577	
45	10th Street	P Street	Q Street	1,247	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.7	19	59	186	589	
46	10th Street	Q Street	R Street	980	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.7	15	46	146	463	
47	11th Street	K Street	L Street	327	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	59.9	5	15	49	155	
48	11th Street	V Street	W Street	640	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	62.8	10	30	96	302	
49	11th Street	W Street	X Street	872	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	64.2	13	41	130	412	
50	12th Street	K Street	L Street	566	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	62.3	8	27	85	267	
51	W Street	10th Street	11th Street	1,664	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	67.0	25	79	249	786	
52	W Street	11th Street	12th Street	1,648	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	66.9	25	78	246	779	
53	Off Ramp	I-5	J Street	1,184	35	50	50	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	65.5	18	56	177	560	

*All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise levels.

Citation # Citations

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