

Victorville CarMax

NOISE IMPACT ANALYSIS CITY OF VICTORVILLE

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OCTOBER 24, 2018



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LIST OF ABBREVIATED TERMS

(1) Reference

ADT Average Daily Traffic

ANSI American National Standards Institute

Calveno California Vehicle Noise

CEQA California Environmental Quality Act
CNEL Community Noise Equivalent Level

dBA A-weighted decibels

FHWA Federal Highway Administration
FTA Federal Transit Administration

INCE Institute of Noise Control Engineering

 $\begin{array}{lll} L_{eq} & & \text{Equivalent continuous (average) sound level} \\ L_{max} & & \text{Maximum level measured over the time interval} \\ L_{min} & & \text{Minimum level measured over the time interval} \end{array}$

mph Miles per hour

PPV Peak Particle Velocity
Project Victorville CarMax

REMEL Reference Energy Mean Emission Level

RMS Root-mean-square VdB Vibration Decibels



EXECUTIVE SUMMARY

Urban Crossroads, Inc. has prepared this noise study to determine the noise exposure and the necessary noise mitigation measures, if any, for the proposed Victorville CarMax development ("Project"). The Project site is generally located south of Roy Rogers Drive and east of Civic Drive, in the City of Victorville. The proposed Project consists of up to 7,480 square-feet of automobile sales use. This study has been prepared consistent with applicable City of Victorville noise standards, and identifies significance criteria based on guidance provided in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1)

OFF-SITE TRAFFIC NOISE ANALYSIS

Traffic generated by the operation of the proposed Project will influence the traffic noise levels in surrounding off-site areas. To quantify the traffic noise increases on the surrounding off-site areas, the changes in traffic noise levels on two roadway segments adjacent to the Project site entrance were calculated based on the change in the average daily traffic (ADT) volumes. The traffic noise levels provided in this analysis are based on the traffic forecasts provided in the *CarMax Traffic Impact Analysis*, prepared by Michael Baker International. (2) To assess the off-site noise level impacts associated with the proposed Project, noise contour boundaries were developed for Existing, Opening Year, and Horizon Year conditions. The analysis shows that the unmitigated Project-related traffic noise level increases under all traffic scenarios will be *less than significant*.

OPERATIONAL NOISE ANALYSIS

Using reference noise levels to represent the potential noise sources within Victorville CarMax site, this analysis estimates the Project-related daytime operational (stationary-source) noise levels at the nearby receiver locations. The Project-related operational noise sources are expected to include roof-top air conditioning units, parking lot vehicle movements, vehicle deliveries, and vehicle maintenance activity. Additional noise sources include sirens used by police cars for emergency purposes.

OPERATIONAL NOISE LEVEL COMPLIANCE

The analysis shows that the unmitigated Project-related operational noise levels will satisfy the City of Victorville daytime exterior noise level standards at the off-site receiver locations in the Project study area. Therefore, operational noise impacts will be *less than significant* at nearby sensitive receiver locations.

OPERATIONAL NOISE LEVEL CONTRIBUTIONS

Further, this analysis demonstrates that the unmitigated Project-related noise level increases to the existing noise environment at all noise-sensitive receiver locations would be less than the Federal Interagency Committee on Noise (FICON) guidance for noise level increases, and thus would be *less than significant* during daytime hours. Therefore, the operational noise level



impacts associated with the proposed Project activities, such as the roof-top air conditioning units, parking lot vehicle movements, vehicle deliveries, and vehicle maintenance activity will be less than significant.

CONSTRUCTION NOISE ANALYSIS

Construction activities are expected to create temporary and intermittent high-level noise conditions at receivers surrounding the Project site. Using sample reference noise levels to represent the planned construction activities of Victorville CarMax site, this analysis estimates the Project-related construction noise levels at nearby sensitive receiver locations.

CONSTRUCTION NOISE LEVEL COMPLIANCE

Since the City of Victorville General Plan and Municipal Code do not identify specific construction noise level thresholds, a threshold is identified based on the National Institute for Occupational Safety and Health (NIOSH) limits for construction noise. The Project-related short-term construction noise levels are expected to range from 35.6 to 73.5 dBA L_{eq} and will satisfy the 85 dBA L_{eq} threshold identified by NIOSH at all receiver locations, and as such, all nearby receiver locations will experience *less than significant* impacts due to temporary Project construction noise levels. The construction noise analysis presents a conservative approach with the highest noise-level-producing equipment for each stage of Project construction operating at the closest point from primary construction activity to the nearby sensitive receiver locations. This scenario is unlikely to occur during typical construction activities and likely overstates the construction noise levels which will be experienced at each receiver location.

TEMPORARY CONSTRUCTION NOISE LEVEL CONTRIBUTIONS

Further, to describe the temporary Project construction noise level contributions to the existing ambient noise environment, the Project construction noise levels were combined with the existing daytime noise levels measurements at the off-site sensitive receiver locations. A temporary noise level increase of 12 dBA L_{eq} is considered a potentially significant impact based on the Caltrans substantial noise level increase criteria which is used in this report to assess the Project-construction noise level increases. (3) The analysis shows that the Project will contribute unmitigated, worst-case construction noise level increases ranging from 0.3 to 1.0 dBA L_{eq} during the daytime hours when located at the closest point from the edge of Project construction activities to the nearby sensitive receiver locations. Since the worst-case temporary noise level increase during Project construction will satisfy the 12 dBA L_{eq} significance threshold, the unmitigated construction noise level increases are considered *less than significant* temporary noise impacts.

CONSTRUCTION VIBRATION ANALYSIS

At distances ranging from 50 to 1,346 feet from Project construction activity, construction vibration velocity levels are expected to range from 6.1 to 78.0 VdB. Based on the Federal Transit Administration (FTA) threshold of 80 VdB for residential uses, Project construction vibration levels of up to 78.0 VdB are considered a *less than significant* vibration impact. Further, vibration



levels at the site of the closest receiver are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating simultaneously adjacent to the Project site perimeter.

CONSTRUCTION NOISE AND VIBRATION BEST PRACTICES

The following best practices are not required but would help reduce noise levels produced by the construction equipment to the nearby sensitive residential land uses.

- During all Project site construction, the construction contractors shall equip all construction
 equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with
 manufacturers' standards. The construction contractor shall place all stationary construction
 equipment so that emitted noise is directed away from the noise sensitive receptors nearest the
 Project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction (i.e., to the center).
- The contractor shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

SUMMARY OF CEQA SIGNIFICANCE FINDINGS

The results of this Victorville CarMax Noise Impact Analysis are summarized below based on the significance criteria in Section 4 of this report consistent with Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1). Table ES-1 shows the findings of significance for each potential noise and/or vibration impact under CEQA before and after any required mitigation measures described below.

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS

Analysis	Report	Significano	e Findings
Analysis	Section	Unmitigated	Mitigated
Off-Site Traffic Noise	7	Less Than Significant	-
Operational Noise	9	Less Than Significant	-
Construction Noise	10	Less Than Significant	-
Construction Vibration	10	Less Than Significant	-



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1 INTRODUCTION

This noise analysis has been completed to determine the noise impacts associated with the development of the proposed Victorville CarMax ("Project"). This noise study briefly describes the proposed Project, provides information regarding noise fundamentals, describes the local regulatory setting, provides the study methods and procedures for traffic noise analysis, and evaluates the future exterior noise environment. In addition, this study includes an analysis of the potential Project-related long-term operational and short-term construction noise impacts.

1.1 SITE LOCATION

The proposed Victorville CarMax Project is generally located south of Roy Rogers Drive and east of Civic Drive, in the City of Victorville, as shown on Exhibit 1-A. The Project site is bounded by commercial uses to the north, south, east and west of the Project site. Existing noise-sensitive residential uses are located northeast across Roy Rogers Drive in the Project study area.

1.2 PROJECT DESCRIPTION

The proposed Project consists of up to 7,480 square-feet of automobile sales use, as shown on Exhibit 1-B.

CarMax management would establish the actual Project store operating hours. For this noise study, Project operations are anticipated to be limited to between the hours of 7:00 a.m. and 10:00 p. m. The on-site Project-related noise sources are expected to include: roof-top air conditioning units, parking lot vehicle movements, vehicle deliveries, and vehicle maintenance activity. This noise analysis is intended to describe noise level impacts associated with the expected typical 24-hour operational activities at the Project site.

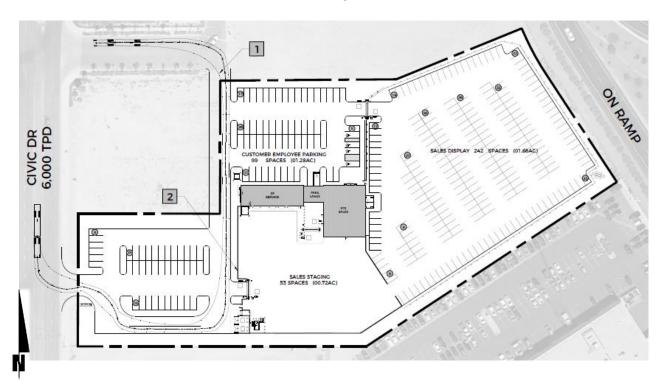


EXHIBIT 1-A: LOCATION MAP





EXHIBIT 1-B: SITE PLAN



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2 FUNDAMENTALS

Noise has been simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Exhibit 2-A presents a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below.

EXHIBIT 2-A: TYPICAL NOISE LEVELS

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140		
NEAR JET ENGINE		130	INTOLERABLE OR	
		120	DEAFENING	HEARING LOSS
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		TIEATHING 2000
LOUD AUTO HORN		100		
GAS LAWN MOWER AT 1m (3 ft)		90	VERY NOISY	
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80	VERT HOIST	
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	SPEECH INTERFERENCE
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60	LOOD	INTERFERENCE
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	CUEED
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		SLEEP DISTURBANCE
QUIET SUBURBAN NIGHTTIME	LIBRARY	30		
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20	FAINT	
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	NO EFFECT
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0	VERT PAINT	

Source: Environmental Protection Agency Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004) March 1974.

2.1 RANGE OF NOISE

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. (4) The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA



at approximately 100 feet, which can cause serious discomfort. (5) Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

2.2 Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most commonly used figure is the equivalent level (L_{eq}). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in Aweighted decibels (dBA). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the "average" noise levels within the environment.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of Victorville relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

2.3 SOUND PROPAGATION

When sound propagates over a distance, it changes in level and frequency content. The way noise reduces with distance depends on the following factors.

2.3.1 GEOMETRIC SPREADING

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. (4)

2.3.2 GROUND ABSORPTION

The propagation path of noise from a highway to a receptor is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually



sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receptor such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source. (6)

2.3.3 ATMOSPHERIC EFFECTS

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects. (4)

2.3.4 SHIELDING

A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an "out of sight, out of mind" effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby resident. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The FHWA does not consider the planting of vegetation to be a noise abatement measure. (6)

2.4 Noise Control

Noise control is the process of obtaining an acceptable noise environment for an observation point or receptor by controlling the noise source, transmission path, receptor, or all three. This concept is known as the source-path-receptor concept. In general, noise control measures can be applied to these three elements.

2.5 Noise Barrier Attenuation

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receptor. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the path of the noise source. (6)



2.6 LAND USE COMPATIBILITY WITH NOISE

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial developments and related activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The FHWA encourages State and Local government to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized. (7)

2.7 COMMUNITY RESPONSE TO NOISE

Community responses to noise may range from registering a complaint by telephone or letter, to initiating court action, depending upon everyone's susceptibility to noise and personal attitudes about noise. Several factors are related to the level of community annoyance including:

- Fear associated with noise producing activities;
- Socio-economic status and educational level;
- Perception that those affected are being unfairly treated;
- Attitudes regarding the usefulness of the noise-producing activity;
- Belief that the noise source can be controlled.

Approximately ten percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints will occur. Another twenty-five percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. (8) Surveys have shown that about ten percent of the people exposed to traffic noise of 60 dBA will report being highly annoyed with the noise, and each increase of one dBA is associated with approximately two percent more people being highly annoyed. When traffic noise exceeds 60 dBA or aircraft noise exceeds 55 dBA, people may begin to complain. (8) Despite this variability in behavior on an individual level, the population can be expected to exhibit the following responses to changes in noise levels as shown on Exhibit 2-B. An increase or decrease of 1 dBA cannot be perceived except in carefully controlled laboratory experiments, a change of 3 dBA are considered *barely perceptible*, and changes of 5 dBA are considered *readily perceptible*. (6)



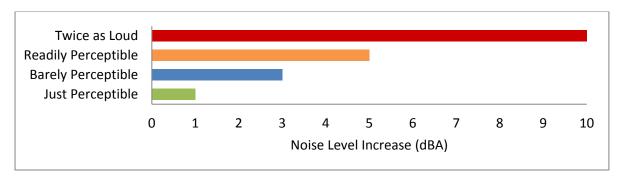


EXHIBIT 2-B: NOISE LEVEL INCREASE PERCEPTION

2.8 EXPOSURE TO HIGH NOISE LEVELS

The Occupational Safety and Health Administration (OSHA) sets legal limits on noise exposure in the workplace. The permissible exposure limit (PEL) for a worker over an eight-hour day is 90 dBA. The OSHA standard uses a 5 dBA exchange rate. This means that when the noise level is increased by 5 dBA, the amount of time a person can be exposed to a certain noise level to receive the same dose is cut in half. The National Institute for Occupational Safety and Health (NIOSH) has recommended that all worker exposures to noise should be controlled below a level equivalent to 85 dBA for eight hours to minimize occupational noise induced hearing loss. NIOSH also recommends a 3 dBA exchange rate so that every increase by 3 dBA doubles the amount of the noise and halves the recommended amount of exposure time. (9)

OSHA has implemented requirements to protect all workers in general industry (e.g. the manufacturing and the service sectors) for employers to implement a Hearing Conservation Program where workers are exposed to a time weighted average noise level of 85 dBA or higher over an eight-hour work shift. Hearing Conservation Programs require employers to measure noise levels, provide free annual hearing exams and free hearing protection, provide training, and conduct evaluations of the adequacy of the hearing protectors in use unless changes to tools, equipment and schedules are made so that they are less noisy and worker exposure to noise is less than the 85 dBA. This noise study does not evaluate the noise exposure of workers within a project or construction site based on CEQA requirements, and instead, evaluates Project-related operational and construction noise levels at the nearby sensitive receiver locations in the Project study area. Further, periodic exposure to high noise levels in short duration, such as Project construction, is typically considered an annoyance and not impactful to human health. It would take several years of exposure to high noise levels to result in hearing impairment. (10)

2.9 VIBRATION

Per the Federal Transit Administration (FTA) *Transit Noise Impact and Vibration Assessment* (11), vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions.



As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Exhibit 2-C illustrates common vibration sources and the human and structural response to ground-borne vibration.



Velocity Typical Sources Level* (50 ft from source) Human/Structural Response 100 Threshold, minor cosmetic damage Blasting from construction projects fragile buildings Bulldozers and other heavy tracked construction equipment Difficulty with tasks such as 90 reading a VDT screen Commuter rail, upper range 80 Residential annoyance, infrequent Rapid transit, upper range events (e.g. commuter rail) Commuter rail, typical Residential annoyance, frequent Bus or truck over bump events (e.g. rapid transit) Rapid transit, typical Limit for vibration sensitive equipment. Approx. threshold for Bus or truck, typical human perception of vibration 60 Typical background vibration 50

EXHIBIT 2-C: TYPICAL LEVELS OF GROUND-BORNE VIBRATION

* RMS Vibration Velocity Level in VdB relative to 10-6 inches/second

Source: Federal Transit Administration (FTA) Transit Noise Impact and Vibration Assessment.



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3 REGULATORY SETTING

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

3.1 STATE OF CALIFORNIA NOISE REQUIREMENTS

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor's Office of Planning and Research. (12) The purpose of the Noise Element is to *limit the exposure of the community to excessive noise levels*. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

3.2 STATE OF CALIFORNIA BUILDING STANDARDS

The 2016 State of California's Green Building Standards Code contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. (13) These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies must be at least 50. For those developments in areas where noise contours are not readily available, and the noise level exceeds 65 dBA L_{eq} for any hour of operation, a wall and roof-ceiling combined STC rating of 45, and exterior windows with a minimum STC rating of 40 are required (Section 5.507.4.1).



3.3 CITY OF VICTORVILLE GENERAL PLAN NOISE ELEMENT

The City of Victorville General Plan Noise Element is intended to limit exposure of the community to excessive noise levels. (14) The City of Victorville General Plan Noise Element land use compatibility standards specify the noise levels allowable for new developments impacted by transportation noise sources. The City's compatibility criteria, found in Table N-3of the General Plan, identify the criteria for commercial land uses such as the Project, as shown on Exhibit 3-A. When the unmitigated exterior noise levels approach 65 dBA CNEL commercial land use is considered normally acceptable. With exterior noise levels ranging from 70 to 75 dBA CNEL, institutional land uses are considered conditionally acceptable, and with exterior noise levels greater than 75 dBA CNEL, they are considered normally unacceptable.

EXHIBIT 3-A: LAND USE NOISE COMPATIBILITY CRITERIA

Table N-3 Victorville Land Use Compatibility S	tand	ards					
	191 297	mmur or C	C. C		Expo	sure	
Land Use Categories	55	60	65	70	75	80 +	
Residential - Low Density, Single Family, Duplex, Multi- family, Mobile Home	1	1	2	2	3	4	4
Transient Lodging - Motels, Hotels	1	1	2	2	3	3	4
Schools, Libraries, Churches, Hospitals, Nursing Homes	1	1	2	3	3	4	4
Auditoriums, Concert Halls, Amphitheaters	2	2	3	3	4	4	4
Sports Arena, Outdoor Spectator Sports	2	2	2	2	3	3	3
Playgrounds, Neighborhood Parks	1	1	1	2	3	3	3
Golf Courses, Riding Stables, Water Recreation, Cemeteries	1	1	1	2	2	4	4
Office Buildings, Business Commercial, Retail Commercial and Professional	1	1	1	2	2	3	3
Industrial, Manufacturing, Utilities	1	1	1	1	2	2	2
Agriculture	1	1	1	1	1	1	1

Legend:

- NORMALLY ACCEPTABLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
- CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken
 only after a detailed analysis of the noise reduction requirements is made and Schools, Libraries, Churches, Hospitals, Nursing Homes 1 needed noise insulation features included
 in the design. Conventional construction, with closed windows and fresh air supply systems
 or air conditioning will normally suffice.
- NORMALLY UNACCEPTABLE: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
- CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.

Source: City of Victorville General Plan Noise Element, Table N-3.



3.4 OPERATIONAL NOISE STANDARDS

To analyze noise impacts originating from a designated fixed location or private property such as the Victorville CarMax Project, stationary-source (operational) noise such as the expected roof-top air conditioning units, parking lot vehicle movements, vehicle deliveries, and vehicle maintenance activity are typically evaluated against standards established under a jurisdiction's Municipal Code.

Section 13.01.030 of the City of Victorville Municipal Code, establishes the noise level standards for stationary noise sources. Since the Project land use will potentially impact non-noise-sensitive commercial uses in addition to noise-sensitive uses in the Project study area, this noise study relies on the exterior noise level standards for all land uses identified by the City of Victorville Municipal Code. For industrial uses, exterior noise levels shall not exceed 75 dBA L_{eq} at any time; exterior noise levels at commercial uses shall not exceed 70 dBA L_{eq} at any time. For residential properties, the exterior noise level shall not exceed 65 dBA L_{eq} during the daytime hours (7:00 a.m. to 10:00 p.m.) and 55 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.). (15) The operational noise level standards are shown on Table 3-1.

TABLE 3-1: OPERATIONAL NOISE STANDARDS

Jurisdiction	Land Use	Time Period	Exterior Noise Level Standard (dBA L _{eq}) ²
	Residential	Daytime (7:00 a.m 10:00 p.m.)	65
City of	Residential	Nighttime (10:00 p.m 7:00 a.m.)	55
Victorville ¹	Commercial	Anytime	70
	Industrial	Anytime	75

¹ Source: City of Victorville Municipal Code, Section 13.01.030 (Appendix 3.1).

3.5 CONSTRUCTION NOISE STANDARDS

Neither the City of Victorville General Plan or Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a *substantial temporary or periodic noise increase*.

To evaluate whether the Project will generate potentially significant construction noise levels at off-site sensitive receiver locations, a construction-related noise level threshold is adopted from the *Criteria for Recommended Standard: Occupational Noise Exposure* prepared by the National Institute for Occupational Safety and Health (NIOSH). (16) A division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The construction related noise level threshold starts at 85 dBA for more than eight hours per day, and for every 3 dBA increase, the exposure time is cut in half. This results in noise level thresholds of 88 dBA for more than four hours per day, 92 dBA for more



Leq represents a steady state sound level containing the same total energy as a time varying signal over a given sample period.

than one hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. (16) For the purposes of this analysis, the lowest, more conservative construction noise level threshold of 85 dBA L_{eq} is used as an acceptable threshold for construction noise at the nearby receiver locations. Since this construction-related noise level threshold represents the energy average of the noise source over a given time, they are expressed as L_{eq} noise levels. Therefore, the noise level threshold of 85 dBA L_{eq} over a period of eight hours or more is used to evaluate the potential Project-related construction noise level impacts at the nearby receiver locations.

3.6 CONSTRUCTION VIBRATION STANDARDS

The City of Victorville has not identified or adopted specific vibration level standards. However, the United States Department of Transportation Federal Transit Administration (FTA) provides guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines allow 80 VdB for residential uses and buildings where people normally sleep. (11) Operational and construction activities can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. The FTA guidelines of 80 VdB for sensitive land uses provide a substantiated basis for determining the relative significance of potential Expansion Project-related vibration impacts due to on-site operational and construction activities.



4 SIGNIFICANCE CRITERIA

The following significance criteria are based on currently adopted guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1) For the purposes of this report, impacts would be potentially significant if the Project results in or causes:

- A. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- B. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.
- C. A substantial permanent increase in ambient noise levels in the Project vicinity above existing levels without the proposed Project; or
- D. A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above noise levels existing without the proposed Project.
- E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.
- F. For a project within the vicinity of a private airstrip, expose people residing or working in the Project area to excessive noise levels.

While the CEQA Guidelines and the City of Victorville General Plan Guidelines provide direction on noise compatibility and establish noise standards by land use type that are sufficient to assess the significance of noise impacts under CEQA Guideline A, they do not define the levels at which increases are considered substantial for use under Guidelines B, C, and D. CEQA Guidelines E and F apply to nearby public and private airports, if any, and the Project's land use compatibility.

The Project site is not located within two miles of a public airport or within an airport land use plan; nor is the Project within the vicinity of a private airstrip. As such, the Project site would not be exposed to excessive noise levels from airport operations, and therefore, impacts are considered *less than significant*, and no further noise analysis is conducted in relation to Guidelines E and F.

4.1 Noise-Sensitive Receivers

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines described above at the closest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant. (17)



4.1.1 SUBSTANTIAL PERMANENT NOISE LEVEL INCREASES

Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding human reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called *ambient* environment.

In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged. The Federal Interagency Committee on Noise (FICON) (18) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (CNEL) and equivalent continuous noise level (Leq).

As previously stated, the approach used in this noise study recognizes that there is no single noise increase that renders the noise impact significant, based on a 2008 California Court of Appeal ruling on Gray v. County of Madera. (17) For example, if the ambient noise environment is quiet (<60 dBA) and the new noise source greatly increases the noise levels, an impact may occur if the noise criteria may be exceeded. Therefore, for this analysis, FICON identifies a readily perceptible 5 dBA or greater project-related noise level increase is considered a significant impact when the noise criteria for a given land use is exceeded. Per the FICON, in areas where the without project noise levels range from 60 to 65 dBA, a 3 dBA barely perceptible noise level increase appears to be appropriate for most people. When the without project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance. Table 4-1 below provides a summary of the potential noise impact significance criteria, based on guidance from FICON.

TABLE 4-1: SIGNIFICANCE OF NOISE IMPACTS AT NOISE-SENSITIVE RECEIVERS

Without Project Noise Level	Potential Significant Impact
< 60 dBA	5 dBA or more
60 - 65 dBA	3 dBA or more
> 65 dBA	1.5 dBA or more

Federal Interagency Committee on Noise (FICON), 1992.



4.1.2 SUBSTANTIAL TEMPORARY OF PERIODIC NOISE LEVEL INCREASES

Due to the temporary, short-term nature of noise-generating construction activities, the temporary or periodic noise level increases over the existing ambient conditions must be considered under CEQA Guideline D. Therefore, the Caltrans *Traffic Noise Analysis Protocol* 12 dBA L_{eq} *substantial* noise level increase threshold is used in this analysis to assess temporary noise level increases. (3) If the Project-related construction noise levels generate a temporary noise level increase above the existing ambient noise levels of up to 12 dBA L_{eq}, then the Project construction noise level increases will be considered a potentially significant impact. Although the Caltrans recommendations were specifically developed to assess traffic noise impacts, the 12 dBA L_{eq} substantial noise level increase threshold is used in California to address noise level increases with the potential to exceed existing conditions. (3)

4.2 SIGNIFICANCE CRITERIA SUMMARY

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 4-2 shows the significance criteria summary matrix.

OFF-SITE TRAFFIC NOISE

- When the noise levels at existing and future noise-sensitive land uses (e.g. residential, etc.):
 - o are less than 60 dBA CNEL and the Project creates a *readily perceptible* 5 dBA CNEL or greater Project-related noise level increase; or
 - o range from 60 to 65 dBA CNEL and the Project creates a *barely perceptible* 3 dBA CNEL or greater Project-related noise level increase; or
 - already exceed 65 dBA CNEL, and the Project creates a community noise level impact of greater than 1.5 dBA CNEL (FICON, 1992).

OPERATIONAL NOISE

- If Project-related operational (stationary-source) noise levels exceed the exterior noise level standards for each land use category as outlined in Table 3-1.
- If the existing ambient noise levels at the nearby noise-sensitive receivers near the Project site:
 - are less than 60 dBA L_{eq} and the Project creates a readily perceptible 5 dBA L_{eq} or greater
 Project-related noise level increase; or
 - range from 60 to 65 dBA L_{eq} and the Project creates a barely perceptible 3 dBA L_{eq} or greater Project-related noise level increase; or
 - \circ already exceed 65 dBA L_{eq}, and the Project creates a community noise level impact of greater than 1.5 dBA L_{eq} (FICON, 1992).

CONSTRUCTION NOISE AND VIBRATION

- If Project-related construction activities:
 - \circ create noise levels which exceed the 85 dBA L_{eq} acceptable noise level threshold at the nearby receiver locations (NIOSH, Criteria for Recommended Standard: Occupational Noise Exposure, June 1998);



- generate temporary Project construction-related noise level increases which exceed the 12 dBA L_{eq} substantial noise level increase threshold at noise-sensitive receiver locations (Caltrans, Traffic Noise Analysis Protocol).
- If short-term Expansion Project generated construction source vibration levels could exceed the FTA maximum acceptable vibration standard of 80 vibration decibels (VdB) at nearby receiver locations.

TABLE 4-2: SIGNIFICANCE CRITERIA SUMMARY

Amalysis	Receiving	Condition(s)	Significa	nce Criteria
Analysis	Land Use	Condition(s)	Daytime	Nighttime
O((C))		If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL	. Project increase
Off-Site Traffic	Noise- Sensitive ¹	If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL	. Project increase
Traine	Schille	If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNE	L Project increase
	Multiple	Exterior Noise Level Standards	See T	able 3-1.
Operational		if ambient is $<$ 60 dBA L_{eq}	≥ 5 dBA L _{eq} I	Project increase
Operational	Noise- Sensitive ¹	if ambient is 60 - 65 dBA L_{eq}	≥ 3 dBA L _{eq} I	Project increase
	Sensitive	if ambient is > 65 dBA L_{eq}	≥ 1.5 dBA L _{eq}	Project increase
	All	Noise Level Threshold ²	85	dBA L _{eq}
Construction	Noise-Sensitive ³	Noise Level Increase	12	dBA L _{eq}
	All	Vibration Level Threshold ⁴	80	O VdB

¹ Source: FICON, 1992.



² Source: NIOSH, Criteria for Recommended Standard: Occupational Noise Exposure, June 1998.

³ Source: Caltrans Traffic Noise Analysis Protocol, May 2011.

⁴ Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.

[&]quot;Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.; "PPV" = peak particle velocity.

5 EXISTING NOISE LEVEL MEASUREMENTS

To assess the existing noise level environment, four 24-hour noise level measurements were taken at receiver locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Exhibit 5-A provides the boundaries of the Project study area and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Wednesday, September 13th, 2018. Appendix 5.1 includes study area photos.

5.1 Measurement Procedure and Criteria

To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the daytime and nighttime hourly noise levels and calculate the 24-hour CNEL. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (19)

5.2 Noise Measurement Locations

The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent any part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. This is demonstrated in the Caltrans general site location guidelines which indicate that, sites must be free of noise contamination by sources other than sources of interest. Avoid sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners unless it is the express intent of the analyst to measure these sources. (4) Further, FTA guidance states, that it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community. (11)

Based on recommendations of Caltrans and the FTA, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. (11) In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels



and is necessary to assess potential noise impacts due to the Project's contribution to the ambient noise levels.

5.3 Noise Measurement Results

The noise measurements presented below focus on the average or equivalent sound levels (L_{eq}). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 5-1 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. Appendix 5.2 provides a summary of the existing hourly ambient noise levels described below:

- Location L1 represents the noise levels north of the Project site adjacent to existing residential homes on Midtown Drive. The noise level measurements collected show an overall 24-hour exterior noise level of 58.7 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 55.7 dBA L_{eq} with an average nighttime noise level of 50.7 dBA L_{eq}.
- Location L2 represents the noise levels northeast of the Project site near existing residential homes on Culver Road. The noise level measurements collected show an overall 24-hour exterior noise level of 59.2 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 58.1 dBA L_{eq} with an average nighttime noise level of 49.7 dBA L_{eq}.
- Location L3 represents the noise levels southwest of the Project site adjacent to Home Depot and an existing commercial parking lot. The 24-hour CNEL indicates that the overall exterior noise level is 60.9 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 56.7 dBA L_{eq} with an average nighttime noise level of 53.5 dBA L_{eq}.
- Location L4 represents the noise levels southwest of the Project site on Valley Park Lane adjacent to an existing Home Depot and vacant lot. The noise level measurements collected show an overall 24-hour exterior noise level of 60.4 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 59.0 dBA Leg with an average nighttime noise level of 51.7 dBA Leg.

Table 5-1 provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 provides summary worksheets of the noise levels for each hour as well as the minimum, maximum, L₁, L₂, L₅, L₈, L₂₅, L₅₀, L₉₀, L₉₅, and L₉₉ percentile noise levels observed during the daytime and nighttime periods.

The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with the arterial roadway network. The 24-hour existing noise level measurements shown on Table 5-1 present the existing ambient noise conditions.



TABLE 5-1: 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS

Location ¹	Distance to Project	Description	Noise	Average Level L _{eq}) ²	CNEL
	Boundary (Feet)		Daytime	Nighttime	
L1	1,460'	Located north of the Project site adjacent to existing residential homes on Midtown Drive.	55.7	50.7	58.7
L2	640'	Located northeast of the Project site near existing residential homes on Culver Road.	58.1	49.7	59.2
L3	803'	Located southwest of the Project site adjacent to Home Depot and an existing commercial parking lot.	56.7	53.5	60.9
L4	645'	Located southwest of the Project site on Valley Park Lane adjacent to an existing Home Depot and vacant lot.	59.0	51.7	60.4

¹ See Exhibit 5-A for the noise level measurement locations.



 $^{^{\}rm 2}$ The long-term 24-hour measurement printouts are included in Appendix 5.2.

[&]quot;Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

A JOYA PL JOSHUA ST MPRESSIONS AT VAL ROY ROGERS DR 15 SITE VALLEY PARK LN INVERNESS CIR **LEGEND:** A Noise Measurement Locations

EXHIBIT 5-A: NOISE MEASUREMENT LOCATIONS



6 METHODS AND PROCEDURES

The following section outlines the methods and procedures used to model and analyze the future traffic noise environment.

6.1 FHWA TRAFFIC NOISE PREDICTION MODEL

The estimated roadway noise impacts from vehicular traffic were calculated using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108. (20) The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. (21) Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period.

6.2 OFF-SITE TRAFFIC NOISE PREDICTION MODEL INPUTS

Table 6-1 presents the roadway parameters used to assess the Project's off-site transportation noise impacts. Table 6-1 identifies the seven study area roadway segments, the distance from the centerline to adjacent land use based on the functional roadway classifications per the City of Victorville General Plan Circulation Element, and the posted vehicle speeds. Exhibit 6-A shows the off-site roadway segments used in this analysis, which were selected based on the roadway segments conveying Project traffic as identified in the *Traffic Impact Analysis*. As such, no analysis has been included for Midtown Drive because no substantive Project traffic would be distributed to this location.

The ADT volumes used in this study are presented on Table 6-2 for the following traffic scenarios: Existing, Opening Year, and Horizon Year conditions. (2) For this analysis, soft site conditions are used to analyze the traffic noise impacts within the Project study area. Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. Caltrans' research has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model as used in this off-site traffic noise analysis. (22)

Table 6-3 presents the time of day vehicle splits and Table 6-4 presents the traffic flow distributions (vehicle mix) used for this analysis. The vehicle mix provides the hourly distribution percentages of automobile, medium trucks, and heavy trucks for input into the FHWA noise prediction model.



TABLE 6-1: OFF-SITE ROADWAY PARAMETERS

QI	Roadway	Segment	General Plan Land Use Designation (North/South or West/East) ¹	Specific Plan Land Use Designation (North/South or West/East) ¹	Existing Adjacent Land Use (North/South or West/East) ¹	Distance From Centerline To Nearest Adjacent Land Use (Feet) ²	Vehicle Speed (mph) ³
1	Civic Dr.	n/o Site Driveway #2	Specific Plan (SP)/SP	Civic Commercial (CC)/CC	Commercial(C)/C	42'	45
2	Civic Dr.	n/o Site Driveway #1	dS/dS	CC/Civic Auto Park (CAP)	C/Vacant	42'	45
3	Civic Dr.	s/o Site Driveway #1	SP/SP	CC/CAP	C/CAP	42'	45
4	Roy Rogers Dr.	e/o Amargosa Rd.	Commercial (C)/SP	33	C/Vacant	62'	45
2	Roy Rogers Dr.	w/o I-15 SB Ramps	C & Residential/SP	33	C & Vacant/C	62'	45
9	Roy Rogers Dr.	w/o I-15 NB Ramps	C/SP	CC & CAP	Residential/C	42'	45
2	Roy Rogers Dr.	e/o 1-15 NB Ramps	C/SP	CAP & Civic Mixed	C/CAP	42'	35

¹ Sources: City of Victorville General Plan Land Use & Zoning Districts Map, the Civic Center Community Sustainability Plan Proposal Land Use Map, and Nearmap aerial imagery dated August 15th, 2018.
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 Element.
³ Posted vehicle speeds.



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EXHIBIT 6-A: OFF-SITE STUDY AREA ROADWAY SEGMENTS



TABLE 6-2: AVERAGE DAILY TRAFFIC VOLUMES

			Average Daily Traffic (1,000's) ¹							
ID	Roadway	Segment	Existing		Openir	g Year	Horizon Year			
וט		Jegment	Without Project	With Project	Without Project	With Project	Without Project	With Project		
1	Civic Dr.	n/o Site Driveway #2	11.3	11.5	12.0	12.1	14.4	14.5		
2	Civic Dr.	n/o Site Driveway #1	8.2	8.3	8.7	8.8	10.4	10.5		
3	Civic Dr.	s/o Site Driveway #1	8.1	8.2	8.6	8.7	10.4	10.4		
4	Roy Rogers Dr.	e/o Amargosa Rd.	19.4	19.4	20.9	20.9	24.8	24.8		
5	Roy Rogers Dr.	w/o I-15 SB Ramps	28.6	28.8	30.7	30.8	36.8	36.9		
6	Roy Rogers Dr.	w/o I-15 NB Ramps	25.9	26.0	27.5	27.6	33.1	33.2		
7	Roy Rogers Dr.	e/o 1-15 NB Ramps	23.2	23.2	24.6	24.6	29.5	29.5		

¹ Source: CarMax Traffic Impact Analysis, Michael Baker International, September 2018.



TABLE 6-3: TIME OF DAY VEHICLE SPLITS

Vahiala Tura			Total of Time of	
Vehicle Type	Daytime	Evening	Nighttime	Day Splits
Autos	77.50%	12.90%	9.60%	100.00%
Medium Trucks	84.80%	4.90%	10.30%	100.00%
Heavy Trucks	86.50%	2.70%	10.80%	100.00%

¹ Source: Typical Southern California vehicle mix.

TABLE 6-4: WITHOUT PROJECT CONDITIONS VEHICLE MIX

Classification			Total	
Classification	Autos	Medium Trucks	Heavy Trucks	Total
All Roadways ¹	97.42%	1.84%	0.74%	100.00%

¹ Source: Typical Southern California vehicle mix.

6.3 CONSTRUCTION VIBRATION ASSESSMENT METHODOLOGY

This analysis focuses on the potential ground-borne vibration associated with vehicular traffic and construction activities. Ground-borne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity.

However, while vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized on Table 6-5. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the human response (annoyance) using the following vibration assessment methods defined by the FTA. To describe the human response (annoyance) associated with vibration impacts the FTA provides the following equation: $L_{VdB}(D) = L_{VdB}(25 \text{ ft}) - 30\log(D/25)$



[&]quot;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.

TABLE 6-5: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Vibration Decibels (VdB) at 25 feet ¹
Small bulldozer	58
Jackhammer	79
Loaded Trucks	86
Large bulldozer	87

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.



7 OFF-SITE TRANSPORTATION NOISE IMPACTS

To assess the off-site transportation CNEL noise level impacts associated with development of the proposed Project, noise contours were developed based on the *Traffic Impact Analysis*. (2) Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were developed for the following traffic scenarios:

- <u>Existing Conditions Without / With Project</u>: This scenario refers to the existing present-day noise conditions without and with the proposed Project.
- Opening Year 2021 Without / With the Project: This scenario refers to Opening Year noise
 conditions with ambient growth, without and with the proposed Project. This scenario includes
 all cumulative traffic volumes identified in the Traffic Impact Analysis.
- <u>Horizon Year 2031 Without / With the Project</u>: This scenario refers to Horizon Year noise conditions with ambient growth, without and with the proposed Project. This scenario includes all cumulative traffic volumes identified in the *Traffic Impact Analysis*.

7.1 TRAFFIC NOISE CONTOURS

Noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. Tables 7-1 to 7-6 present a summary of the exterior traffic noise levels, without barrier attenuation, for the study area roadway segments analyzed from the without Project to the with Project conditions under Existing, Opening Year, and Horizon Year traffic conditions. Appendix 7.1 includes a summary of the traffic noise level contours for each of the traffic scenarios.



TABLE 7-1: EXISTING WITHOUT PROJECT CONDITIONS NOISE CONTOURS

			Existing Adjacent	CNEL at Nearest	Distance to Contour from Centerline (Feet)		
ID	Road	Segment	Land Use ¹	Adjacent Land Use (dBA) ²	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Civic Dr.	n/o Site Driveway #2	Commercial(C)/C	68.7	RW	75	161
2	Civic Dr.	n/o Site Driveway #1	C/Vacant	67.4	RW	60	130
3	Civic Dr.	s/o Site Driveway #1	C/CAP	67.3	RW	60	129
4	Roy Rogers Dr.	e/o Amargosa Rd.	C/Vacant	69.3	55	119	257
5	Roy Rogers Dr.	w/o I-15 SB Ramps	C & Vacant/C	71.0	72	155	333
6	Roy Rogers Dr.	w/o I-15 NB Ramps	Residential/C	72.3	60	130	280
7	Roy Rogers Dr.	e/o 1-15 NB Ramps	C/CAP	69.2	RW	80	172

¹ Sources: City of Victorville General Plan Land Use & Zoning Districts Map, the Civic Center Community Sustainability Plan Proposal Land Use Map, and Nearmap aerial imagery dated August 15th, 2018.

TABLE 7-2: EXISTING WITH PROJECT CONDITIONS NOISE CONTOURS

			Existing Adjacent	CNEL at Nearest	Distance to Contour from Centerline (Feet)		
ID	Road	Segment	Land Use ¹	Adjacent Land Use (dBA) ²	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Civic Dr.	n/o Site Driveway #2	Commercial(C)/C	68.8	RW	75	162
2	Civic Dr.	n/o Site Driveway #1	C/Vacant	67.4	RW	61	131
3	Civic Dr.	s/o Site Driveway #1	C/CAP	67.3	RW	60	130
4	Roy Rogers Dr.	e/o Amargosa Rd.	C/Vacant	69.3	55	119	257
5	Roy Rogers Dr.	w/o I-15 SB Ramps	C & Vacant/C	71.0	72	155	334
6	Roy Rogers Dr.	w/o I-15 NB Ramps	Residential/C	72.4	60	130	280
7	Roy Rogers Dr.	e/o 1-15 NB Ramps	C/CAP	69.2	RW	80	172

¹ Sources: City of Victorville General Plan Land Use & Zoning Districts Map, the Civic Center Community Sustainability Plan Proposal Land Use Map, and Nearmap aerial imagery dated August 15th, 2018.



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.

[&]quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.

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.

[&]quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-3: OPENING YEAR WITHOUT PROJECT CONDITIONS NOISE CONTOURS

		Existing Adjacent	CNEL at Nearest	Distance to Contour from Centerline (Feet)			
ID	Road	Segment	Land Use ¹	Adjacent Land Use (dBA) ²	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Civic Dr.	n/o Site Driveway #2	Commercial(C)/C	69.0	RW	78	167
2	Civic Dr.	n/o Site Driveway #1	C/Vacant	67.6	RW	63	135
3	Civic Dr.	s/o Site Driveway #1	C/CAP	67.6	RW	62	135
4	Roy Rogers Dr.	e/o Amargosa Rd.	C/Vacant	69.6	58	125	270
5	Roy Rogers Dr.	w/o I-15 SB Ramps	C & Vacant/C	71.2	75	162	349
6	Roy Rogers Dr.	w/o I-15 NB Ramps	Residential/C	72.6	63	135	292
7	Roy Rogers Dr.	e/o 1-15 NB Ramps	C/CAP	69.4	RW	83	179

¹ Sources: City of Victorville General Plan Land Use & Zoning Districts Map, the Civic Center Community Sustainability Plan Proposal Land Use Map, and Nearmap aerial imagery dated August 15th, 2018.

TABLE 7-4: OPENING YEAR WITH PROJECT CONDITIONS NOISE CONTOURS

			Existing Adjacent	CNEL at Nearest	Distance to Contour from Centerline (Feet)		
ID	Road	Segment	Land Use ¹	Adjacent Land Use (dBA) ²	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Civic Dr.	n/o Site Driveway #2	Commercial(C)/C	69.1	RW	78	169
2	Civic Dr.	n/o Site Driveway #1	C/Vacant	67.7	RW	63	136
3	Civic Dr.	s/o Site Driveway #1	C/CAP	67.6	RW	63	135
4	Roy Rogers Dr.	e/o Amargosa Rd.	C/Vacant	69.6	58	125	270
5	Roy Rogers Dr.	w/o I-15 SB Ramps	C & Vacant/C	71.3	75	162	350
6	Roy Rogers Dr.	w/o I-15 NB Ramps	Residential/C	72.6	63	136	292
7	Roy Rogers Dr.	e/o 1-15 NB Ramps	C/CAP	69.4	RW	83	179

¹ Sources: City of Victorville General Plan Land Use & Zoning Districts Map, the Civic Center Community Sustainability Plan Proposal Land Use Map, and Nearmap aerial imagery dated August 15th, 2018.



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.

[&]quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.

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.

[&]quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-5: HORIZON YEAR WITHOUT PROJECT CONDITIONS NOISE CONTOURS

			Existing Adjacent	CNEL at Nearest	Distance to Contour from Centerline (Feet)		
ID	Road	Segment	Land Use ¹	Adjacent Land Use (dBA) ²	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Civic Dr.	n/o Site Driveway #2	Commercial(C)/C	69.8	RW	88	189
2	Civic Dr.	n/o Site Driveway #1	C/Vacant	68.4	RW	71	153
3	Civic Dr.	s/o Site Driveway #1	C/CAP	68.4	RW	71	152
4	Roy Rogers Dr.	e/o Amargosa Rd.	C/Vacant	70.3	65	140	303
5	Roy Rogers Dr.	w/o I-15 SB Ramps	C & Vacant/C	72.0	85	183	394
6	Roy Rogers Dr.	w/o I-15 NB Ramps	Residential/C	73.4	71	153	329
7	Roy Rogers Dr.	e/o 1-15 NB Ramps	C/CAP	70.2	RW	94	202

¹ Sources: City of Victorville General Plan Land Use & Zoning Districts Map, the Civic Center Community Sustainability Plan Proposal Land Use Map, and Nearmap aerial imagery dated August 15th, 2018.

TABLE 7-6: HORIZON YEAR WITH PROJECT CONDITIONS NOISE CONTOURS

		Existing Adjacent	CNEL at Nearest	Distance to Contour from Centerline (Feet)			
ID	Road	Segment	Land Use ¹	Adjacent Land Use (dBA) ²	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Civic Dr.	n/o Site Driveway #2	Commercial(C)/C	69.8	RW	88	190
2	Civic Dr.	n/o Site Driveway #1	C/Vacant	68.4	RW	71	153
3	Civic Dr.	s/o Site Driveway #1	C/CAP	68.4	RW	71	152
4	Roy Rogers Dr.	e/o Amargosa Rd.	C/Vacant	70.3	65	140	303
5	Roy Rogers Dr.	w/o I-15 SB Ramps	C & Vacant/C	72.1	85	183	395
6	Roy Rogers Dr.	w/o I-15 NB Ramps	Residential/C	73.4	71	153	330
7	Roy Rogers Dr.	e/o 1-15 NB Ramps	C/CAP	70.2	RW	94	202

¹ Sources: City of Victorville General Plan Land Use & Zoning Districts Map, the Civic Center Community Sustainability Plan Proposal Land Use Map, and Nearmap aerial imagery dated August 15th, 2018.



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.

[&]quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.

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.

[&]quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.

7.2 EXISTING CONDITION PROJECT TRAFFIC NOISE LEVEL CONTRIBUTIONS

Table 7-1 presents the Existing without Project conditions CNEL noise levels. The without Project exterior noise levels are expected to range from 67.4 to 72.4 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 shows the Existing with Project conditions will range from 67.4 to 72.4 dBA CNEL. As shown on Table 7-7 the Project will generate a noise level increase of up to 0.1 dBA CNEL on the study area roadway segments. Based on the significance criteria in Section 4, the Project-related noise level increases are considered *less than significant* under Existing conditions at the land uses adjacent to roadways conveying Project traffic.

TABLE 7-7: EXISTING CONDITION OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

ID	Road Segment			EL at Adja nd Use (dl		Noise- Sensitive Land	Threshold Exceeded? ²	
			No Project	With Project	Project Addition	Use?		
1	Civic Dr.	n/o Site Driveway #2	68.8	68.9	0.1	No	No	
2	Civic Dr.	n/o Site Driveway #1	67.4	67.4	0.0	No	No	
3	Civic Dr.	s/o Site Driveway #1	67.4	67.4	0.0	No	No	
4	Roy Rogers Dr.	e/o Amargosa Rd.	69.3	69.3	0.0	No	No	
5	Roy Rogers Dr.	w/o I-15 SB Ramps	71.0	71.0	0.0	No	No	
6	Roy Rogers Dr.	w/o I-15 NB Ramps	72.4	72.4	0.0	Yes	No	
7	Roy Rogers Dr.	e/o 1-15 NB Ramps	69.2	69.2	0.0	No	No	

¹The 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 Significance Criteria (Section 4).

7.3 OPENING YEAR PROJECT TRAFFIC NOISE LEVEL CONTRIBUTIONS

Table 7-3 presents the Opening Year without Project conditions CNEL noise levels. The without Project exterior noise levels are expected to range from 67.6 to 72.7 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 shows the Opening Year with Project conditions will range from 67.6 to 72.7 dBA CNEL. As shown on Table 7-8 the Project will generate a noise level increase of up to 0.1 dBA CNEL on the study area roadway segments. Based on the significance criteria in Section 4, the Project-related noise level increases are considered *less than significant* under Opening Year conditions at the land uses adjacent to roadways conveying Project traffic.

TABLE 7-8: OPENING YEAR OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

ID	Road	Segment		EL at Adja nd Use (dE	Noise- Sensitive Land	Threshold Exceeded? ²		
			No Project	With Project	Project Addition	Use?		
1	Civic Dr.	n/o Site Driveway #2	69.1	69.1	0.0	No	No	
2	Civic Dr.	n/o Site Driveway #1	67.7	67.7	0.0	No	No	
3	Civic Dr.	s/o Site Driveway #1	67.6	67.6	0.0	No	No	
4	Roy Rogers Dr.	e/o Amargosa Rd.	69.6	69.6	0.0	No	No	
5	Roy Rogers Dr.	w/o I-15 SB Ramps	71.3	71.3	0.0	No	No	
6	Roy Rogers Dr.	w/o I-15 NB Ramps	72.7	72.7	0.0	Yes	No	
7	Roy Rogers Dr.	e/o 1-15 NB Ramps	69.5	69.5	0.0	No	No	

¹The 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 Significance Criteria (Section 4).

7.4 HORIZON YEAR PROJECT TRAFFIC NOISE LEVEL CONTRIBUTIONS

Table 7-5 presents the Horizon Year without Project conditions CNEL noise levels. The without Project exterior noise levels are expected to range from 68.4 to 73.5 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-6 shows the Horizon Year with Project conditions will range from 68.4 to 73.5 dBA CNEL. As shown on Table 7-9 the Project will generate a noise level increase of up to 0.1 dBA CNEL on the study area roadway segments. Based on the significance criteria in Section 4, the Project-related noise level increases are considered *less than significant* under Horizon Year conditions at the land uses adjacent to roadways conveying Project traffic.

TABLE 7-9: HORIZON YEAR OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

ID	Road	Segment		EL at Adja nd Use (dE		Noise- Sensitive Land	Threshold Exceeded? ²
			No Project	With Project	Project Addition	Use?	
1	Civic Dr.	n/o Site Driveway #2	69.8	69.9	0.1	No	No
2	Civic Dr.	n/o Site Driveway #1	68.5	68.5	0.0	No	No
3	Civic Dr.	s/o Site Driveway #1	68.4	68.4	0.0	No	No
4	Roy Rogers Dr.	e/o Amargosa Rd.	70.4	70.4	0.0	No	No
5	Roy Rogers Dr.	w/o I-15 SB Ramps	72.1	72.1	0.0	No	No
6	Roy Rogers Dr.	w/o I-15 NB Ramps	73.5	73.5	0.0	Yes	No
7	Roy Rogers Dr.	e/o 1-15 NB Ramps	70.3	70.3	0.0	No	No

¹The 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 Significance Criteria (Section 4).

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8 RECEIVER LOCATIONS

To assess the potential for long-term operational and short-term construction noise impacts, the following five receiver locations as shown on Exhibit 8-A were identified as representative locations for focused analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

Noise-sensitive receivers near the Project site include existing residential homes, as described below. Non-noise-sensitive receiver locations include the existing commercial uses in the Project study area. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures.

- R1: Location R1 represents the existing residential homes located approximately 1,315 feet northwest of the Project site on Midtown Drive. A 24-hour noise level measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents the existing residential homes located approximately 530 feet north of the Project site on Culver Road. A 24-hour noise level measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents future, currently vacant, commercial-designated land use located approximately 26 feet north of the Project site.
- R4: Location R4 represents existing commercial use south of the Project site at roughly 78 feet.
- R5: Location R5 represents an existing commercial use west of the Project site at an approximate distance of 152 feet on Civic Drive.



MPRESSIONS AT VALLEY CTR MIDTOWN DR DOROTHY LN S CULVER RD ⊕R2 ROY ROGERS DR 15 RE QX SITE VALLEY PARK LN , Digital<mark>Gl</mark>obe, GeoEye, Earthstan s, CNES/Airbus DS, USDA, USGS, GN, and the GIS User Community INVERNESS CIR **LEGEND:** Receiver Locations

EXHIBIT 8-A: RECEIVER LOCATIONS



Distance from receiver to Project site boundary (in feet)

9 OPERATIONAL IMPACTS

This section analyzes the potential operational noise impacts due to the Project's stationary noise sources on the off-site noise-sensitive receiver locations identified in Section 8. Exhibit 9-A identifies the receiver locations and noise source locations used to assess the Project-related operational noise levels.

9.1 REFERENCE NOISE LEVELS

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. This section provides a detailed description of the reference noise level measurements shown on Table 9-1 used to estimate the Project operational noise impacts. It is important to note that the following projected noise levels assume the worst-case noise environment with the roof-top air conditioning units, parking lot vehicle movements, vehicle deliveries, and vehicle maintenance activity all operating continuously. These noise level impacts will likely vary throughout the day.

TABLE 9-1: REFERENCE NOISE LEVEL MEASUREMENTS

Noise Source	Duration	Distance From	Noise Source	Hourly Activity		ce Noise IBA L _{eq})
	(hh:mm:ss)	Source (Feet)	Height (Feet)	(Min.) ⁵	@ Ref. Dist.	@ 50 Feet
Roof-Top Air Conditioning Unit ¹	96:00:00	5'	5'	39	77.2	57.2
Parking Lot Vehicle Movements ²	00:02:00	20'	4'	60	62.9	56.9
Vehicle Deliveries ²	00:01:05	20'	8'	20	84.7	76.7
Vehicle Maintenance Activity (Impact Wrench) ³	00:01:13	15'	5'	20	78.7	68.2

¹ As measured by Urban Crossroads, Inc. on 7/27/2015 at the Santee Walmart located at 170 Town Center Parkway.



² Based on the car wash tunnel exit reference level operating at 50 feet from the entrance.

³ As measured by Urban Crossroads, Inc. at the Audi Mission Viejo dealership on 6/10/2016.

⁴ As measured by Urban Crossroads, Inc. at the Lake Forest Discount Tire Center on 6/19/2015.

⁵ Anticipated duration (minutes within the hour) of noise activity during peak hourly conditions expected at the Project site.

9.1.1 ROOF-TOP AIR CONDITIONING UNITS

To assess the noise levels created by the roof-top air conditioning units at the Project site, reference noise levels measurements were taken at the Santee Walmart on July 27th, 2015. Located at 170 Town Center Parkway in the City of Santee, the noise level measurements describe a mechanical roof-top air conditioning unit on the roof of an existing Walmart store, with additional units operating in the background. The reference noise level represents a Lennox SCA120 series 10-ton model packaged air conditioning unit. Using a uniform reference distance of 50 feet, the reference noise level is 57.2 dBA L_{eq}. The operating conditions of the reference noise level measurement reflect peak summer cooling requirements with measured temperatures approaching 96 degrees Fahrenheit (°F) with average daytime temperatures of 82°F. The noise attenuation provided by a parapet wall is not reflected in this reference noise level measurement.

9.1.2 PARKING LOT VEHICLE MOVEMENTS

To determine the noise levels associated with parking lot vehicle movements, Urban Crossroads collected reference noise level measurements at the Audi Mission Viejo dealership on June 10^{th} , 2016. The noise level measurement indicates that the parking lot vehicle movements generate noise levels of 56.9 dBA L_{eq} at a normalized distance of 50 feet. The parking lot noise levels are mainly due to cars pulling in and out of spaces, car doors being shut, locking sounds including car horns, and employees and customers talking. Noise associated with parking lot vehicle movements is expected during the entire hour (60 minutes).

9.1.3 VEHICLE DELIVERIES

A reference noise level measurement was taken of vehicle delivery unloading activities to describe the vehicle deliveries at the Project site. The exact schedule of Project vehicle deliveries was unknown at the time of this analysis, and therefore, the estimated operational minutes of activity for vehicle delivery is based on the observed conditions at the Audi Mission Viejo dealership. With an estimated one-minute unloading time per vehicle for a total of approximately 20 cars per truck, the total operating time is expected to occur over 20 minutes during peak hour conditions. The vehicle delivery reference noise level is 76.7 dBA L_{eq} at the uniform reference distance of 50 feet.

9.1.4 VEHICLE MAINTENANCE ACTIVITY (IMPACT WRENCH)

To describe the peak noise events during vehicle maintenance activities, a reference noise level measurement of an air impact wrench noise level of $68.2\,dBA\,L_{eq}$ at $50\,feet$ is used in this analysis. This reference noise level measurement was collected by Urban Crossroads, Inc. on June 19^{th} , 2015 at the Lake Forest Discount Tire Center located at 22482 Muirlands Boulevard in the City of Lake Forest. The vehicle maintenance activities are expected to occur during the full hour (20 minutes) of peak operating conditions.



MIDTOWN DR PR2 S CULVER RD ROY ROGERS DR RB Source: Esri, DigitalGlobe, GeoEye, Earthsta Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Communit **LEGEND:** Receiver Locations Parking Lot Vehicle Movements Vehicle Maintenance Activity Roof-Top Air Conditioning Unit Vehicle Delivery Activity Distance from receiver to noise source (in feet)

EXHIBIT 9-A: OPERATIONAL NOISE SOURCE AND RECEIVER LOCATIONS



9.2 OPERATIONAL NOISE LEVELS

Based upon the reference noise levels, it is possible to estimate the Project operational stationary-source noise levels at each receiver location. The operational noise level calculations shown on Table 9-2 account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. Hard site conditions are used in the operational noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source. The basic noise attenuation equation shown below is used to calculate the distance attenuation based on a reference noise level (SPL₁):

$$SPL_2 = SPL_1 - 20log(D_2/D_1)$$

Where SPL_2 is the resulting noise level after attenuation, SPL_1 is the source noise level, D_2 is the distance to the reference sound pressure level (SPL_1), and D_1 is the distance to the receiver location. Table 9-2 indicates that the unmitigated operational noise levels associated with the roof-top air conditioning units, parking lot vehicle movements, vehicle deliveries, and vehicle maintenance activity are expected to range from 43.8 to 63.6 dBA L_{eq} at nearby receiver locations. The unmitigated operational noise level calculation worksheets are included in Appendix 9.1.

9.3 OPERATIONAL NOISE LEVEL COMPLIANCE

To demonstrate compliance with local noise regulations, the Project-only operational noise levels generated by on-site operational activities are evaluated against daytime exterior noise level thresholds based on the City of Victorville exterior noise level standards at nearby receiver locations. Table 9-2 shows the operational noise levels associated with Victorville CarMax Project will satisfy the City of Victorville exterior noise level standards at all of the receiver locations. Therefore, the Project-related operational noise level impacts are considered *less than significant* impacts.



TABLE 9-2: UNMITIGATED PROJECT OPERATIONAL NOISE LEVELS

			Noise Source ²	ource ²		Unmitigated Total Project	Daytime	: -
Receiver Location ¹	Land Use	Roof-Top A/C Unit	Parking Lot Vehicle Movements	Vehicle Deliveries	Vehicle Maint. Activity	Operational Noise Levels (dBA L _{eq}) ³	Noise Level Standard (dBA L _{eq}) ⁴	Inresnoid Exceeded?
R1	Residential	26.0	35.5	42.4	34.0	43.8	<u> </u>	No
R2	Residential	31.1	40.9	46.3	38.6	48.0	59	No
R3	Commercial	44.2	57.1	56.9	8.03	9.09	02	No
R4	Commercial	40.7	51.9	63.1	49.6	63.6	02	No
R5	Commercial	37.0	48.6	55.4	45.3	56.6	70	No

¹ See Exhibit 9-A for the receiver and noise source locations.

² Reference noise sources as shown on Table 9-1.

³ Calculations for each noise source are provided in Appendix 9.1.

⁴ Exterior noise level standards (Table 3-1).

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



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9.4 PROJECT OPERATIONAL NOISE CONTRIBUTION

To describe the Project operational noise level contributions at nearby noise-sensitive receiver locations, the Project operational noise levels were combined with the existing ambient noise levels measurements for the off-site noise-sensitive receiver locations potentially impacted by Project operational noise sources. Since the units used to measure noise, decibels (dB), are logarithmic units, the Project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations. (4) Instead, they must be logarithmically added using the following base equation:

$$SPL_{Total} = 10log_{10}[10^{SPL1/10} + 10^{SPL2/10} + ... 10^{SPLn/10}]$$

Where "SPL1," "SPL2," etc. are equal to the sound pressure levels being combined, or in this case, the Project-operational and existing ambient noise levels. The difference between the combined Project and ambient noise levels describe the Project noise level contributions. Noise levels that would be experienced at noise-sensitive receiver locations when unmitigated Project-source noise is added to the ambient daytime conditions are presented on Table 9-3.

As indicated on Table 9-3, the Project will contribute an unmitigated operational noise level increase during the daytime hours ranging from 0.3 to 0.4 dBA L_{eq} at the closest noise-sensitive receiver locations used in this analysis. Based on the without Project (ambient) noise levels, the Project operational noise level increases will, therefore, satisfy the daytime significance criteria discussed in Section 4, and as such, the increases at the sensitive receiver locations will be *less than significant*. On this basis, Project operational stationary-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

TABLE 9-3: UNMITIGATED DAYTIME OPERATIONAL NOISE LEVEL CONTRIBUTIONS

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Threshold ⁷	Threshold Exceeded? ⁷
R1	43.8	L1	55.7	56.0	0.3	5.0	No
R2	48.0	L2	58.1	58.5	0.4	5.0	No

¹ See Exhibit 9-A for the sensitive receiver locations.



² Total Project operational noise levels as shown on Table 9-2.

³ Reference noise level measurement locations as shown on Exhibit 5-A.

⁴ Observed daytime ambient noise levels as shown on Table 5-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

 $^{^{\}rm 7}$ Significance Criteria as defined in Section 4.

10 CONSTRUCTION IMPACTS

This section analyzes potential impacts resulting from the short-term construction activities associated with the development of the Project. Exhibit 10-A shows the construction activity boundaries in relation to the nearby sensitive receiver locations.

10.1 Construction Noise Levels

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment is expected to occur in the following stages:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

This construction noise analysis was prepared using reference noise level measurements taken by Urban Crossroads, Inc. to describe the typical construction activity noise levels for each stage of Project construction. The construction reference noise level measurements represent a list of typical construction activity noise levels. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to in excess of 80 dBA when measured at 50 feet. Hard site conditions are used in the construction noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source (i.e. construction equipment). For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from the source to the receiver and would be further reduced to 68 dBA at 200 feet from the source to the receiver. The construction stages and equipment used in this analysis are consistent with the *Air Quality Impact Analysis* prepared by Urban Crossroads, Inc. (23)



10.2 CONSTRUCTION REFERENCE NOISE LEVELS

To describe the Project construction noise levels, measurements were collected for similar activities at several construction sites. Table 10-1 provides a summary of the construction reference noise level measurements. Since the reference noise levels were collected at varying distances, all construction noise level measurements presented on Table 10-1 have been adjusted to describe a common reference distance of 50 feet.

TABLE 10-1: CONSTRUCTION REFERENCE NOISE LEVELS

ID	Noise Source	Duration (h:mm:ss)	Reference Distance from Source (Feet)	Reference Noise Levels @ Reference Distance (dBA L _{eq})	Reference Noise Levels @ 50 Feet (dBA L _{eq}) ⁵
1	Truck Pass-Bys & Dozer Activity ¹	0:01:15	30'	63.6	59.2
2	Dozer Activity ¹	0:01:00	30'	68.6	64.2
3	Construction Vehicle Maintenance Activities ²	0:01:00	30'	71.9	67.5
4	Foundation Trenching ²	0:01:01	30'	72.6	68.2
5	Rough Grading Activities ²	0:05:00	30'	77.9	73.5
6	Framing ³	0:02:00	30'	66.7	62.3
7	Concrete Mixer Truck Movements ⁴	0:01:00	50'	71.2	71.2
8	Concrete Paver Activities ⁴	0:01:00	30'	70.0	65.6
9	Concrete Mixer Pour & Paving Activities ⁴	0:01:00	30'	70.3	65.9
10	Concrete Mixer Backup Alarms & Air Brakes ⁴	0:00:20	50'	71.6	71.6
11	Concrete Mixer Pour Activities ⁴	1:00:00	50'	67.7	67.7

¹As measured by Urban Crossroads, Inc. on 10/14/15 at a business park construction site located at the northwest corner of Barranca Parkway and Alton Parkway in the City of Irvine.



² As measured by Urban Crossroads, Inc. on 10/20/15 at a construction site located in Rancho Mission Viejo.

 $^{^3}$ As measured by Urban Crossroads, Inc. on 10/20/15 at a construction site located in Rancho Mission Viejo.

⁴ Reference noise level measurements were collected from a nighttime concrete pour at an industrial construction site, located at 27334 San Bernardino Avenue in the City of Redlands, between 1:00 a.m. to 2:00 a.m. on 7/1/15.

⁵ Reference noise levels are calculated at 50 feet using a drop off rate of 6 dBA per doubling of distance (point source).

MIDTOWN DR ⊕R2 S CULVER RD ROY ROGERS DR ⊕R3 **LEGEND:** Receiver Locations Distance from receiver to construction activity (in feet) Construction Activity

EXHIBIT 10-A: CONSTRUCTION ACTIVITY AND RECEIVER LOCATIONS



10.3 Construction Noise Analysis

Tables 10-2 to 10-6 show the Project construction stages and the reference construction noise levels used for each stage. Table 10-7 provides a summary of the noise levels from each stage of construction at each of the sensitive receiver locations. Based on the reference construction noise levels, the Project-related construction noise levels when the highest reference noise level is operating at the edge of primary construction activity nearest each sensitive receiver location will range from 35.6 to 73.5 dBA Leq at the sensitive receiver locations, as shown on Table 10-7.

TABLE 10-2: SITE PREPARATION EQUIPMENT NOISE LEVELS

Reference Construction Activity ¹	Reference Noise Level @ 50 Feet (dBA L _{eq})
Truck Pass-Bys & Dozer Activity	59.2
Dozer Activity	64.2
Highest Reference Noise Level at 50 Feet (dBA L _{eq}):	64.2

Receiver Location	Distance To Construction Activity (Feet) ²	Distance Attenuation (dBA L _{eq}) ³	Estimated Noise Barrier Attenuation (dBA L _{eq}) ⁴	Construction Noise Level (dBA L _{eq})
R1	1,346'	-28.6	0.0	35.6
R2	577'	-21.2	0.0	42.9
R3	50'	0.0	0.0	64.2
R4	167'	-10.5	0.0	53.7
R5	108'	-6.7	0.0	57.5

¹ Reference construction noise level measurements taken by Urban Crossroads, Inc.



 $^{^{\}rm 2}$ Distance from the nearest point of construction activity to the nearest receiver.

³ Point (stationary) source drop off rate of 6.0 dBA per doubling of distance.

⁴ Estimated barrier/berm attenuation from existing barriers/berms in the Project study area.

TABLE 10-3: GRADING EQUIPMENT NOISE LEVELS

Reference Construction Activity ¹	Reference Noise Level @ 50 Feet (dBA L _{eq})
Truck Pass-Bys & Dozer Activity	59.2
Dozer Activity	64.2
Rough Grading Activities	73.5
Highest Reference Noise Level at 50 Feet (dBA L _{eq}):	73.5

Receiver Location	Distance To Construction Activity (Feet) ²	Distance Attenuation (dBA L _{eq}) ³	Estimated Noise Barrier Attenuation (dBA L _{eq}) ⁴	Construction Noise Level (dBA L _{eq})
R1	1,346'	-28.6	0.0	44.9
R2	577'	-21.2	0.0	52.2
R3	50'	0.0	0.0	73.5
R4	167'	-10.5	0.0	63.0
R5	108'	-6.7	0.0	66.8

¹ Reference construction noise level measurements taken by Urban Crossroads, Inc.



 $^{^{\}rm 2}$ Distance from the nearest point of construction activity to the nearest receiver.

 $^{^{\}rm 3}$ Point (stationary) source drop off rate of 6.0 dBA per doubling of distance.

⁴ Estimated barrier/berm attenuation from existing barriers/berms in the Project study area.

TABLE 10-4: BUILDING CONSTRUCTION EQUIPMENT NOISE LEVELS

Reference Construction Activity ¹	Reference Noise Level @ 50 Feet (dBA L _{eq})
Construction Vehicle Maintenance Activities	67.5
Foundation Trenching	68.2
Highest Reference Noise Level at 50 Feet (dBA L _{eq}):	68.2

Receiver Location	Distance To Construction Activity (Feet) ²	Distance Attenuation (dBA L _{eq}) ³	Estimated Noise Barrier Attenuation (dBA L _{eq}) ⁴	Construction Noise Level (dBA L _{eq})
R1	1,346'	-28.6	0.0	39.6
R2	577'	-21.2	0.0	46.9
R3	50'	0.0	0.0	68.2
R4	167'	-10.5	0.0	57.7
R5	108'	-6.7	0.0	61.5

¹ Reference construction noise level measurements taken by Urban Crossroads, Inc.



 $^{^{\}rm 2}$ Distance from the nearest point of construction activity to the nearest receiver.

³ Point (stationary) source drop off rate of 6.0 dBA per doubling of distance.

⁴ Estimated barrier/berm attenuation from existing barriers/berms in the Project study area.

TABLE 10-5: PAVING EQUIPMENT NOISE LEVELS

Reference Construction Activity ¹	Reference Noise Level @ 50 Feet (dBA L _{eq})
Concrete Mixer Truck Movements	71.2
Concrete Paver Activities	65.6
Concrete Mixer Pour & Paving Activities	65.9
Concrete Mixer Backup Alarms & Air Brakes	71.6
Concrete Mixer Pour Activities	67.7
Highest Reference Noise Level at 50 Feet (dBA L _{eq}):	71.6

Receiver Location	Distance To Construction Activity (Feet) ²	Distance Attenuation (dBA L _{eq}) ³	Estimated Noise Barrier Attenuation (dBA L _{eq}) ⁴	Construction Noise Level (dBA L _{eq})	
R1	1,346'	-28.6	0.0	43.0	
R2	577'	-21.2	0.0	50.4	
R3	50'	0.0	0.0	71.6	
R4	167'	-10.5	0.0	61.1	
R5	108'	-6.7	0.0	64.9	

 $^{^{\}rm 1}$ Reference construction noise level measurements taken by Urban Crossroads, Inc.



 $^{^{\}rm 2}$ Distance from the nearest point of construction activity to the nearest receiver.

 $^{^{\}rm 3}$ Point (stationary) source drop off rate of 6.0 dBA per doubling of distance.

⁴ Estimated barrier/berm attenuation from existing barriers/berms in the Project study area.

TABLE 10-6: ARCHITECTURAL COATING EQUIPMENT NOISE LEVELS

Reference Construction Activity ¹	Reference Noise Level @ 50 Feet (dBA L _{eq})	
Construction Vehicle Maintenance Activities	67.5	
Highest Reference Noise Level at 50 Feet (dBA L _{eq}):	67.5	

Receiver Location	Distance To Construction Activity (Feet) ²	Distance Attenuation (dBA L _{eq}) ³	Estimated Noise Barrier Attenuation (dBA L _{eq}) ⁴	Construction Noise Level (dBA L _{eq})	
R1	1,346'	-28.6	0.0	38.9	
R2	577'	-21.2	0.0	46.2	
R3	50'	0.0	0.0	67.5	
R4	167'	-10.5	0.0	57.0	
R5	108'	-6.7	0.0	60.8	

¹ Reference construction noise level measurements taken by Urban Crossroads, Inc.

10.4 CONSTRUCTION NOISE THRESHOLDS OF SIGNIFICANCE

The construction noise analysis shows that the highest construction noise levels will occur when construction activities take place at the closest point from the edge of primary construction activity to each of the nearby receiver locations. As shown on Table 10-7, the unmitigated construction noise levels are expected to range from 35.6 to 73.5 dBA L_{eq} at the nearby receiver locations.

TABLE 10-7: UNMITIGATED CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY

	Construction Hourly Noise Level (dBA L _{eq})						
Receiver Location ¹	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Construction Noise Levels ²	
R1	35.6	44.9	39.6	43.0	38.9	44.9	
R2	42.9	52.2	46.9	50.4	46.2	52.2	
R3	64.2	73.5	68.2	71.6	67.5	73.5	
R4	53.7	63.0	57.7	61.1	57.0	63.0	
R5	57.5	66.8	61.5	64.9	60.8	66.8	

¹ Noise receiver locations are shown on Exhibit 10-A.



² Distance from the nearest point of construction activity to the nearest receiver.

³ Point (stationary) source drop off rate of 6.0 dBA per doubling of distance.

⁴ Estimated barrier/berm attenuation from existing barriers/berms in the Project study area.

² Estimated construction noise levels during peak operating conditions.

Table 10-8 shows the highest construction noise levels at the potentially impacted receiver locations are expected to approach 73.5 dBA L_{eq} and, therefore, will satisfy the construction noise level threshold of 85 dBA L_{eq} at all receiver locations. The noise impact due to unmitigated Project construction noise levels is, therefore, considered a *less than significant* impact at all receiver locations.

TABLE 10-8: CONSTRUCTION EQUIPMENT NOISE LEVEL COMPLIANCE

	Construction Noise Levels (dBA L _{eq})					
Receiver Location ¹	Highest Activity Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴			
R1	44.9	85	No			
R2	52.2	85	No			
R3	73.5	85	No			
R4	63.0	85	No			
R5	66.8	85	No			

¹ Noise receiver locations are shown on Exhibit 10-A.

10.5 TEMPORARY CONSTRUCTION NOISE LEVEL CONTRIBUTIONS

To describe the temporary Project construction noise level contributions to the existing ambient noise environment at noise-sensitive receiver locations, the Project construction noise levels were combined with the existing ambient noise levels measurements at the off-site sensitive receiver locations. The difference between the combined Project-construction and ambient noise levels are used to describe the construction noise level contributions. Temporary noise level increases that would be experienced at sensitive receiver locations when Project construction-source noise is added to the ambient daytime conditions are presented on Table 10-9. A temporary noise level increase of 12 dBA L_{eq} is considered a potentially significant impact based on the Caltrans substantial noise level increase criteria which is used in this report to assess the Project-construction noise level increases. (3)

As indicated in Table 10-9, the Project will contribute unmitigated, worst-case construction noise level increases approaching 1.0 dBA L_{eq} during the daytime hours at the closest sensitive receiver location, R2. Since the worst-case temporary noise level increases during Project construction will not exceed the 12 dBA L_{eq} significance threshold, the unmitigated construction noise level increases are considered *less than significant* temporary noise impacts at the noise-sensitive receiver locations.



² Highest construction noise levels during peak operating conditions, as shown on Table 10-7.

³ Construction noise level threshold as shown on Table 4-2.

⁴ Do the estimated Project construction noise levels meet the construction noise level threshold?

TABLE 10-9: TEMPORARY CONSTRUCTION NOISE LEVEL INCREASES

Receiver Location ¹	Highest Project Construction Noise Level ²	Measurement Location ³	Reference Combined Ambient Project and Noise Levels ⁴ Ambient ⁵		Temporary Worst-Case Project Contribution ⁶	Threshold Exceeded? ⁷
R1	44.9	L1	55.7	56.0	0.3	No
R2	52.2	L2	58.1	59.1	1.0	No

¹ Noise receiver locations are shown on Exhibit 10-A.

10.6 Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. Using the vibration source level of construction equipment provided on Table 6-5 and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts. Table 10-10 presents the expected Project related vibration levels at each of the sensitive receiver locations.

At distances ranging from 50 to 1,346 feet from Project construction activity, construction vibration velocity levels are expected to range from 6.1 to 78.0 VdB. Based on the Federal Transit Administration (FTA) threshold of 80 VdB for residential uses, Project construction vibration levels of up to 78.0 VdB are considered a *less than significant* vibration impact. Further, vibration levels at the site of the closest receiver are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating simultaneously adjacent to the Project site perimeter.



² Unmitigated Project construction noise levels as shown on Table 10-8.

³ Ambient noise level measurement locations as shown on Exhibit 5-A.

⁴ Observed daytime ambient noise levels as shown on Table 5-1.

⁵ Represents the combined ambient conditions plus the Project construction activities.

⁶ The temporary noise level increase expected with the addition of the proposed Project activities.

⁷ Based on the 12 dBA L_{eq} temporary increase significance criteria as defined in Section 4.

TABLE 10-10: UNMITIGATED CONSTRUCTION EQUIPMENT VIBRATION LEVELS

	Distance to							
Receiver Location ¹	Construction Activity (Feet)	Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Highest Vibration Levels	Threshold Exceeded? ³	
R1	1,346'	6.1	27.1	34.1	35.1	35.1	No	
R2	577'	17.1	38.1	45.1	46.1	46.1	No	
R3	50'	49.0	70.0	77.0	78.0	78.0	No	
R4	167'	33.3	54.3	61.3	62.3	62.3	No	
R5	108'	38.9	59.9	66.9	67.9	67.9	No	

¹ Noise receiver locations are shown on Exhibit 10-A.



² Based on the Vibration Source Levels of Construction Equipment included on Table 6-5.

 $^{^{3}}$ Does the peak vibration exceed the FTA maximum acceptable vibration standard of 80 VdB?

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11 REFERENCES

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- 21. California Department of Transportation Environmental Program, Office of Environmental Engineering. Use of California Vehicle Noise Reference Energy Mean Emission Levels (Calveno REMELs) in FHWA Highway Traffic Noise Prediction. September 1995. TAN 95-03.



- 22. **California Department of Transportation.** *Traffic Noise Attenuation as a Function of Ground and Vegetation Final Report.* June 1995. FHWA/CA/TL-95/23.
- 23. **Urban Crossroads, Inc.** *Victorville CarMax Air Quality Impact Analysis.* October 2018.



12 CERTIFICATION

The contents of this noise study report represent an accurate depiction of the noise environment and impacts associated with the proposed Victorville CarMax Project. The information contained in this noise study report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (949) 336-5979.

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EDUCATION

Master of Science in Civil and Environmental Engineering California Polytechnic State University, San Luis Obispo • December, 1993

Bachelor of Science in City and Regional Planning
California Polytechnic State University, San Luis Obispo • June, 1992

PROFESSIONAL REGISTRATIONS

PE – Registered Professional Traffic Engineer – TR 2537 • January, 2009 AICP – American Institute of Certified Planners – 013011 • June, 1997–January 1, 2012 PTP – Professional Transportation Planner • May, 2007 – May, 2013 INCE – Institute of Noise Control Engineering • March, 2004

PROFESSIONAL AFFILIATIONS

ASA – Acoustical Society of America ITE – Institute of Transportation Engineers

PROFESSIONAL CERTIFICATIONS

Certified Acoustical Consultant – County of Orange • February, 2011 FHWA-NHI-142051 Highway Traffic Noise Certificate of Training • February, 2013



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APPENDIX 3.1:

CITY OF VICTORVILLE MUNICIPAL CODE



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Chapter 13.01 - NOISE CONTROL

Sections:

13.01.010 - Purpose and intent.

- (a) The purpose of this chapter is to establish criteria and standards for the regulation of noise levels within the city of Victorville.
- (b) The city council declares and finds that excessive noise levels are detrimental to the public health, welfare and safety and contrary to the public interest. It is the intent of this chapter to protect persons from excessive levels of noise from sources including, but not limited to; persons, animals, or fowl; automobiles, motorcycles, engines, machines, or other mechanical devices; loudspeakers, musical instruments, radios, televisions, phonographs, or other amplifying devices.
- (c) This chapter includes standards for the measurement of noise levels to ensure that noise levels do not disturb and interfere with the peace, comfort or repose of the residents of the neighborhood from which the noise is emitted.

(Ord. 1962 § 2 (part), 2002)

13.01.020 - Definitions.

The following words, phrases, and terms as used in this chapter shall have the following meanings:

- (1) "A-weighted sound level" means the sound pressure level in decibels as measured on a sound level meter using A-weighting network. The level to read is designated db(A) or dB(A).
- (2) "Ambient noise level" means the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding any intrusive noise.
- (3) "Cumulative period" means an additive period of time composed of individual time segments which may be continuous or interrupted.
- (4) "Decibel" means a unit of measure of sound level noise.
- (5) "Noise level" means the same as "sound level" and the terms may be used interchangeably herein.
- (6) "Sound level" (noise level) in decibels is the quantity measured using the frequency weighting of A of a sound level meter as defined herein.
- (7) "Sound level meter" means an instrument meeting American National Standard Institute's Standard S1.4-1971 for type 1 or type 2 sound level meters or an instrument

and the associated recording and analyzing equipment which will provide equivalent data.

(Ord. 1962 § 2 (part), 2002)

13.01.030 - Noise measurement criteria.

Any noise level measurements made pursuant to the provisions of this chapter shall be performed using a sound level meter as defined in this chapter. The location selected for measuring exterior noise levels shall be at any point on the property line of the offender or anywhere on the affected property.

(Ord. 1962 § 2 (part), 2002)

13.01.040 - Base ambient noise levels.

All ambient noise measurements shall commence in decibels within the respective zones and times as follows:

Zone	Time	Sound Level Decibels
All residential zones	10:00pm to 7:00am	55 dB(A)
	7:00am to 10:00pm	65 dB(A)
All commercial zones	Anytime	70 dB(A)
All industrial zones	Anytime	75 dB(A)

If the ambient noise level exceeds the applicable limit as noted in the above table, the ambient noise level shall be the standard.

(Ord. 1962 § 2 (part), 2002)

13.01.050 - Noise levels prohibited.

Noise levels shall not exceed the ambient noise levels in <u>Section 13.01.040</u> by the following dB(A) levels for the cumulative period of time specified:

(1) Less than 5dB(A) for a cumulative period of more than thirty minutes in any hour;

- (2) Less than 10 dB(A) for a cumulative period of more than fifteen minutes in any hour;
- (3) Less than 15 dB(A) for a cumulative period of more than five minutes in any hour;
- (4) Less than 20 dB(A) for a cumulative period of more than one minute in any hour;
- (5) 20 dB(A) or more for any period of time.

(Ord. 1962 § 2 (part), 2002)

13.01.060 - Noise source exemptions.

The following activities shall be exempted from the provisions of this chapter:

- (1) All mechanical devices, apparatus or equipment used, related to or connected with emergency machinery, vehicle or work.
- (2) The provisions of this regulation shall not preclude the construction, operation, maintenance and repairs of equipment, apparatus or facilities of park and recreation projects, public works projects or essential public works services and facilities, including those utilities subject to the regulatory jurisdiction of the California Public Utilities Commission.
- (3) Activities conducted on the grounds of any elementary, intermediate or secondary school or college.
- (4) Outdoor gatherings, public dances and shows, provided said events are conducted pursuant to a permit as required by this code.
- (5) Activities conducted in public parks and public playgrounds, provided said events are conducted pursuant to a permit as required by this code.
- (6) Any activity to the extent regulation thereof has been preempted by state or federal law.
- (7) Traffic on any roadway or railroad right-of-way.
- (8) The operation of the Southern California Logistics Airport.
- (9) Construction activity on private properties that are determined by the director of building and safety to be essential to the completion of a project.

(Ord. 1962 § 2 (part), 2002)

13.01.070 - Notice and penalties.

Any person violating any of the provisions, or failing to comply with the requirements of this chapter, is guilty of a civil penalty, punishable in accordance with <u>Chapter 1.05</u>. In addition, in the discretion of the city attorney and based upon the specific facts and circumstances presented to him or her, any such violation may be charged as an infraction subject to the penalties contained in <u>Section 1.04.010</u>.

(Ord. 1962 § 2 (part), 2002)

13.01.080 - Severability.

If any provision of the ordinance codified in this chapter or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance, and the application of such provision to other persons or circumstances, shall not be affected thereby.

(Ord. 1962 § 2 (part), 2002)

APPENDIX 5.1:

STUDY AREA PHOTOS



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JN:11803 Study Area Photos



L1 East 34, 31' 23.960000", 117, 19' 32.540000"



L1 North 34, 31' 24.050000", 117, 19' 32.540000"



L1 Northwest 34, 31' 23.830000", 117, 19' 32.570000"



34, 31' 23.890000", 117, 19' 32.540000"



34, 31' 23.830000", 117, 19' 32.570000"



L2 East 34, 31' 17.170000", 117, 19' 12.960000"

JN:11803 Study Area Photos



L2 North 34, 31' 17.890000", 117, 19' 12.930000"



L2 South 34, 31' 17.960000", 117, 19' 12.990000"



L2 West 34, 31' 17.890000", 117, 19' 12.930000"



34, 31' 9.580000", 117, 19' 34.520000"



L3 North 34, 31' 9.560000", 117, 19' 34.520000"



L3 South 34, 31' 9.560000", 117, 19' 34.520000"

JN:11803 Study Area Photos



L3 West 34, 31' 9.500000", 117, 19' 34.520000"



L4 East 34, 31' 4.540000", 117, 19' 30.920000"



L4 North 34, 31' 4.540000", 117, 19' 30.920000"



L4 South 34, 31' 4.590000", 117, 19' 30.920000"



L4 West 34, 31' 4.540000", 117, 19' 30.920000"

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APPENDIX 5.2:

NOISE LEVEL MEASUREMENT WORKSHEETS



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L1 - Located north of the Project site adjacent to existing residential homes on Midtown Drive.

Date: Thursday, September 13, 2018 Project: Victorville Carmax

Meter: Piccolo I

JN: 11803 Analyst: R. Saber

							Hourly L _{eq}	dBA Readings	Hourly L _{eq} dBA Readings (unadjusted)					I		
85.0	-				-	-	-		-						_	
(A ₹ 75.0																
ab) _p 65.0																
0.00 22.00 λ Γ.								0			S				$rac{1}{2}$	
url 50.0	9		9	Ŧ	S	\pm	+	0.05	+	7.8	.09	+	\pm	6	₽.7	E
Ho 45.0) St	43). T p	0.02	25.1	25.0	5'TS) 	75 7.15	\Box	7 t S	SS	0S	5.12	\prod	'9 b
35.0	 	-	~	4	۷	۲ «	σ	101	12 13	21	7. 7.	17	19	02	21 22	23
	Þ		า		o				8					0.7		Ç 7
Timeframe	Hour	L eq	L max	L min	71%	75%	%57	%87	7527	<i>%057</i>	%067	%567	%667	L eq	Adj.	Adj. L eq
	0	45.6	8.69	38.6	53.0	49.0	46.0	45.0	43.0	42.0	40.0	40.0	40.0	45.6	10.0	55.6
	1	42.1	52.0	38.5	46.0	45.0	44.0	43.0	42.0	41.0	40.0	40.0	38.0	42.1	10.0	52.1
+4 -1 -1	7 7	43.3	64.3	38.5	48.0	47.0	46.0	45.0	43.0	41.0	40.0	39.0	38.0	43.3	10.0	53.3
Jugin	n <	47.b 50.5	77.3	38.6	53.0	51.0	49.0	0.74	44.0	43.0	41.0	40.0	40.0	47.6 50.5	10.0	57.6 60.5
	4 го	50.0	70.0	41.4	55.0	54.0	53.0	52.0	50.0	43.0	45.0	45.0	44.0	50.0	10.0	60.0
	9	52.5	69.4	46.9	61.0	58.0	55.0	54.0	52.0	20.0	48.0	48.0	47.0	52.5	10.0	62.5
	7	52.6	74.8	44.6	63.0	59.0	55.0	53.0	50.0	49.0	47.0	46.0	45.0	52.6	0.0	52.6
	8	50.7	70.4	40.3	62.0	58.0	52.0	51.0	49.0	47.0	45.0	44.0	43.0	20.7	0.0	50.7
	6	51.9	73.7	38.5	63.0	61.0	54.0	51.0	46.0	45.0	41.0	40.0	40.0	51.9	0.0	51.9
	10	51.4	77.9	40.4	61.0	58.0	54.0	52.0	49.0	47.0	44.0	43.0	42.0	51.4	0.0	51.4
	11	0.09	89.3	42.9	72.0	70.0	57.0	53.0	49.0	47.0	44.0	44.0	44.0	0.09	0.0	0.09
VeC	12	51.0	74.8	40.3	63.0	29.0	54.0	52.0	48.0	45.0	43.0	42.0	41.0	51.0	0.0	51.0
) 5	13	54.6	78.3	41.2	67.0	63.0	28.0	55.0	49.0	46.0	44.0	43.0	42.0	54.6	0.0	54.6
	14	58.7	88.0	44.4	0.99	62.0	0.09	0.09	54.0	20.0	47.0	47.0	46.0	28.7	0.0	58.7
	15	60.5	82.0	45.3	73.0	71.0	0.69	61.0	52.0	20.0	48.0	47.0	46.0	60.5	0.0	60.5
	16	54.6	77.3	47.2	64.0	62.0	58.0	26.0	53.0	52.0	49.0	49.0	48.0	54.6	0.0	54.6
	17	55.5	76.6	47.5	65.0	63.0	59.0	57.0	53.0	52.0	50.0	49.0	48.0	55.5	0.0	55.5
	19	50.7	71.5	43.7	59.0	57.0	53.0	52.0	49.0	48.0	46.0	45.0	45.0	50.7	5.0	55.7
Evening	20	51.9	6.69	43.6	62.0	59.0	55.0	54.0	51.0	49.0	46.0	45.0	44.0	51.9	5.0	56.9
	21	57.4	74.0	42.5	0.69	0.89	63.0	62.0	50.0	47.0	44.0	44.0	43.0	57.4	5.0	62.4
Night	22	56.9	82.1	42.0	0.69	67.0	61.0	58.0	48.0	46.0	43.0	43.0	42.0	26.9	10.0	6.99
3118111	23	46.3	62.9	40.3	54.0	52.0	48.0	47.0	45.0	44.0	42.0	41.0	41.0	46.3	10.0	56.3
Timeframe	Hour	L eq	L max	L min	717%	75%	72%	%87	7527	<i>%057</i>	%067	%567	%667	77	24-Hour L _{eq} (dBA)	BA)
Day	E :	50.7	70.4	38.5	61.0	58.0	52.0	51.0	46.0	45.0	41.0	40.0	40.0			
	Max	60.5	89.3	47.5	73.0	71.0	0.69	61.0	54.0	52.0	50.0	49.0	48.0		5 4 4	
Energy A	Average	56.0	AW	Average:	65.3	62.3	57.4	54.8	50.4	48.4	45.9	45.2	44.4		-	
Evening	Z Z	50.7	6.69	42.5	59.0	57.0	53.0	52.0	49.0	47.0	44.0	44.0	43.0	24	24-Hour CNEI (dRA	(84)
Energy A	Average	54.4	Ave	Average:	63.3	61.3	57.0	56.0	50.0	48.0	45.3	44.7	44.0			
5	Min	42.1	52.0		46.0	45.0	44.0	43.0	42.0	41.0	40.0	39.0	38.0		101	
Nignt	Max	56.9	82.1	46.9	0.69	67.0	61.0	58.0	52.0	50.0	48.0	48.0	47.0		79.	
Energy Average	verage	50.7	Ave	Average:	55.3	53.2	50.3	49.0	46.1	44.4	42.6	42.0	41.3			



U:\UcJobs_11600-12000_11800\11803\Fieldwork\11803_L1_Summary

81

JN: 11803 Analyst: R. Saber Meter: Piccolo I L2 - Located northeast of the Project site near existing *Location:* residential homes on Culver Road. Date: Wednesday, September 12, 2018 Project: Victorville Carmax

£'9t	22 23 Adj. Adj. L _{eq}		10.0 54.6 10.0 55.3 10.0 57.4 10.0 60.9	0.0 65.1 0.0 54.4 0.0 59.8		0.0 55.5 0.0 54.6 5.0 55.7 5.0 56.9	5.0 62.4 10.0 66.9 10.0 56.3	56.4	24-Hour CNEL (dBA)	59.2
6.12 4.72	20 21		44.6 45.3 47.4 50.9	65.1 54.4 59.8 51.4	60.0 51.0 54.6 58.7 60.5 54.6	55.5 54.6 50.7 51.9	57.4 56.9 46.3	<u>.</u>	24-Hour	26
9.42 7.02	18 19 19 19 19 19 19 19 19 19 19 19 19 19	40.0 38.0 38.0	38.0 39.0 42.0 44.0	45.0 41.0 40.0	44.0 41.0 42.0 46.0 48.0	48.0 48.0 45.0 44.0	43.0 42.0 41.0	40.0	43.0	38.0 44.0
S'SS	17 1	40.0 39.0 39.0	40.0 40.0 43.0 46.0	46.0 43.0 41.0	44.0 42.0 43.0 47.0 49.0	49.0 48.0 45.0 45.0	44.0 43.0 41.0	41.0	45.2	39.0 46.0
8.09 8.42	15 16 <i>190%</i>	41.0	40.0 41.0 43.0 46.0	46.0 44.0 43.0	44.0 44.0 47.0 48.0 49.0	50.0 49.0 46.0 46.0	44.0 43.0 42.0	43.0	45.9	45.3 40.0 46.0
7.82	14 12 150%	42.0	42.0 43.0 46.0 48.0	48.0 47.0 46.0 47.0	47.0 45.0 46.0 50.0 52.0	52.0 51.0 48.0 49.0	47.0 46.0 44.0	45.0	47.0	48.0
9.42 0.12	12 13 inning 125%	43.0 42.0 42.0	43.0 45.0 47.0 50.0	50.0 49.0 50.0 49.0	49.0 49.0 54.0 52.0	53.0 53.0 49.0 51.0	48.0	54.0	49.0	50.0 42.0 50.0
0.09	11 12 Hour Beginning 18% 125%	45.0 43.0 45.0	45.0 47.0 49.0 51.0	54.0 53.0 60.0	53.0 53.0 52.0 55.0 60.0 61.0	57.0 57.0 52.0 54.0	58.0	52.0	52.0 62.0	56.0 43.0 58.0
8.6S	9 10	45.0 44.0 46.0	46.0 47.0 50.0 52.0	57.0 56.0 65.0	57.0 57.0 58.0 60.0 58.0	59.0 59.0 53.0 55.0	63.0	54.0	53.0	57.0 44.0 61.0
1.29 p.42	7 8 7	47.0 45.0 48.0	48.0 50.0 53.0 56.0	64.0 63.0 69.0 58.0	59.0 59.0 63.0 62.0 71.0	63.0 62.0 57.0 59.0	68.0 67.0 52.0	58.0 71.0	57.0 68.0	61.3 45.0 67.0
6.02	. 6	48.0 46.0 50.0	51.0 52.0 54.0 60.0	82.0 67.0 71.0 61.0	72.0 63.0 67.0 66.0 73.0	65.0 64.0 59.0 62.0	69.0 69.0 54.0	61.0	59.0	63.3 46.0 69.0
₽.74 £.24	4 5 L min	38.6 38.5 38.5	38.5 38.5 41.3 43.1	44.1 40.2 38.5 40.4	42.9 40.3 41.2 44.4 45.3	47.5 47.2 43.7 43.6	42.5 42.0 40.3	38.5	42.5 43.7	
9.44	3 L max	60.7 50.0 60.1	70.4 65.6 58.0 70.5	84.9 76.8 85.0 77.9	89.3 74.8 78.3 88.0 82.0	76.6 73.2 71.5 69.9	74.0 82.1 67.9	73.2 89.3	69.9 74.0	Average 50.0 82.1
d.2c.0	1 2 Leq	43.6 42.0 43.1	44.6 45.3 47.4 50.9	65.1 54.4 59.8 51.4	60.0 51.0 54.6 58.7 60.5	55.5 54.6 50.7 51.9	57.4 56.9 46.3	51.0 65.1	50.7 57.4	54.4 42.0 56.9
9'87	O Hour	0 1 2	5 4 3	7 8 9	11 12 13 14 15	17 18 19 20	21 22 23	Min Max	Min	Energy Average Min ght Max
(A8b) p9 LylnoH 88877 6000000000000000000000000000000000	Timeframe	:	Night		Dау	Evening	Night	Day	Evening	Energy Night Energy



L3 - Located southwest of the Project site adjacent to Home *Location:* Depot and an existing commercial parking lot.

Date: Wednesday, September 12, 2018 Project: Victorville Carmax

Meter: Piccolo I

JN: 11803 Analyst: R. Saber

						6	5.2	25	23		Adj. L eq	60.2	9.09	60.4	60.4	63.3	65.7	67.2	56.9	54.1	54.6	55.0	55.9	59.5	55.7	57.6	57.7	57.9	56.9	56.2	61.2	63.0	58.6	64.0		3A)					(BA)			
						0	7	S	22		Adj.	10.0	10.0	10.0	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	2.0	5.0	10.0	10.0	24-Hour L eq (dBA)		7	77.		24-Hour CNEL (dBA)		609)
	-					\perp	3.6	S) 21		bə).2	9.09	50.4	50.4	53.3	55.7	57.2	6.9	54.1	54.6	55.0	55.9	59.5	55.7	57.6	57.7	57.9	6.95	56.2	56.2	58.0	53.6	0.1		24-Ho			(1)		24-Hou		U)
	-					0.8	+		19 20		L eq	25	50	20	50	53	52	57	99	54	54	52	55	56	52	57	57	57	56	56	26	28	53	54	52				Г					
	-					2.	+		18 1		%667	46.0	46.0	46.0	47.0	50.0	52.0	53.0	50.0	48.0	47.0	47.0	49.0	48.0	47.0	52.0	54.0	54.0	53.0	51.0	51.0	52.0	50.0	20.0	48.0	%667	47.0	54.0	50.0	50.0	52.0	51.0	46.0	53.0
	-					6.6	+		17		%567	47.0	47.0	47.0	48.0	50.0	53.0	53.0	51.0	49.0	48.0	48.0	49.0	49.0	49.0	52.0	54.0	55.0	54.0	52.0	52.0	52.0	51.0	51.0	49.0	%567	48.0	55.0	50.8	51.0	52.0	51.7	47.0	53.0
	-					6.7	22		16				_	_	_	_	_	_		_	_	_	_	_	_	_	_	_				_		_	0		_					(
						<u> </u>	<u>'S</u>		15		%067	48.0	48.0	47.0	48.0	51.0	53.0	54.0	52.0	49.0	49.0	48.0	50.0	49.0	50.0	53.0	54.0	55.0	54.0	53.0	52.0	53.0	51.0	52.0	50.0	<i>%06</i> 7	48.0	55.0	51.3	51.0	53.0	52.0	47.0	54.0
						9.7	<u>'S</u>		14		<i>%051</i>	49.0	20.0	49.0	20.0	52.0	55.0	55.0	55.0	51.0	51.0	20.0	52.0	51.0	54.0	54.0	26.0	26.0	26.0	55.0	54.0	54.0	53.0	53.0	52.0	<i>%05</i> 7	20.0	56.0	53.4	53.0	54.0	53.7	49.0	55.0
/justed	-					Γ.	+	i	13		7722	50.0	51.0	50.0	51.0	53.0	26.0	57.0	26.0	52.0	52.0	52.0	53.0	52.0	26.0	55.0	57.0	57.0	57.0	26.0	55.0	55.0	54.0	54.0	53.0	752%	52.0	57.0	54.6	54.0	55.0	54.7	50.0	57.0
Readings (unadjusted)						6. 8.6	+		11 12	Hour Beginning		H																																
dBA Read	-					+	·S:		10 1		<i>%8</i> 7	52.0	52.0	52.0	52.0	55.0	57.0	58.0	57.0	54.0	54.0	54.0	54.0	55.0	57.0	57.0	58.0	58.0	58.0	57.0	57.0	26.0	55.0	55.0	55.0	<i>%8</i> 7	54.0	58.0	56.1	55.0	57.0	29.0	52.0	54.7
Hourly L eq dBA	-					9	' ל	S	- 6		72%	52.0	53.0	52.0	52.0	55.0	58.0	29.0	58.0	55.0	55.0	55.0	55.0	29.0	58.0	58.0	58.0	29.0	58.0	58.0	58.0	22.0	55.0	26.0	55.0	%57	55.0	59.0	57.2	55.0	58.0	26.7	52.0	59.0
						τ	'	S	- ∞		75%	53.0	54.0	53.0	53.0	57.0	59.0	61.0	0.09	57.0	29.0	58.0	59.0	0.79	29.0	61.0	0.19	0.09	0.09	59.0	0.09	0.19	26.0	57.0	56.0	75%	57.0	67.0	0.09	26.0	61.0	9.0	53.0	61.0 55.9
						6.3	95				'	H																																
						2.7	<u>'S</u>		9		71%	54.0	54.0	54.0	53.0	58.0	0.09	63.0	64.0	61.0	63.0	63.0	62.0	72.0	61.0	0.99	62.0	62.0	61.0	62.0	62.0	0.99	56.0	58.0	57.0	71%	61.0	72.0	63.3	56.0	0.99	61.3	53.0	63.0
	-					Γ.	Ŧ		-		L min	45.7	45.3	45.5	45.8	49.7	51.4	52.7	49.7	48.0	46.7	46.6	48.5	46.6	46.4	51.2	53.0	53.4	52.6	50.2	49.9	51.4	49.5	49.2	47.5	L min	46.4	53.4	:e:	49.5	51.4		45.3	52.7 e:
ı						\mp	2.C		3 -		L max	59.9	60.4	67.1	58.8	70.1	2.99	76.4	80.5	78.8	79.2	78.8	82.3	83.6	76.1	82.6	80.5	80.8	71.2	75.2	79.1	83.7	0.09	63.2	61.1	L max	71.2	83.6	Average	0.09	83.7	Average	58.8	76.4 Average:
ı						t	7°C)\$	- 7		7				u)		9																											+
						Ç	9.0)S	- +		L eq	50.2	50.6	50.4	50.4	53.3	55.7	57.2	56.9	54.1	54.6	55.0	55.9	59.5	55.7	57.6	57.7	57.9	56.9	56.2	56.2	58.0	53.6	54.0	52.9	L eq	54.1	59.5	56.8	53.6	58.0	56.3	50.2	57.2
						7	Z.C)\$	0		Hour	0	1	2	33	4	2	9	7	∞	6	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Hour	Min	Max	Average	Min	Max	Average	Min	Max
	85.0	(v	18 /	(6550) (6550)	1 €	url 50:0	o 42.0	H 35.0			Timeframe				Night									Č	naý							Evening		Night	INIBIN.	Timeframe	č	Day	Energy Ave		Evening	Energy Ave	Night	Energy Average



L4 - Located southwest of the Project site on Valley Park Lane adjacent to an existing Home Depot and vacant lot.

Date: Wednesday, September 12, 2018

Project: Victorville Carmax

Meter: Piccolo I

JN: 11803 Analyst: R. Saber

61.5 56.7 51.1 59.4 54.9 53.3 53.2 53.2 8.09 63.5 63.6 1.84 23 24-Hour CNEL (dBA) 24-Hour L eq (dBA) 57.4 60.4 2.22 22 *Adj.* 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.64 21 48.2 51.5 55.1 54.9 53.3 59.4 8.09 63.6 53.9 53.7 49.2 56.2 59.4 53.2 63.5 56.7 20 7.52 6.52 19 54.0 48.0 47.0 46.0 45.0 44.0 **%66**7 54.0 48.3 46.0 47.0 46.0 47.0 51.0 52.0 45.0 45.0 47.0 4.62 18 45.0 47.0 49.0 46.0 52.0 55.0 55.0 55.0 49.0 48.0 46.0 46.0 44.0 1**95%** 46.0 55.0 49.7 46.0 49.0 47.7 48.0 46.0 46.0 49.0 49.0 4.69 17 16 **63.69** 57.0 49.0 46.0 46.0 57.0 50.8 47.0 46.0 47.0 50.0 56.0 50.0 49.0 47.0 15 2.59 8.09 14 59.0 61.0 61.0 62.0 51.0 48.0 49.0 62.0 54.8 48.0 53.0 49.0 49.0 52.0 57.0 49.0 52.0 4.62 13 Hourly L _{eq} dBA Readings (unadju<u>s</u>ted) 772 49.0 125% 51.0 64.0 49.0 60.0 64.0 64.0 64.0 54.0 49.0 **Hour Beginning** 2.52 11 5.52 63.0 67.0 0.99 0.99 60.0 **%8**7 10 6.42 49.0 51.0 51.0 51.0 54.0 67.0 56.0 67.0 64.0 67.0 67.0 61.0 **%**57 4.62 6 T.IZ ∞ 64.0 61.0 59.0 59.0 65.0 57.0 53.0 50.0 52.0 52.0 53.0 57.0 60.0 69.0 69.0 69.0 69.0 59.0 59.0 53.0 75% 7.92 / 53.0 53.0 53.0 54.0 59.0 62.0 62.0 66.0 67.0 70.0 0.69 60.0 63.0 54.0 58.0 54.0 54.0 63.0 59.0 2.92 9 T'SS 2 51.5 42.9 47.7 44.6 49.7 52.1 45.6 47.4 42.3 S.LS 4 9.99 81.2 66.1 78.7 58.2 78.7 48.2 3 7 46.5 48.1 47.2 48.2 51.5 55.1 56.7 51.1 59.4 54.9 59.4 60.8 63.6 53.953.749.2 52.2 48.1 49.2 53.9 46.5 56.2 51.7 63.4 r ea 48.1 ⊣ Min Max Ξ Ξ 0 2.94 12 13 14 15 16 17 17 192021 22 23 885.0 725.0 60.0 85.0 85.0 85.0 Evening Evening Night Night Night Day Hourly Leq (dBA) Day



APPENDIX 7.1:

OFF-SITE TRAFFIC NOISE LEVEL CONTOURS



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	FHW	A-RD-77-108	HIGH	WAY I	NOISE P	REDICT	ION MC	DEL			
Road Nam	io: Existing With ne: Civic Dr. nt: n/o Site Drive	•					Name: lumber:				
	SPECIFIC INF	UT DATA							L INPUT	s	
Highway Data					Site Cor	ditions	(Hard =	: 10, S	oft = 15)		
Average Daily	Traffic (Adt): 11	,280 vehicle:	S					Autos	: 15		
Peak Hour	Percentage:	10%			Me	dium Tr	ucks (2	Axles)	: 15		
Peak F	lour Volume: 1	1,128 vehicles	S		He	avy Tru	cks (3+	Axles)	: 15		
Ve	hicle Speed:	45 mph		ŀ	Vehicle	Miv					
Near/Far La	ne Distance:	36 feet		ŀ		icleType	9	Dav	Evening	Night	Daily
Site Data					1011		Autos:	77.5%			6 97.42%
Pa	rrier Height:	0.0 feet			М	edium T	rucks:	84.89	6 4.9%	10.39	6 1.84%
Barrier Type (0-W	-	0.0				Чеаvу Т	rucks:	86.5%	6 2.7%	10.89	6 0.74%
Centerline Di		42.0 feet		Ļ				-			
Centerline Dist.	to Observer:	42.0 feet		-	Noise S				reet)		
Barrier Distance	to Observer:	0.0 feet				Auto		000			
Observer Height	(Above Pad):	5.0 feet				m Truck		297	0		4. 0.0
	ad Elevation:	0.0 feet			Heav	y Truck	s: 8	006	Grade Ad	ustmer	IE: 0.0
Ro	ad Elevation:	0.0 feet		Ī	Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%		Ī		Auto	s: 38	275			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 38	.043			
	Right View:	90.0 degree			Heav	y Truck	s: 38	.066			
FHWA Noise Mod	el Calculations										
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fres	nel	Barrier Att	en Be	erm Atten
Autos:	68.46	-1.43		1.6	i4	-1.20		-4.60	0.0	000	0.000
Medium Trucks:	79.45	-18.67		1.6	8	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	84.25	-22.62		1.6	7	-1.20		-5.53	0.0	000	0.000
Unmitigated Nois	e Levels (witho	ut Topo and	barrie	r attei	nuation)						
VehicleType	Leq Peak Hour	Leq Day	,	Leq E	vening	Leq	Night		Ldn	(CNEL
Autos:	67.5	5	65.6		63.8		57.	В	66.4	1	67.0
Medium Trucks:	61.3	3	59.8		53.4		51.	В	60.3	3	60.5
Heavy Trucks:	62.1		60.7		51.6		52.	9	61.3	3	61.4
Vehicle Noise:	69.3	3	67.6		64.4		59.	7	68.3	3	68.7
Centerline Distan	ce to Noise Cor	ntour (in feet)					_		,	
			L		dBA		dBA		60 dBA	5	5 dBA
			Ldn:	-	32		70		150		323
		CI	VEL:	3	35	7	75		161		346

Tuesday, October 16, 2018

	FHW	/A-RD-77-108	HIG	1 YAWH	IOISE P	REDICT	ION M	DDEL			
Scenario: Road Name: Road Segment:	Civic Dr.	hout Project eway #1						CarMa 11803	x		
SITE SP	ECIFIC IN	PUT DATA				N	IOISE	MODE	L INPUT	S	
Highway Data					Site Cor	ditions	(Hard	= 10, Sc	oft = 15)		
Average Daily Tra	ffic (Adt):	8,130 vehicle	s					Autos:	15		
Peak Hour Pe	rcentage:	10%			Me	dium Tr	ucks (2	Axles):	15		
Peak Hour	Volume:	813 vehicle	s		He	avy Tru	cks (3+	Axles):	15		
Vehici	e Speed:	45 mph		+	Vehicle	Mix					
Near/Far Lane	Distance:	36 feet		-		icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Barrie	r Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-Wall,		0.0			- 1	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dist. t	o Barrier:	42.0 feet			Noise S	ource F	lovatio	ne (in fa	not)		
Centerline Dist. to 0	Observer:	42.0 feet		· ·	140/36 0	Auto		.000	.01)		
Barrier Distance to 0	Observer:	0.0 feet			Madiu	m Truck		.297			
Observer Height (Abo	ove Pad):	5.0 feet				y Truck		.006	Grade Ad	iustment	. 0.0
Pad I	Elevation:	0.0 feet								doumone	0.0
Road E	levation:	0.0 feet			Lane Eq	uivalen	t Dista	nce (in 1	feet)		
Roa	d Grade:	0.0%				Auto		3.275			
L	.eft View:	-90.0 degre	es			m Truck		3.043			
Ri	ght View:	90.0 degre	es		Heav	y Truck	s: 38	3.066			
FHWA Noise Model C	Calculations	;									
	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		m Atten
Autos:	68.46	-2.85		1.6		-1.20		-4.60		000	0.00
Medium Trucks:	79.45	-20.09		1.6	-	-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-24.04		1.6	7	-1.20		-5.53	0.0	000	0.000
Unmitigated Noise Le								_			
,,	q Peak Hou			Leq E	vening		Night		Ldn		NEL
Autos:	66.		64.1		62.4		56		65.0		65.6
Medium Trucks:	59.	-	58.3		52.0		50		58.9		59.1
Heavy Trucks: Vehicle Noise:	60. 67.	•	59.3 66.2		50.2 63.0		51 58		59.8 66.9		60.0
					55.0		50		50.	•	07.0
Centerline Distance t	o Noise Co	ntour (in fee	()	70 (dBA	65	dBA	6	0 dBA	55	dBA
			L			-					
			Ldn:	2	6	5	56		121	2	60

Tuesday, October 16, 2018

_								DEL			
	io: Existing W	thout Project					Name:		Х		
	ne: Civic Dr.					Job №	lumber:	11803			
Road Segme	nt: n/o Site Dri	veway #1									
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions	•				
Average Daily	Traffic (Adt):	8,190 vehicles						Autos:	15		
Peak Hour	Percentage:	10%					ucks (2)	,			
Peak H	lour Volume:	819 vehicles			He	avy Tru	cks (3+ /	Axles):	15		
Ve	hicle Speed:	45 mph		H	Vehicle	Mix					
Near/Far La	ne Distance:	36 feet		H		icleType	9	Dav	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42
Ba	rrier Height:	0.0 feet			M	edium T	rucks:	84.8%	4.9%	10.3%	1.84
Barrier Type (0-W		0.0			- 1	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74
Centerline Di		42.0 feet		-							
Centerline Dist.	to Observer:	42.0 feet		ļ.	Noise S			. ,	eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		000			
Observer Height	(Above Pad):	5.0 feet				m Truck		297	0		
	ad Elevation:	0.0 feet			Heav	y Truck	s: 8.	006	Grade Adj	ustmeni	: 0.0
Roi	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 38.	275			
	Left View:	-90.0 degree	s		Mediu	m Truck	s: 38.	043			
	Right View:	90.0 degree			Heav	y Truck	s: 38.	066			
						-					
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flow	Di	stance		Road	Fresr	_	Barrier Att		m Atter
Autos:	68.46	-2.82		1.6		-1.20		-4.60	0.0		0.00
Medium Trucks:	79.45	-20.06		1.6	-	-1.20		-4.87	0.0		0.00
Heavy Trucks:	84.25	-24.01		1.6	7	-1.20		-5.53	0.0	000	0.00
Unmitigated Nois	e Levels (with	out Topo and I	barr	ier atten	nuation)						
VehicleType	Leq Peak Hou			Leq E	vening	Leq	Night		Ldn		NEL
Autos:	66		64.2		62.4		56.4		65.0		65
Medium Trucks:	59		8.4		52.0		50.5		58.9		59
Heavy Trucks:	60		59.3		50.3		51.5		59.9		60
Vehicle Noise:	67	.9 6	6.2		63.0		58.4	ı	66.9)	67
Centerline Distan	ce to Noise C	ontour (in feet)	1								
		-			dBA		dBA	6	60 dBA		dBA
		L	_dn:	2	16		56		121	2	261

	FH\	WA-RD-77-108 HI	GHWAY	NOISE PR	EDICTION	MODEL			
	rio: Existing W					me: CarMa	х		
	ne: Roy Roger				Job Numi	ber: 11803			
Road Segme	nt: e/o Amargo	osa Rd.							
SITE	SPECIFIC IN	IPUT DATA				SE MODE		s	
Highway Data				Site Cond	ditions (Ha	rd = 10, So	oft = 15)		
Average Daily	Traffic (Adt):	19,420 vehicles				Autos:			
	Percentage:	10%				s (2 Axles):			
Peak F	lour Volume:	1,942 vehicles		Hea	avy Trucks	(3+ Axles):	15		
	hicle Speed:	45 mph		Vehicle N	lix				
Near/Far La	ne Distance:	72 feet		Vehic	cleType	Day	Evening	Night	Daily
Site Data					Auto	s: 77.5%	12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet		Me	dium Truck	s: 84.8%	4.9%	10.3%	1.84%
Barrier Type (0-VI	Vall, 1-Berm):	0.0		Н	leavy Truck	s: 86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	62.0 feet		Noisa So	urce Flevs	tions (in f	not)		
Centerline Dist.	to Observer:	62.0 feet		110/36 00	Autos:	0.000			
Barrier Distance	to Observer:	0.0 feet		Mediun	Trucks:	2.297			
Observer Height	(Above Pad):	5.0 feet			/ Trucks:	8.006	Grade Ad	liustment.	0.0
	ad Elevation:	0.0 feet						,	
	ad Elevation:	0.0 feet		Lane Equ		stance (in	feet)		
	Road Grade:	0.0%			Autos:	50.725			
	Left View:	-90.0 degrees			1 Trucks:	50.550			
	Right View:	90.0 degrees		Heav	/ Trucks:	50.567			
FHWA Noise Mod	el Calculation	ıs							
VehicleType	REMEL	Traffic Flow	Distance	Finite I	Road F	resnel	Barrier At	ten Ber	m Atten
Autos:	68.46	0.93	-0.2	20	-1.20	-4.70	0.0	000	0.000
Medium Trucks:			-0.1		-1.20	-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-20.26	-0.1	18	-1.20	-5.32	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	rrier atte	nuation)					-
VehicleType	Leq Peak Hou	ur Leq Day	Leq E	vening	Leq Nig	ht	Ldn	CI	VEL
Autos:	68			64.3		58.3	66.	-	67.5
Medium Trucks:			-	53.9		52.4	60.	-	61.0
Heavy Trucks:	62		_	52.2		53.4	61.	_	61.9
Vehicle Noise:	69	9.8 68.	.1	64.9		60.3	68.	В	69.3
Centerline Distan	ce to Noise C	ontour (in feet)							-
				dBA	65 dB/	1 6	60 dBA		dBA
		Ldr		52	111		240	-	16
		CNEL	L: :	55	119		257	5	54

	FH\	WA-RD-77-108	HIGHWA	AY N	IOISE PR	EDICT	ION MC	DEL			
Road Nam	io: Existing Wi e: Roy Roger nt: w/o I-15 SE	ithout Project s Dr.				Project	Name: lumber:	CarMa			
SITE	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data				:	Site Con	ditions	(Hard =	: 10, S	oft = 15)		
Average Daily	Traffic (Adt):	28,630 vehicles						Autos.	15		
Peak Hour	Percentage:	10%			Med	dium Tri	ucks (2 .	Axles).	15		
Peak H	lour Volume:	2,863 vehicles			Hea	avy Truc	cks (3+ .	Axles).	15		
Ve	hicle Speed:	45 mph		١,	Vehicle I	/liv					
Near/Far La	ne Distance:	72 feet		H		cleType	,	Dav	Evening	Night	Daily
Site Data				+	*0///		Autos:	77.5%		9.69	_
Par	rier Height:	0.0 feet			Ме	dium Ti	rucks:	84.89	6 4.9%	10.39	6 1.84%
Barrier Type (0-W	-	0.0			H	leavy Ti	rucks:	86.5%	6 2.7%	10.89	6 0.74%
Centerline Dis		62.0 feet		L							
Centerline Dist.		62.0 feet		1	Noise So				eet)		
Barrier Distance		0.0 feet				Auto		000			
Observer Height (Above Pad):	5.0 feet				n Truck		297			
	ad Elevation:	0.0 feet			Heav	y Truck	s: 8.	006	Grade Ad	justmer	nt: 0.0
	ad Flevation:	0.0 feet		1	Lane Equ	iivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto		725			
	Left View:	-90.0 degree	s		Mediur	n Truck	s: 50.	550			
	Right View:	90.0 degree			Heav	y Truck	s: 50	567			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Distan	се	Finite	Road	Fresi	nel	Barrier Att	en Be	erm Atten
Autos:	68.46	2.62		-0.20)	-1.20		-4.70	0.0	000	0.000
Medium Trucks:	79.45	-14.62		-0.17	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-18.58		-0.18	3	-1.20		-5.32	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barrier a	tten	uation)						
VehicleType	Leq Peak Hou		Le	eq Ev	vening	Leq	Night		Ldn		CNEL
Autos:	69	.7	67.8		66.0		60.0	0	68.0	6	69.2
Medium Trucks:	63	.5	31.9		55.6		54.0	0	62.	5	62.7
Heavy Trucks:	64	.3 (32.9		53.8		55.	1	63.4	4	63.6
Vehicle Noise:	71	.5	89.8		66.6		62.0	0	70.	5	71.0
Centerline Distance	ce to Noise Co	ontour (in feet)									
				70 c	IBA	65	dBA		60 dBA	5	5 dBA
			dn:	6	7	1-	44		310		669
		CN	IEL:	7:	2	1	55		333		717

	A-RD-77-108	HIGHWA	AY NOISE P	REDICTIO	N MO	DEL			
: Roy Rogers I	Or.						х		
PECIFIC INP	UT DATA							S	
			Site Cor	nditions (H	ard =	10, So	ft = 15)		
raffic (Adt): 23	,190 vehicles				,	Autos:	15		
Percentage:	10%		Me	edium Truci	ks (2 A	(xles	15		
our Volume: 2	,319 vehicles		He	eavy Trucks	(3+ A	(xles	15		
icle Speed:	35 mph		Vehicle	Miv					
e Distance:	36 feet					Day	Evening	Night	Daily
				Au	os:	77.5%	12.9%	9.6%	97.42%
ior Hoight	0.0 feet		M	ledium Truc	ks:	84.8%	4.9%	10.3%	1.84%
	0.0			Heavy Truc	ks:	86.5%	2.7%	10.8%	0.74%
t. to Barrier:	42.0 feet		Noice S	ource Elev	ation	c (in fo	not)		
Observer:	42.0 feet		Noise 3				ei)		
Observer:	0.0 feet		Modis						
lbove Pad):	5.0 feet						Grade Ad	iuetmant	0.0
d Elevation:	0.0 feet		Tica	vy Trucks.	0.0	,00	Orade Adj	usunon.	0.0
d Elevation:	0.0 feet		Lane Eq	juivalent D	istano	ce (in f	eet)		
oad Grade:	0.0%			Autos:	38.2	275			
Left View:	-90.0 degree	S	Mediu	m Trucks:	38.0	043			
Right View:	90.0 degree	S	Hea	vy Trucks:	38.0	066			
l Calculations									
REMEL	Traffic Flow	Distan	ce Finite	Road	Fresn	el i	Barrier Att	en Ber	m Atten
64.30	2.79		1.64	-1.20		-4.60	0.0	000	0.00
75.75	-14.44		1.68	-1.20					0.00
81.57	-18.40		1.67	-1.20		-5.53	0.0	000	0.00
Levels (withou	ut Topo and I	barrier a	ttenuation)						
Leq Peak Hour	Leq Day		, ,		_		Ldn		VEL
									67.
									61.
63.6			53.2 64.6		54.4 60.2		62.8		62.
69.8		ю. Т	64.6	1	υU.2		5.80)	ъ9.
e to Noise Con	tour (in feet)		70 dBA	65 dF	:A	6	0 dBA	55	dBA
to Noise Con	, ,	dn:	70 dBA 35	65 dE	Α	6	0 dBA 161		dBA 47
the state of the s	Roy Rogers I: elo 1-15 NB IP PECIFIC INP raffic (Adl): 23 ercentage: ur Volume: 2 cicle Speed: e Distance: ur Volume: 2 cicle Speed: e Distance: let Height: II, 1-Berm): . to Barrier: . to Barrier: . to Barrier: . to Disserver: bove Pad): 1 Elevation: oad Grade: Left View: Right View: Calculations REMEL	10% 10%	Roy Rogers Dr. e/o 1-15 NB Ramps	Roy Rogers Dr. 1: e/o 1-15 NB Ramps	Roy Rogers Dr. Job Num PECIFIC INPUT DATA NO	E Roy Rogers Dr. E e/o 1-15 NB Ramps PECIFIC INPUT DATA Site Conditions (Hard = raffic (Adf): 23,190 vehicles revenue 2,319 vehicles route 2,319 vehicle Mix Vehicle Mix Vehicle Mix Vehicle Mix Vehicle Mix Vehicle Mix Vehicle Type Autos: Medium Trucks: (3+ Autos: Medium Trucks: 14 Reavy Trucks: 15 Peavy Trucks: 15 Peavy Trucks: 16 Peavy Trucks: 15 Peavy Trucks: 15 Peavy Trucks: 16 Peavy Tru	Roy Rogers Dr. Job Number: 11803 e/o 1-15 NB Ramps	Roy Rogers Dr. Job Number: 11803	Roy Rogers Dr. Job Number: 11803

75 161 347 80 172 371

	FHW	/A-RD-77-108	HIG	HWAY N	IOISE P	REDICT	ION MO	DEL			
Road Nan	rio: Existing Wit ne: Roy Rogers nt: w/o I-15 NB	Dr.					t Name: lumber:		х		
	SPECIFIC IN	PUT DATA			01: 0				L INPUT	S	
Highway Data				,	Site Cor	aitions	(Hard =				
	Traffic (Adt): 2		S					Autos:	15		
	Percentage:	10%					ucks (2 A	,	15		
		2,585 vehicles	S		He	avy Iru	cks (3+ A	Axles):	15		
	ehicle Speed:	45 mph		1	Vehicle	Mix					
Near/Far La	ne Distance:	36 feet			Veh	icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	42.0 feet		-	Noisa S	ourco E	levation	c (in f	not)		
Centerline Dist.	to Observer:	42.0 feet		Ľ	VUISE S	Auto		000	ei)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		297			
Observer Height	(Above Pad):	5.0 feet				v Truck		297	Grade Ad	iuetmant	. 0 0
P	ad Elevation:	0.0 feet		L	пеа	y Truck	S. O.I	000	Orado Adj	usunon.	0.0
Ro	ad Elevation:	0.0 feet		1	Lane Eq	uivalen	t Distan	ce (in :	feet)		
	Road Grade:	0.0%				Auto	s: 38.	275			
	Left View:	-90.0 degree	es			m Truck		043			
	Right View:	90.0 degree	es		Heav	y Truck	s: 38.	066			
FHWA Noise Mod	lel Calculations	·									
VehicleType	REMEL	Traffic Flow	D	istance	Finite	Road	Fresr	nel	Barrier Att	en Ber	m Atten
Autos:	68.46	2.17		1.64	4	-1.20		-4.60	0.0	000	0.000
Medium Trucks:	79.45	-15.06		1.68	3	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	84.25	-19.02		1.67	7	-1.20		-5.53	0.0	000	0.000
Unmitigated Nois	e Levels (witho	ut Topo and	barr	ier atten	uation)						
VehicleType	Leq Peak Hou	Leq Day	,	Leq E	vening	Leq	Night		Ldn	CI	VEL
Autos:	71.	1 (69.2		67.4		61.4	1	70.0)	70.6
Medium Trucks:	64.	9 (63.4		57.0		55.4	ļ	63.9	9	64.1
Heavy Trucks:	65.	7 (64.3		55.2		56.5	5	64.9	9	65.0
Vehicle Noise:	72.	9	71.2		68.0		63.3	3	71.9	9	72.3
Centerline Distan	ce to Noise Co	ntour (in feet,)								
				70 c	dBA	65	dBA	ϵ	60 dBA	55	dBA
			Ldn:	5	6	1	21		261	5	61

Tuesday, October 16, 2018

	FH\	WA-RD-77-108 HIC	HWAY	NOISE PI	REDICTIO	N MODE	L	
Road Nar	rio: Existing Wi me: Civic Dr. ent: n/o Site Dri	,				lame: Car mber: 118		
SITE	SPECIFIC IN	IPUT DATA					DEL INPUT	S
Highway Data				Site Con	ditions (F	lard = 10,	Soft = 15)	
Average Daily	Traffic (Adt):	11,452 vehicles				Aut	os: 15	
Peak Hou	r Percentage:	10%		Me	dium Truc	ks (2 Axle	es): 15	
Peak I	Hour Volume:	1,145 vehicles		He	avy Truck	s (3+ Axle	es): 15	
V	ehicle Speed:	45 mph		Vehicle	Mix			
Near/Far La	ane Distance:	36 feet			icleType	Da	y Evening	Night Daily
Site Data					AL	itos: 77.	5% 12.9%	9.6% 97.42%
R:	arrier Heiaht:	0.0 feet		М	edium Tru	cks: 84.	8% 4.9%	10.3% 1.84%
Barrier Type (0-V		0.0		1	Heavy Tru	cks: 86.	5% 2.7%	10.8% 0.74%
Centerline D	ist. to Barrier:	42.0 feet		Noise St	ource Ele	vations (i	n feet)	
Centerline Dist	to Observer:	42.0 feet		710,00 0	Autos:			
Barrier Distance	to Observer:	0.0 feet		Mediu	m Trucks:			
Observer Height	(Above Pad):	5.0 feet			y Trucks:			justment: 0.0
	Pad Elevation:	0.0 feet						,
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent L			
	Road Grade:	0.0%			Autos:			
	Left View:	-90.0 degrees			m Trucks:			
	Right View:	90.0 degrees		Heav	y Trucks:	38.066		
FHWA Noise Mod	del Calculation	s						
VehicleType	REMEL	Traffic Flow D	Distance	Finite	Road	Fresnel	Barrier Att	en Berm Atten
Autos		-1.36		64	-1.20	-4.		0.000
Medium Trucks		-18.60		68	-1.20	-4.		0.000
Heavy Trucks	84.25	-22.56	1.0	67	-1.20	-5.	53 0.0	0.000
Unmitigated Nois	e Levels (with	out Topo and bar	rier atte	nuation)				
VehicleType	Leq Peak Hou	, ,		Evening	Leq N	•	Ldn	CNEL
Autos				63.9		57.8	66.4	
Medium Trucks				53.5		51.9	60.4	4 60.6
Heavy Trucks				51.7		53.0	61.3	
Vehicle Noise	: 69	.4 67.6	6	64.5		59.8	68.4	4 68.8
Centerline Distar	ice to Noise Co	ontour (in feet)						
				dBA	65 dl	BA	60 dBA	55 dBA
		Ldn		33	70		151	326
		CNEL	:	35	75		162	350

Tuesday, October 16, 2018

	FHW	/A-RD-77-108	HIGH	1 YAW	NOISE PE	REDICT	ION MO	DEL			
Road Nam	io: Existing Wit ne: Civic Dr. nt: n/o Site Driv	,					Name: umber:				
	SPECIFIC IN	PUT DATA							L INPUTS	;	
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt):	8,271 vehicle	S					Autos.	15		
Peak Hour	Percentage:	10%			Me	dium Tr	ucks (2 A	Axles).	15		
Peak F	lour Volume:	827 vehicle	S		He	avy Tru	cks (3+ A	Axles).	15		
Ve	hicle Speed:	45 mph		F	Vehicle I	Wiv					
Near/Far La	ne Distance:	36 feet		F		icleType		Dav	Evening	Night	Daily
Site Data								77.5%		9.6%	
Ra	rrier Height:	0.0 feet			Me	edium T	rucks:	84.89	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			F	leavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di		42.0 feet		-	M-1 0-			- /! /	41		
Centerline Dist.	to Observer:	42.0 feet		-	Noise So				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		000			
Observer Height	(Above Pad):	5.0 feet				n Truck		297	Grade Adj	uo4mon	4 0 0
P	ad Elevation:	0.0 feet			Heav	y Truck	s: 8.0	006	Grade Adj	usunem	. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 38.	275			
	Left View:	-90.0 degree	es		Mediur	n Truck	s: 38.	043			
	Right View:	90.0 degree	es		Heav	y Truck	s: 38.	066			
FHWA Noise Mod	el Calculations	3		·							
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fresn	nel .	Barrier Atte	en Be	rm Atten
Autos:	68.46	-2.78		1.6	i4	-1.20		-4.60	0.0	00	0.000
Medium Trucks:	79.45	-20.01		1.6	8	-1.20		-4.87	0.0	00	0.000
Heavy Trucks:	84.25	-23.97		1.6	7	-1.20		-5.53	0.0	00	0.000
Unmitigated Nois	e Levels (witho	out Topo and	barrie	r atter	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	,	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:	66.	1	64.2		62.5		56.4	ļ	65.0		65.6
Medium Trucks:	59.	-	58.4		52.0		50.5		59.0		59.2
Heavy Trucks:	60.	8	59.3		50.3		51.5	5	59.9		60.0
Vehicle Noise:	68.	-	66.2		63.1		58.4	ļ	66.9		67.4
Centerline Distan	ce to Noise Co	ntour (in feet)								
					dBA		dBA		60 dBA		dBA
			Ldn:	_	26	-	7		122	-	263
		CI	VEL:	2	28	6	1		131	2	282

	FHV	VA-RD-77-108	HIGHW	AY NO	DISE PI	REDICT	ION MO	DEL			
Road Nam	io: Existing Wi le: Roy Rogers nt: e/o Amargo	s Dr.				.,	Name: umber:		х		
SITE	SPECIFIC IN	IPUT DATA				N	IOISE N	/IODE	L INPUTS	5	
Highway Data				S	ite Con	ditions	(Hard =	10, Sc	oft = 15)		
	Traffic (Adt): ' Percentage: lour Volume:	19,440 vehicles 10% 1,944 vehicles					ucks (2 A cks (3+ A		15 15 15		
Ve	hicle Speed:	45 mph		V	ehicle	Wix					
Near/Far La	ne Distance:	72 feet		-		icleType		Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Bai	rrier Height:	0.0 feet			M	edium Ti	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			F	leavy Ti	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dis	st. to Barrier:	62.0 feet		N	loise So	ource F	levation	s (in fe	et)		
Centerline Dist.	to Observer:	62.0 feet		/*	0/30 00	Auto		000	.01)		
Barrier Distance	to Observer:	0.0 feet			Mediu	n Truck		97			
Observer Height (Above Pad):	5.0 feet				y Truck		006	Grade Adj	ietmani	. 0.0
Pa	0.0 feet								aou morni	. 0.0	
Roa	ad Elevation:	0.0 feet		L	ane Eq	uivalen	t Distan	ce (in t	feet)		
	Road Grade:	0.0%				Auto					
	Left View:	-90.0 degree	es.		Mediu	n Truck	s: 50.	550			
	Right View:	90.0 degree	:S		Heav	y Truck	s: 50.	567			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite	Road	Fresn	el	Barrier Atte	en Bei	m Atten
Autos:	68.46	0.94		-0.20		-1.20		-4.70	0.0	00	0.00
Medium Trucks:	79.45	-16.30		-0.17		-1.20		-4.88	0.0	00	0.00
Heavy Trucks:	84.25	-20.26		-0.18		-1.20		-5.32	0.0	00	0.00
Unmitigated Noise	e Levels (with	out Topo and	barrier	attenu	iation)						
VehicleType	Leq Peak Hou	-, -,	L	eq Eve	ening	Leq	Night		Ldn	С	NEL
Autos:	68	.0 6	66.1		64.3		58.3		66.9		67.
Medium Trucks:	61	.8 6	30.3		53.9		52.4		60.8		61.
Heavy Trucks:	62		31.2		52.2		53.4		61.8		61.9
Vehicle Noise:	69	.8 6	58.1		64.9		60.3		68.8		69.
Centerline Distand	ce to Noise Co	ontour (in feet)	1								
	-			70 dE			dBA	6	0 dBA		dBA
			.dn:	52		1	11		240	5	17
		CNEL: 5					19		257		54

Tuesday, October 16, 2018

	FHW	A-RD-77-108	HIGHV	NAY N	NOISE P	REDICT	ION MO	DDEL			
Scenari	o: Existing With	Project				Projec	Name:	CarMa	IX		
Road Name						Job I	lumber:	11803			
Road Segmen	t: s/o Site Drive	eway #1									
	SPECIFIC INF	UT DATA			0': 0				L INPUT	S	
Highway Data				-	Site Cor	aitions	(Hara				
Average Daily	. ,	3,160 vehicles	;					Autos:			
Peak Hour		10%				edium Ti					
	our Volume:	816 vehicles	;		He	avy Tru	cks (3+	Axles):	15		
	nicle Speed:	45 mph			Vehicle	Mix					
Near/Far Lar	e Distance:	36 feet		ı	Veh	icleTyp	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42
Bar	rier Height:	0.0 feet			М	edium 7	rucks:	84.8%	4.9%	10.3%	1.84
Barrier Type (0-Wa		0.0				Heavy 7	rucks:	86.5%	2.7%	10.8%	0.74
Centerline Dis	t. to Barrier:	42.0 feet		H	Noise S	nurce F	levatio	ns (in fi	oet)		
Centerline Dist. t	o Observer:	42.0 feet		ľ		Auto		.000	301)		
Barrier Distance t	o Observer:	0.0 feet			Madiu	m Truck		.297			
Observer Height (Above Pad):	5.0 feet				/y Truck		.006	Grade Ad	iustment	. 0.0
Pa	d Elevation:	0.0 feet		L		•				,	0.0
Roa	d Elevation:	0.0 feet		L	Lane Eq	uivaler	t Distai	nce (in	feet)		
F	Road Grade:	0.0%				Auto		3.275			
	Left View:	-90.0 degree	S			m Truck		3.043			
	Right View:	90.0 degree	:S		Heav	y Truck	s: 38	3.066			
FHWA Noise Mode											
VehicleType		Traffic Flow	Dista			Road	Fres		Barrier Att		m Atter
Autos:	68.46	-2.83		1.6		-1.20		-4.60		000	0.00
Medium Trucks:	79.45	-20.07		1.6	-	-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-24.03		1.6	7	-1.20		-5.53	0.0	000	0.00
Unmitigated Noise								_			
VehicleType Autos:	Leq Peak Hour 66.1	- 1 - 7	34.2	Leq E	vening 62.4		Night 56	^	Ldn 65.0		NEL 65
Autos: Medium Trucks:	59.9		54.2 58.3		52.4 52.0		56 50		58.9	-	55 59
	59.9 60.7		58.3 59.3		50.2				58.9	-	
Heavy Trucks: Vehicle Noise:		9.3 66.2		63.0		51 58		66.9		60 67	
Centerline Distanc	e to Noise Cor	ntour (in feet	1								
		(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	L	70 (dBA	65	dBA	(60 dBA	55	dBA
			dn:	2	:6		56		121	2	160

Tuesday, October 16, 2018

	FH\	WA-RD-77-108	HIGHW	AY N	OISE PE	REDICT	ION M	ODEL			
Road Nar	rio: Existing Wine: Roy Roger ent: w/o I-15 SE	s Dr.				.,		: CarMa : 11803			
SITE	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data				S	ite Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	28,782 vehicle:	S					Autos:	15		
Peak Hou	r Percentage:	10%			Me	dium Tru	ıcks (2	Axles):	15		
Peak I	Hour Volume:	2,878 vehicles	S		He	avy Truc	cks (3+	Axles):	15		
Ve	ehicle Speed:	45 mph			ehicle l						
Near/Far La	ane Distance:	72 feet		V		viix icleType	. 1	Day	Evening	Night	Daily
Site Data				-	ven		Autos:	77.5%	-	9.6%	,
					14	ر edium Tı		84.8%		10.3%	
	rrier Height:	0.0 feet				deavy Ti		86.5%		10.3%	
Barrier Type (0-V	. ,	0.0			,	icavy II	ucns.	00.57	2.170	10.070	0.7470
	ist. to Barrier:	62.0 feet		٨	loise So	ource El	evatio	ns (in f	eet)		
	Centerline Dist. to Observer: 62.0 feet Barrier Distance to Observer: 0.0 feet					Auto	s: (0.000			
					Mediui	m Truck	s: 2	2.297			
Observer Height (Above Pad): 5.0 feet					Heav	y Trucks	s: 8	3.006	Grade Ad	justment	0.0
	Pad Elevation: 0.0 feet				ono Fa	uivalent	Diete	naa (in	footl		
Ro	ad Elevation:	0.0 feet			ane Eq	Auto		0.725	ieet)		
	Road Grade:	0.0%				Auto: m Truck:					
	Left View:	-90.0 degree						0.550			
	Right View:	90.0 degree	es		Heav	y Truck:	s: 50	J.567			
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flow	Distan			Road	Fre		Barrier Att		m Atten
Autos.		2.64		-0.20		-1.20		-4.70		000	0.000
Medium Trucks.		-14.60		-0.17		-1.20		-4.88		000	0.000
Heavy Trucks.		-18.55		-0.18		-1.20		-5.32	0.0	000	0.000
Unmitigated Nois											
VehicleType	Leq Peak Hou	, ,		eq Ev		Leq	Night		Ldn		NEL
Autos.			67.8		66.0		60		68.6	-	69.2
Medium Trucks.			62.0		55.6		54		62.5	-	62.8
Heavy Trucks. Vehicle Noise			62.9 69.8		53.9 66.6		55 62	• •	63.5 70.5	_	63.6 71.0
Centerline Distan					00.0		52				
Jones Inne Distan	10 110/36 01	oour (iii ieet		70 di	BA	65	dBA		60 dBA	55	dBA
			Ldn:	67		14	45	-1	312		71
		CI	VEL:	72		15	55		334	7	20
		Oi								,	

	FHW	A-RD-77-108	HIGH	1 YAW	NOISE PI	REDICT	ION MO	DDEL			
Road Nam	rio: Existing With ne: Roy Rogers nt: w/o I-15 NB	Dr.					Name: lumber:				
	SPECIFIC INF	PUT DATA							L INPUT	S	
Highway Data					Site Cor	ditions	(Hard:	= 10, S	oft = 15)		
Average Daily	Traffic (Adt): 25	5,951 vehicles	3					Autos	: 15		
Peak Hour	Percentage:	10%			Me	dium Tr	ucks (2	Axles)	: 15		
Peak H	lour Volume: 2	2,595 vehicles	3		He	avy Tru	cks (3+	Axles)	: 15		
Ve	hicle Speed:	45 mph		H	Vehicle	Miv					
Near/Far La	ne Distance:	36 feet		H		icleType		Dav	Evenina	Niaht	Daily
Site Data							Autos:	77.59		9.6	. ,
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	84.89	6 4.9%	10.3	% 1.84%
Barrier Type (0-W		0.0				Heavy T	rucks:	86.59	6 2.7%	10.8	% 0.74%
Centerline Di		42.0 feet		-							
Centerline Dist.	to Observer:	42.0 feet		-	Noise S				reet)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height	(Above Pad):	5.0 feet				m Truck		.297			
	ad Elevation:	0.0 feet			Heav	y Truck	s: 8	.006	Grade Ad	iustme	nt: 0.0
	ad Flevation:	0.0 feet			Lane Eq	uivalen	t Distai	nce (in	feet)		
	Road Grade:	0.0%				Auto	s: 38	.275			
	I eft View:	-90.0 degree	ie.		Mediu	m Truck	s: 38	.043			
	Right View:	90.0 degree			Heav	y Truck	s: 38	.066			
FHWA Noise Mod	el Calculations										
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fres	nel	Barrier Att	en B	erm Atten
Autos:	68.46	2.19		1.6	4	-1.20		-4.60	0.0	000	0.000
Medium Trucks:	79.45	-15.05		1.6	8	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	84.25	-19.00		1.6	7	-1.20		-5.53	0.0	000	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		CNEL
Autos:	71.1	1 (69.2		67.4		61.	4	70.0)	70.6
Medium Trucks:	64.9	9 (3.4		57.0		55	5	63.9	9	64.2
Heavy Trucks:					55.3		56	-	64.9)	65.0
Vehicle Noise:	72.9	9	71.2		68.0		63	4	71.9	9	72.4
Centerline Distan	ce to Noise Co	ntour (in feet,									
			L		dBA		dBA		60 dBA		i5 dBA
			Ldn:	-	6		21		261		563
	CNEL:				0	1	30		280		604

	FHW	A-RD-77-108	HIGH	WAY N	OISE PI	REDICTI	ON MC	DEL			
Road Nam	io: Opening Ye e: Civic Dr. nt: n/o Site Driv					Project Job Ni	Name: ımber:		×		
SITE	SPECIFIC IN	PUT DATA				N	OISE	MODE	L INPUT	S	
Highway Data				S	Site Con	ditions	Hard =	: 10, Sc	ft = 15)		
Average Daily	Traffic (Adt): 1	1,960 vehicle	s					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Tru	cks (2 .	Axles):	15		
Peak H	our Volume:	1,196 vehicle	s		He	avy Truc	ks (3+ .	Axles):	15		
	hicle Speed:	45 mph		V	/ehicle	Mix					
Near/Far La	ne Distance:	36 feet		F	Veh	icleType		Day	Evening	Night	Daily
Site Data						Α	utos:	77.5%	12.9%	9.6%	97.42%
Bai	rier Heiaht:	0.0 feet			M	edium Tr	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			F	Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dis	st. to Barrier:	42.0 feet			Inisa Si	ource Ele	vation	e (in fa	of)		
Centerline Dist.	to Observer:	42.0 feet		- "	10/36 00	Autos		000	.01)		
Barrier Distance to Observer: 0.0 feet					Madiu	m Trucks		297			
Observer Height (Above Pad): 5.0 feet						vy Trucks		006	Grade Ad	iustment	. 0.0
Pa	Pad Elevation: 0.0 feet									doumone	. 0.0
Roa	ad Elevation:	0.0 feet		L	ane Eq	uivalent	Distan	ce (in t	feet)		
	Road Grade:	0.0%				Autos	: 38	.275			
	Left View:	-90.0 degree	es			m Trucks		.043			
	Right View:	90.0 degree	es		Heav	y Trucks	: 38.	.066			
FHWA Noise Mode	el Calculations	i									
VehicleType	REMEL	Traffic Flow	Dista	ance		Road	Fresi		Barrier Atte		m Atten
Autos:	68.46	-1.17		1.64		-1.20		-4.60	0.0		0.00
Medium Trucks:	79.45	-18.41		1.68		-1.20		-4.87	0.0		0.00
Heavy Trucks:	84.25	-22.37		1.67	'	-1.20		-5.53	0.0	100	0.00
Unmitigated Noise											
VehicleType	Leq Peak Hou	- 1 - 7		Leq Ev		Leq I			Ldn		NEL
Autos:	67.	-	65.8		64.1		58.0	-	66.6		67.2
Medium Trucks:	61.	-	60.0		53.6		52.		60.6		60.8
Heavy Trucks: 62.4 Vehicle Noise: 69.6			60.9 67.8		51.9 64.7		53.		61.5 68.5		61.6
					04.7		00.1		00.0	•	03.
Centerline Distant	e to Noise Co	ntour (In reet		70 d	'RA	65.0	IBA	6	0 dBA	55	dBA
		Ldn:									
			Ldn:	34		7:			156		36

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	FHW	A-RD-77-108	HIGH	1 YAWI	NOISE P	REDICT	ION M	DDEL			
Scenario	o: Existing With	n Project				Projec	t Name.	CarMa	IX		
	e: Roy Rogers					Job I	lumber.	11803			
Road Segmen	t: e/o 1-15 NB	Ramps									
	SPECIFIC INF	PUT DATA			0: 0				L INPUT	S	
Highway Data					Site Cor	aitions	(Hard				
Average Daily	. ,		S					Autos:			
	Percentage:	10%						Axles):			
		2,321 vehicles	S		He	avy Tru	cks (3+	Axles):	15		
	nicle Speed:	35 mph		ı	Vehicle	Mix					
Near/Far Lar	ne Distance:	36 feet		ľ	Veh	icleTyp	Э	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.429
Rar	rier Height:	0.0 feet			М	edium 7	rucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-W	-	0.0				Heavy 7	rucks:	86.5%	2.7%	10.8%	0.749
Centerline Dis	t. to Barrier:	42.0 feet		ŀ	Noise S	ource E	levatio	ns (in f	eet)		
Centerline Dist. t	to Observer:	42.0 feet		ŀ		Auto		.000	,		
Barrier Distance t	to Observer:	0.0 feet			Mediu	m Truck		.297			
Observer Height (Above Pad):	5.0 feet				/y Truck		.006	Grade Ad	iustment	: 0.0
Pa	d Elevation:	0.0 feet				•				,	0.0
Roa	d Elevation:	0.0 feet			Lane Eq	uivaler	t Dista	nce (in	feet)		
F	Road Grade:	0.0%				Auto		3.275			
	Left View:	-90.0 degree	es			m Truck	00	3.043			
	Right View:	90.0 degree	es		Heav	y Truck	rs: 38	3.066			
FHWA Noise Mode	el Calculations										
VehicleType		Traffic Flow	Dis	tance		Road	Fres		Barrier Att		m Atten
Autos:	64.30	2.80		1.6		-1.20		-4.60		000	0.00
Medium Trucks:	75.75	-14.44		1.6	-	-1.20		-4.87		000	0.00
Heavy Trucks:	81.57	-18.40		1.6		-1.20		-5.53	0.0	000	0.00
Unmitigated Noise											
VehicleType Autos:	Leq Peak Hour 67.5	- 1 - 7	65.6	Leq E	vening 63.9		Night 57	0	Ldn 66.4		NEL 67.
Medium Trucks:		-	60.3		53.9		57		60.4	•	61.
			62.2		53.9		54		62.8	-	62.
Vehicle Noise:	69.8		68.1		64.6		60		68.8		69.
Centerline Distanc	e to Noise Co	ntour (in feet)								
		, ,			dBA		dBA	(60 dBA	-	dBA
			Ldn:	3	35		75		161	3	47
			VFI:		37		80		172		71

Tuesday, October 16, 2018

Barrier Height: 0.0 feet Medium Trucks: 84.8% 4.9% 10.3% 1				DEL	N MOI	DICTIO	ISE PRE	WAY N	HIGH	-77-108	NA-R	FH\	
			х							#1		e: Civic Dr.	Road Nam
Average Daily Traffic (Adt): 8,690 vehicles Peak Hour Percentage: 10% Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15 Wehicle Speed: 45 mph Near/Far Lane Distance: 36 feet Wehicle Type Day Evening Night Day N		S	L INPUTS	MODE	ISE N	NO				DATA	IPUT	SPECIFIC IN	SITE
Peak Hour Percentage: 80% exhicles Heavy Trucks: (2 Axles): 15			oft = 15)	10, So	ard =	ions (H	te Condit	S					ghway Data
Peak Hour Volume: Vehicle Speed: 45 mph Vehicle Mix Vehicle Type Day Evening Night Day D			15	Autos:	-				;	vehicles	8,69	Fraffic (Adt):	Average Daily
Vehicle Speed: 45 mph 36 feet Vehicle Mix Vehicle Type Day Evening Night Day Day Night Day Night			15	Axles):	s (2 A	m Truck	Mediu			%	1	Percentage:	Peak Hour
Near/Far Lane Distance: 36 feet VehicleType Day Evening Night Description Descriptio			15	Axles):	(3+ A	Trucks	Heavy		;	vehicles	86	our Volume:	Peak H
Near/Far Lane Distance: 36 feet VehicleType Day Evening Night Day							-1-1-1- 881-			mph	4	nicle Speed:	Ve
Autos: 77.5% 12.9% 9.6% 97	Daily	Night	Evoning	Day				V		feet	3	e Distance:	Near/Far La
Barrier Height: 0.0 feet Medium Trucks: 84.8% 4.9% 10.3% 1 Heavy Trucks: 85.8% 2.7% 10.8% 0 Heavy Trucks: 85.9% 2.7% 10.8% 10.8% 10.8% 10.9% 10.8% 10.9% 10.8% 10.9% 10.8% 10.9% 10.8% 10.9% 10.8% 10.9% 10.8% 10.9% 10.8% 10.9% 10.8% 10.9% 10.8% 10.9% 10.8% 10.9% 10.8% 10.9% 10.8% 10.9% 10.9% 10.8% 10.9% 10.9% 10.8% 10.9%	97.42%		0	- /			vernore	-					to Data
Autos: A	1.84%						Madi						
Centerline Dist. to Barrier:	0.74%										-		
Noise Source Elevations (in feet)	0.7 170	10.070				-				-	-		
Barrier Distance to Observer: 0.0 feet Medium Trucks: 0.000			eet)	s (in fe	ations	ce Elev	oise Sour	٨			-		
Diserver Height (Above Pad): 5.0 feet Heavy Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.1				000	0.0	Autos:					-		
Pad Elevation: 0.0 feet				297	2.2	rucks:	Medium 1						
Road Elevation: 0.0 feet Lane Equivalent Distance (in feet)	0.0	justment:	Grade Adj	006	8.0	rucks:	Heavy T		, ,				
Road Grade: 0.0%			feet)	ce (in f	istano	alent D	ne Fauiv	1					
Left View:			,	_ •				F					
Right View: 90.0 degrees Heavy Trucks: 38.066													
FHWA Noise Model Calculations													
VehicleType REMEL Traffic Flow Distance Finite Road Fresnel Barrier Atten Berm A Autos: 68.46 -2.56 1.64 -1.20 -4.60 0.000 Medium Trucks: 79.45 -19.80 1.68 -1.20 -4.87 0.000							,			o dog.oo			
Autos: 68.46 -2.56 1.64 -1.20 -4.60 0.000 Medium Trucks: 79.45 -19.80 1.68 -1.20 -4.87 0.000													
Medium Trucks: 79.45 -19.80 1.68 -1.20 -4.87 0.000									Dis		Trai		,,
	0.000												
Heavy Trucks: 84.25 -23.75 1.67 -1.20 -5.53 0.000	0.000												
	0.000	100	0.0	-5.53		.20							
Unmitigated Noise Levels (without Topo and barrier attenuation)				_					barri		_		
VehicleType Leq Peak Hour Leq Day Leq Evening Leq Night Ldn CNEL Autos: 66.3 64.4 62.7 56.6 65.2					_	Leq Ni	Ü	Leq Ev					
	65.8	-		-									
Medium Trucks: 60.1 58.6 52.3 50.7 59.2	59.4	-											
Heavy Trucks: 61.0 59.5 50.5 51.8 60.1 Vehicle Noise: 68.2 66.4 63.3 58.6 67.2	60.2						00.0						
Centerline Distance to Noise Contour (in feet)		•	01.2		50.0		55.5						
70 dBA 65 dBA 60 dBA 55 dB/	dBA	55 (i0 dBA	6	Α	65 dB	3A	70 di		(III leet)	ontol	e to Noise Ci	enternne Distant
Ldn: 27 58 126 271	/1	27	126	-		58		27	_dn:	I			
CNEL: 29 63 135 291													

	FHW	A-RD-77-108	HIGH	WAY N	IOISE P	REDICT	ION MO	DDEL				
Road Nam	o: Opening Yea e: Civic Dr. nt: s/o Site Drive						t Name: lumber:					
	SPECIFIC INF	PUT DATA			a:. a				L INPUT	s		
Highway Data				- 1	Site Cor	naitions	(Hard		oft = 15)			
Average Daily	. ,	3,630 vehicles	3					Autos				
	Percentage:	10%					rucks (2					
	our Volume:	863 vehicles	6		He	eavy Tru	icks (3+	Axles)	: 15			
	hicle Speed:	45 mph			Vehicle	Mix						
Near/Far Lar	ne Distance:	36 feet			Veh	icleTyp	е	Day	Evening	Nigh	t	Daily
Site Data							Autos:	77.5%	6 12.9%	9.6	3% 9	7.42%
Rar	rier Height:	0.0 feet			М	edium 7	rucks:	84.89	6 4.9%	10.3	8%	1.84%
Barrier Type (0-W	all, 1-Berm):	0.0				Heavy 7	rucks:	86.59	% 2.7%	10.8	8%	0.74%
Centerline Dis		42.0 feet		- 17	Noise S	ource E	levatio	ns (in i	feet)			
Centerline Dist.		42.0 feet		F		Auto		.000	,			
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		.297				
	Observer Height (Above Pad): 5.0 feet				Hear	vy Truck	rs: 8	.006	Grade Ad	justme	ent: (0.0
	Pad Elevation: 0.0 fee					•						
	ad Elevation:	0.0 feet		4	Lane Eq				feet)			
F	Road Grade:	0.0%				Auto		.275				
	Left View:	-90.0 degree	:S			m Truck	00	.043				
	Right View:	90.0 degree	:S		Hear	vy Truck	(S: 38	.066				
FHWA Noise Mode												
VehicleType		Traffic Flow	Dis	tance		Road	Fres		Barrier Att	_	Berm	Atten
Autos:	68.46	-2.59		1.6		-1.20		-4.60		000		0.000
Medium Trucks:	79.45	-19.83		1.68	-	-1.20		-4.87		000		0.000
Heavy Trucks:	84.25	-23.79		1.67	•	-1.20		-5.53	0.0	000		0.000
Unmitigated Noise	•							-				
	Leq Peak Hour			Leq E	ening		Night		Ldn		CNE	
Autos:	66.3		34.4		62.6		56	-	65.2	_		65.8
Medium Trucks:	60.1		58.6		52.2		50		59.	-		59.4
Heavy Trucks: Vehicle Noise:		59.5 56.4		50.5 63.3		51. 58		60. ⁻			60.2 67.6	
Centerline Distance	e to Noise Cor	ntour (in feet)										
			L	70 c	BA.	65	dBA		60 dBA		55 dl	ВА
			Ldn:	2	7		58		125		270)
		CN	IEL:	2	9		62		135		290)

	FH\	WA-RD-77-108	HIGI	A YAWH	IOISE P	REDICT	ION M	ODEL			
	io: Opening You e: Roy Roger nt: w/o I-15 SE	s Dr.						: CarMa : 11803			
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Cor	nditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	30,660 vehicle	es					Autos.			
Peak Hour	Percentage:	10%				edium Tr					
Peak H	lour Volume:	3,066 vehicle	es		He	eavy Tru	icks (3+	Axles).	: 15		
Ve	hicle Speed:	45 mph		+	Vehicle	Mix					
Near/Far Lai	ne Distance:	72 feet		F		nicleType	е	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	6 12.9%	9.6%	97.42%
Bar	rier Height:	0.0 feet			М	ledium T	rucks:	84.89	6 4.9%	10.3%	1.84%
Barrier Type (0-W		0.0				Heavy T	rucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Dis	st. to Barrier:	62.0 feet			Noise S	ource F	levatio	ns (in t	eet)		
Centerline Dist.	to Observer:	62.0 feet		F.	110/36 0	Auto		0.000	ccij		
Barrier Distance	Barrier Distance to Observer: 0.0 feet				Madiu	m Truck		2.297			
Observer Height (Above Pad): 5.0 feet						vy Truck		3.006	Grade Ad	iustment	- 00
Pa	Pad Elevation: 0.0 feet									doumon	. 0.0
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Dista	nce (in	feet)		
I	Road Grade:	0.0%				Auto	s: 50	0.725			
	Left View:	-90.0 degre	es		Mediu	m Truck	rs: 50	0.550			
	Right View:	90.0 degre	es		Hear	vy Truck	s: 50	0.567			
FHWA Noise Mode	el Calculation	ıs									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fres	snel	Barrier Att	en Bei	rm Atten
Autos:	68.46	2.91		-0.2		-1.20		-4.70		000	0.000
Medium Trucks:	79.45	-14.32		-0.1		-1.20		-4.88		000	0.000
Heavy Trucks:	84.25	-18.28		-0.1	В	-1.20		-5.32	0.0	000	0.000
Unmitigated Noise				ier atten	uation)						
,,	Leq Peak Hot			Leq E	vening		Night		Ldn		NEL
Autos:		0.0	68.1		66.3		60		68.9		69.5
	Medium Trucks: 63.8		62.2		55.9		54		62.8		63.0
Heavy Trucks: 64.6 Vehicle Noise: 71.8			63.2 70.1		54.1		55 62		63.7		63.9 71.2
Vehicle Noise:					66.9	'	62	.4	70.8	•	/1.2
Centerline Distanc	ce to Noise C	ontour (in fee	t)	70 -	dBA	e.	dBA	1	60 dBA	FF	dBA
			I dn:		0 0		51		325		700
			NEL:	7	-		62		349		751
		C	IVEL:	/	5	1	02		349	,	51

Tuesday, October 16, 2018

	FHWA	A-RD-77-108	HIGHWA	АҮ ИО	ISE P	REDICT	ION MO	DEL			
	o: Opening Yea						Name: lumber:				
	t: e/o Amargosa										
SITE S	SPECIFIC INP	UT DATA				N	IOISE I	MODE	L INPUT	s	
Highway Data				Sit	te Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Fraffic (Adt): 20	,900 vehicles						Autos:	15		
Peak Hour I	Percentage:	10%			Me	dium Tr	ucks (2)	Axles):	15		
Peak Ho	our Volume: 2	,090 vehicles			He	avy Truc	cks (3+ /	Axles):	15		
Vet	nicle Speed:	45 mph		Va	ehicle l	Miv					
Near/Far Lar	ne Distance:	72 feet		Ve		icleType		Dav	Evening	Night	Daily
Site Data							Autos:	77.5%			97.42
Par	rier Height:	0.0 feet			Me	edium T	rucks:	84.8%	4.9%	10.3%	1.84
Barrier Type (0-Wa		0.0			F	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74
Centerline Dis		62.0 feet		-							
Centerline Dist. t	o Observer:	62.0 feet		NC	oise So		levation		eet)		
Barrier Distance t	o Observer:	0.0 feet				Auto.		000			
Observer Height (/	Above Pad):	5.0 feet				m Truck		297			
	d Elevation:	0.0 feet			Heav	y Truck	s: 8.	006	Grade Adj	justment	0.0
	d Elevation:	0.0 feet		La	ne Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto.	s: 50.	725	-		
	Left View:	-90.0 degree	s		Mediu	m Truck	s: 50.	550			
	Right View:	90.0 degree			Heav	y Truck	s: 50.	567			
HWA Noise Mode	l Calculations										
VehicleType	REMEL 1	Traffic Flow	Distan	ice	Finite	Road	Fresr	nel	Barrier Att	en Ber	m Atter
Autos:	68.46	1.25		-0.20		-1.20		-4.70	0.0	000	0.00
Medium Trucks:	79.45	-15.99		-0.17		-1.20		-4.88	0.0	000	0.00
Heavy Trucks:	84.25	-19.94		-0.18		-1.20		-5.32	0.0	000	0.00
Inmitigated Noise	Levels (withou	ıt Topo and I	barrier a	ttenua	ation)						
	Leq Peak Hour	Leq Day		eq Eve		Leq	Night		Ldn		NEL
Autos:	68.3		6.4		64.6		58.6		67.2		67
Medium Trucks:	62.1	-	60.6		54.2		52.7		61.1		61
Heavy Trucks:	62.9		1.5		52.5		53.7		62.1		62
Vehicle Noise:	70.2		88.4		65.3		60.6)	69.1	ı	69
	e to Noise Con	tour (in feet)	-								
Centerline Distanc				70 dB	RΔ	65	dRΔ		SO ARA	55	dRΔ
Centerline Distanc		,	dn:	70 dB	3A		dBA 17	6	50 dBA 252		dBA 42

Tuesday, October 16, 2018

	FH\	WA-RD-77-108	HIGH	WAY I	NOISE PE	REDICT	ION M	ODEL			
Road Na	rio: Opening Yo me: Roy Roger ent: w/o I-15 NE	s Dr.						: CarMa : 11803			
SITE	SPECIFIC IN	IPUT DATA				ľ	IOISE	MODE	L INPUTS	5	
Highway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	/ Traffic (Adt):	27,540 vehicle	s					Autos.	15		
Peak Hou	r Percentage:	10%			Me	dium Tr	ucks (2	Axles)	15		
Peak	Hour Volume:	2,754 vehicle	S		He	avy Tru	cks (3+	Axles)	15		
V	ehicle Speed:	45 mph		ŀ	Vehicle I	Miv					
Near/Far L	ane Distance:	36 feet		H		icleType		Dav	Evening	Night	Daily
Site Data					* 07.1		Autos:	77.59	-	9.6%	,
					M	edium T		84.89		10.3%	
Barrier Type (0-1	arrier Height:	0.0 feet 0.0				leavy T		,		10.8%	
	ist. to Barrier:	42.0 feet									
Centerline Dist		42.0 feet			Noise So				eet)		
	Barrier Distance to Observer: 0.0 feet					Auto		0.000			
Observer Height (Above Pad): 5.0 feet						m Truck		2.297			
Observer Height (Above Pad): 5.0 feet Pad Flevation: 0.0 feet					Heav	y Truck	s: 8	3.006	Grade Adj	ustment	: 0.0
	ad Elevation:	0.0 feet		f	Lane Eq	uivalen	t Dista	nce (in	feet)		
710	Road Grade:	0.0%		f		Auto		3.275			
	Left View:	-90.0 degree	20		Mediu	n Truck		3.043			
	Right View:	90.0 degree			Heav	y Truck	s: 38	3.066			
FHWA Noise Mod	del Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	snel	Barrier Atte	en Bei	m Atten
Autos	: 68.46	2.45		1.6	i4	-1.20		-4.60	0.0	00	0.000
Medium Trucks	79.45	-14.79		1.6	8	-1.20		-4.87	0.0	00	0.000
Heavy Trucks	: 84.25	-18.75		1.6	57	-1.20		-5.53	0.0	00	0.000
Unmitigated Nois	se Levels (with	out Topo and	barrie	er attei	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	/	Leq E	vening	Leq	Night		Ldn	C	NEL
Autos	: 71	.3	69.4		67.7		61	.6	70.2		70.9
Medium Trucks	: 65	.1	63.6		57.3		55	.7	64.2	!	64.4
Heavy Trucks	Heavy Trucks: 66.0 64.6				55.5		56	.8	65.1		65.3
Vehicle Noise: 73.2 71.5					68.3		63	.6	72.2		72.6
Centerline Distar	nce to Noise C	ontour (in feet)								
			T		dBA		dBA		60 dBA		dBA
			Ldn:	-	59		26		272	-	86
	CNEL:				33	1	35		292	6	28

	FHW	A-RD-77-108	HIGHW	/AY N	IOISE PE	REDICT	ION MO	DEL			
Road Nan	rio: Opening Yea ne: Roy Rogers nt: e/o 1-15 NB	ar Dr.				Project	Name: lumber:	CarMa			
SITE	SPECIFIC IN	PUT DATA				N	IOISE I	ИODE	L INPUTS	5	
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt): 2	4,590 vehicles	3					Autos.	15		
Peak Hour	Percentage:	10%			Me	dium Tr	ucks (2 /	Axles).	: 15		
Peak F	lour Volume:	2,459 vehicles	3		He	avy Tru	cks (3+ /	Axles).	: 15		
Ve	hicle Speed:	35 mph		-	Vehicle I	Misc					
Near/Far La	ne Distance:	36 feet		H		icleType		Dav	Evening	Night	Dailv
Site Data					VOII		Autos:	77.5%		9.6%	
	rrier Height:	0.0 feet			Me	edium T		84.89		10.3%	
Barrier Type (0-W		0.0 1001			F	leavy T	rucks:	86.5%	6 2.7%	10.8%	
Centerline Di		42.0 feet		L							
Centerline Dist.		42.0 feet			Noise So				eet)		
Barrier Distance		0.0 feet				Auto		000			
Observer Height		5.0 feet				n Truck		297			
	ad Elevation:	0.0 feet			Heav	y Truck	s: 8.	006	Grade Adj	ustmen	t: 0.0
	ad Elevation:	0.0 feet		- 1	Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 38.	275	,		
	Left View:	-90.0 degree	20		Mediui	n Truck	s: 38	043			
	Right View:	90.0 degree			Heav	y Truck	s: 38.	066			
FHWA Noise Mod	el Calculations										
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite	Road	Fresr	nel	Barrier Atte	en Be	rm Atten
Autos:	64.30	3.05		1.6	4	-1.20		-4.60	0.0	00	0.000
Medium Trucks:	75.75	-14.19		1.6	8	-1.20		-4.87	0.0	00	0.000
Heavy Trucks:	81.57	-18.15		1.6	7	-1.20		-5.53	0.0	00	0.000
Unmitigated Nois	e Levels (witho	ut Topo and	barrier	atten	uation)						
VehicleType	Leg Peak Hour				vening	Leq	Night		Ldn	С	NEL
Autos:	67.8	3 (65.9		64.1		58.1	ĺ	66.7		67.3
Medium Trucks:	62.0) (60.5		54.2		52.6	6	61.1		61.3
Heavy Trucks:	63.9) (62.5		53.4		54.7	7	63.0	1	63.2
Vehicle Noise:	70.0) (68.3		64.9		60.5	5	69.0	1	69.4
Centerline Distan	ce to Noise Co	ntour (in feet))								
•	-			70 0	dBA	65	dBA		60 dBA	55	i dBA
			Ldn:	3	6	7	78		167	-	361
		CI	VEL:	3	9	8	33		179	:	385

	FHW	/A-RD-77-108	HIGHW.	AY NO	ISE PI	REDICT	ION MO	DEL			
Scenario Road Name Road Segmen		,	t				Name: lumber:		х		
SITE S	SPECIFIC IN	PUT DATA				N	IOISE N	/IODE	L INPUTS	5	
Highway Data				Sit	te Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily 1	Traffic (Adt):	8,771 vehicles	3					Autos:	15		
Peak Hour I		10%					ucks (2 A		15		
Peak Ho	our Volume:	877 vehicles	3		He	avy Tru	cks (3+ A	Axles):	15		
Veh	nicle Speed:	45 mph		Ve	hicle	Mix					
Near/Far Lar	ne Distance:	36 feet				icleType	•	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Bar	rier Height:	0.0 feet			M	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-Wa		0.0			F	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dis	t. to Barrier:	42.0 feet		No	vica S	ourco E	levation	e (in fe	not)		
Centerline Dist. t	o Observer:	42.0 feet		740	// JC 30	Auto		000	ei)		
Barrier Distance t	o Observer:	0.0 feet			Madiuu	m Truck		297			
Observer Height (A	Above Pad):	5.0 feet		'		v Truck		006	Grade Adj	ustmen	r 0.0
Pa	d Elevation:	0.0 feet								00011011	. 0.0
Roa	d Elevation:	0.0 feet		La	ne Eq		t Distan	_ •	feet)		
F	Road Grade:	0.0%				Auto					
	Left View:	-90.0 degree	es	,		m Truck					
	Right View:	90.0 degree	es		Heav	ry Truck	s: 38.	066			
FHWA Noise Mode	l Calculations	5									
VehicleType	REMEL	Traffic Flow	Distar		Finite	Road	Fresn		Barrier Atte		rm Atten
Autos:	68.46	-2.52		1.64		-1.20		-4.60	0.0		0.00
Medium Trucks:	79.45	-19.76		1.68		-1.20		-4.87	0.0		0.00
Heavy Trucks:	84.25	-23.71		1.67		-1.20		-5.53	0.0	00	0.00
Unmitigated Noise				attenua	ition)						
,,	Leq Peak Hou	- 1 - 7		eq Ever		Leq	Night		Ldn	_	NEL
Autos:	66.	-	64.5		62.7		56.7		65.3		65.9
Medium Trucks:	60.		58.7		52.3		50.8		59.2		59.4
Heavy Trucks:	61.	_	59.6		50.6		51.8		60.2		60.3
	68.	2	66.5		63.3		58.7		67.2		67.7
Vehicle Noise:											
Vehicle Noise: Centerline Distanc	e to Noise Co	ntour (in feet)	70 dP	Λ	65	AD A	6	n dBA	56	dDA
	e to Noise Co		Ldn:	70 dB/	Α		dBA	6	0 dBA		6 dBA 273

Tuesday, October 16, 2018

		Mari B						0 11			
	io: Opening Ye	ear With Project	t			.,		: CarMa : 11803	IX		
	nt: n/o Site Dri					JOD I	umber	: 11803			
SITE Highway Data	SPECIFIC IN	IPUT DATA			Site Cor				L INPUT	S	
					Site Coi	iaiuons	паги				
Average Daily	. ,		S			- ett T.		Autos:	15 15		
	Percentage:	10%						2 Axles):			
	lour Volume:	1,213 vehicle	S		He	eavy iru	CKS (34	- Axles):	15		
	hicle Speed:	45 mph			Vehicle	Mix					
Near/Far La	ne Distance:	36 feet			Vel	icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42
Ba	rrier Height:	0.0 feet			M	ledium T	rucks:	84.8%	4.9%	10.3%	1.84
Barrier Type (0-W		0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.74
Centerline Di	st. to Barrier:	42.0 feet		ŀ	Noise S	E	lovetie	no (in f	0.041		
Centerline Dist.	to Observer:	42.0 feet		ŀ	NOISE 3	Auto		0.000	eel)		
Barrier Distance	to Observer:	0.0 feet			Modis	m Truck		2.297			
Observer Height ((Above Pad):	5.0 feet				vy Truck		8.006	Grade Ad	liustment	. 0 0
P	ad Elevation:	0.0 feet			пеа	vy Truck	is. (5.006	Orade Au	justinoni	. 0.0
Roi	ad Elevation:	0.0 feet			Lane Ec	uivalen	t Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	s: 3	8.275			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 3	8.043			
	Right View:	90.0 degree	es		Hea	vy Truck	s: 3	8.066			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Di	istance	Finite	Road	Fre	snel	Barrier Att	ten Ber	m Atte
Autos:	68.46	-1.11		1.6	4	-1.20		-4.60	0.0	000	0.0
Medium Trucks:	79.45	-18.35		1.6	-	-1.20		-4.87		000	0.0
Heavy Trucks:	84.25	-22.31		1.6	7	-1.20		-5.53	0.0	000	0.0
Unmitigated Nois											
VehicleType	Leq Peak Hou	. , . ,		Leq E	vening		Night		Ldn		NEL
Autos:	67		65.9		64.1			3.1	66.7		67
Medium Trucks:	61		60.1		53.7			2.2	60.6	-	60
Heavy Trucks:	62		61.0		52.0			3.2	61.6		61
Vehicle Noise:	69	1.6	67.9		64.7		60).1	68.6	6	69
Centerline Distan	ce to Noise Co	ontour (in feet)			1					
			I dn:		dBA R4		dBA 73	(50 dBA 157		dBA 39

Tuesday, October 16, 2018

	FH\	WA-RD-77-108	HIGHW	VAY N	IOISE PE	REDICT	ION M	ODEL					
Road Na	rio: Opening Yo me: Civic Dr. ent: s/o Site Dri	,	t			.,		: CarMa					
SITE	SPECIFIC IN	IPUT DATA				N	IOISE	MODE	L INPUT	S			
Highway Data					Site Conditions (Hard = 10, Soft = 15)								
Average Dail	/ Traffic (Adt):	8,660 vehicles	S					Autos.	15				
Peak Hou	r Percentage:	10%			Me	dium Tr	ucks (2	Axles)	: 15				
Peak	Hour Volume:	866 vehicles	S		He	avy Tru	cks (3+	- Axles)	: 15				
V	ehicle Speed:	45 mph			Vehicle Mix								
Near/Far L	ane Distance:	36 feet		F		icleType		Day	Evening	Night	Daily		
Site Data					Autos: 77.5% 12.9% 9.6% 97.								
P	arrier Heiaht:	0.0 feet			Me	edium T	rucks:	84.89	6 4.9%	10.3%	1.84%		
Barrier Type (0-		0.0 1661			F	leavy T	rucks:	86.5%	6 2.7%	10.8%	0.74%		
	ist. to Barrier:	42.0 feet		H									
Centerline Dis		42.0 feet		Ľ	Noise So			_ •	eet)				
Barrier Distance	e to Observer:	0.0 feet				Auto		0.000					
Observer Height	(Above Pad):	5.0 feet				m Truck		2.297	0				
	Pad Elevation:	0.0 feet			Heav	y Truck	s: 8	3.006	Grade Adj	ustment	0.0		
R	oad Elevation:	0.0 feet		1	Lane Eq	uivalen	t Dista	nce (in	feet)				
	Road Grade:	0.0%				Auto	s: 3	8.275					
	Left View:	-90.0 degree	es		Mediui	m Truck	s: 3	8.043					
	Right View:	90.0 degree	es		Heav	y Truck	s: 3	8.066					
FHWA Noise Mo	del Calculation	ıs											
VehicleType	REMEL	Traffic Flow	Dista		Finite		Fre	snel	Barrier Att		m Atten		
Autos				1.6		-1.20		-4.60		000	0.000		
Medium Trucks				1.6	-	-1.20		-4.87		000	0.000		
Heavy Trucks	: 84.25	-23.77		1.6	7	-1.20		-5.53	0.0	000	0.000		
Unmitigated Noi:	se Levels (with	out Topo and	barrier	atten	uation)								
VehicleType	Leq Peak Hou	ur Leq Day	' L	Leq E	vening	Leq	Night		Ldn	C	NEL		
Autos			64.4		62.7		56		65.2	_	65.8 59.4		
Medium Trucks			58.6		52.2			50.7 59.2					
Heavy Trucks			59.5		50.5			.7	60.1		60.2		
Vehicle Noise	: 68	3.2	66.4		63.3		58	3.6	67.1	l	67.6		
Centerline Dista	nce to Noise C	ontour (in feet)										
			L	70 0			dBA		60 dBA		dBA		
			Ldn:	2			8		126	_	71		
		CI	VEL:	2	9	6	3		135	2	90		

	FH	WA-RD-77-108	HIGH	WAY NO	ISE P	REDICTIO	N MOE	DEL			
	e: Roy Roger		ct			Project N Job Nu			х		
	SPECIFIC IN	NPUT DATA							L INPUTS	S	
Highway Data				S	ite Con	ditions (l	lard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	20,920 vehicle	S				A	lutos:	15		
Peak Hour I	Percentage:	10%				dium Truc			15		
Peak He	our Volume:	2,092 vehicle	S		He	avy Truck	s (3+ A	xles):	15		
	hicle Speed:	45 mph		V	ehicle l	Wix					
Near/Far Lar	ne Distance:	72 feet			Veh	icleType	- 1	Day	Evening	Night	Daily
Site Data						AL	itos:	77.5%	12.9%	9.6%	97.42%
Bar	rier Height:	0.0 feet			Me	edium Tru	cks: 8	34.8%	4.9%	10.3%	1.84%
Barrier Type (0-Wi	-	0.0			F	leavy Tru	cks: 8	36.5%	2.7%	10.8%	0.74%
Centerline Dis	t. to Barrier:	62.0 feet		N	oise Sc	ource Ele	vations	(in fe	eet)		
Centerline Dist. t		62.0 feet				Autos:		•			
Barrier Distance t		0.0 feet			Mediu	n Trucks:					
Observer Height (/		5.0 feet				y Trucks:			Grade Adj	ustmen	t: 0.0
	d Elevation:	0.0 feet		_		•					
	d Elevation:	0.0 feet		L	ane Eq	uivalent l			eet)		
F	Road Grade:	0.0%				Autos:					
	Left View:	-90.0 degre				n Trucks:					
	Right View:	90.0 degre	es		Heav	y Trucks:	50.5	67			
FHWA Noise Mode	el Calculation	IS									
VehicleType	REMEL	Traffic Flow	Dist	ance	Finite	Road	Fresn	el	Barrier Atte	en Be	rm Atten
Autos:	68.46			-0.20		-1.20		4.70	0.0		0.000
Medium Trucks:	79.45			-0.17		-1.20		4.88	0.0		0.000
Heavy Trucks:	84.25	-19.94		-0.18		-1.20		5.32	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barrie	r attenu	ation)						
	Leq Peak Ho			Leq Eve		Leq N			Ldn		NEL
Autos:			66.4		64.7		58.6		67.2		67.8
Medium Trucks:			60.6		54.2		52.7		61.1		61.4
Heavy Trucks:			61.5		52.5		53.7		62.1		62.2
Vehicle Noise:			68.4		65.3		60.6		69.1		69.6
Centerline Distance	e to Noise C	ontour (in feet)	70 -//		05.4	24		10 -1D 4		/0.4
			I dn:	70 dE	3A	65 dl		6	0 dBA 252		dBA
			Lan: NFI:	54 58		117			252		543 582
		Ci	VEL:	58		123	•		210	;	002

	FHV	VA-RD-77-108	HIGI	HWAY N	IOISE P	REDICT	ION M	DDEL			
	io: Opening Ye e: Roy Rogers nt: w/o I-15 NE	s Dr.	ct					CarMa 11803	х		
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Cor	ditions	(Hard:	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 2	27,641 vehicle	S					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Tr	ucks (2	Axles):	15		
Peak H	our Volume:	2,764 vehicle	S		He	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	45 mph			Vehicle	Miv					
Near/Far Lai	ne Distance:	36 feet		H		icleType	•	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Rai	rier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dis	st. to Barrier:	42.0 feet		- 1	Noise S	ource E	levatio	ns (in fe	eet)		
Centerline Dist.	to Observer:	42.0 feet		Ī		Auto		.000	,		
Barrier Distance		Mediu	m Truck		297						
Observer Height (,	5.0 feet			Hear	y Truck	s: 8	.006	Grade Ad	ustment	0.0
	ad Elevation:	0.0 feet		L							
	ad Elevation:	0.0 feet			Lane Eq				eet)		
I	Road Grade:	0.0%				Auto		3.275			
	Left View:	-90.0 degre				m Truck		3.043			
	Right View:	90.0 degre	es		Hear	y Truck	s: 38	3.066			
FHWA Noise Mode	el Calculation	s		•							
VehicleType	REMEL	Traffic Flow	Di	stance		Road	Fres		Barrier Att		m Atten
Autos:	68.46	2.46		1.6		-1.20		-4.60	0.0		0.00
Medium Trucks:	79.45	-14.77		1.6		-1.20		-4.87		100	0.00
Heavy Trucks:	84.25	-18.73		1.6	7	-1.20		-5.53	0.0	000	0.00
Unmitigated Noise								_			
VehicleType	Leq Peak Hou			Leq E	vening		Night		Ldn		NEL TO A
Autos:	71		69.5		67.7		61.		70.3		70.9
Medium Trucks:	65		63.6		57.3		55		64.2		64.4
Heavy Trucks: Vehicle Noise:	66 73		64.6 71.5		55.5 68.3		56 63		65.1 72.2		65.3 72.6
Centerline Distance	ce to Noise Co	ontour (in feet	·)								
		,	[70 (dBA	65	dBA	6	0 dBA	55	dBA
			Ldn:	5	9		26		273	-	87
	CNFI:					136 292 630				20	

Tuesday, October 16, 2018

							ION MC						
	io: Opening Ye		t			.,	Name:						
	e: Roy Rogers					Job №	lumber:	11803					
Road Segmer	nt: w/o I-15 SB	Ramps											
SITE : Highway Data	SPECIFIC IN	PUT DATA			Site Con				L INPUT	S			
				,	Site Con	annons	(naru =						
Average Daily	. ,		3					Autos:					
	Percentage:	10%					ucks (2	,					
		3,081 vehicles	3		He	avy Iru	cks (3+	Axies):	15				
	hicle Speed:	45 mph		1	Vehicle	Mix							
Near/Far La	ne Distance:	72 feet			Veh	icleType	•	Day	Evening	Night	Daily		
Site Data							Autos:	77.5%	12.9%	9.6%	97.429		
Rai	rrier Height:	0.0 feet			M	edium T	rucks:	84.8%	4.9%	10.3%	1.84		
Barrier Type (0-W	-	0.0			- 1	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74		
Centerline Dis		62.0 feet		-									
Centerline Dist.		62.0 feet		1	Noise S				eet)				
Barrier Distance	to Observer:	0.0 feet				Auto		000					
Observer Height (5.0 feet				m Truck		297					
	ad Flevation:	0.0 feet			Heav	ry Truck	s: 8	006	Grade Adj	ustmen	: 0.0		
Ros	ad Flevation:	0.0 feet		1	Lane Eq	uivalen	t Distar	ce (in	feet)				
	Road Grade:	0.0%				Auto	s: 50	.725					
	Left View:	-90.0 degree	24		Mediu	m Truck	s: 50	550					
	Right View:	90.0 degree			Heav	y Truck	s: 50	.567					
FHWA Noise Mode	el Calculations	5											
VehicleType	REMEL	Traffic Flow	Dist	ance	Finite	Road	Fres	nel	Barrier Att	en Be	rm Atter		
Autos:	68.46	2.94		-0.20	0	-1.20		-4.70	0.0	000	0.00		
Medium Trucks:	79.45	-14.30		-0.17	7	-1.20		-4.88	0.0	000	0.00		
Heavy Trucks:	84.25	-18.26		-0.18	8	-1.20		-5.32	0.0	000	0.00		
Unmitigated Noise	•												
VehicleType	Leq Peak Hou	- 1 - 7		Leq E		Leq	Night		Ldn		NEL		
Autos:	70.	-	68.1		66.3		60.	-	68.9		69		
Medium Trucks:	63.		52.3		55.9		54.		62.8		63 63		
Heavy Trucks:	64.	•	33.2		54.2		55.	•	63.8				
Vehicle Noise:	71.	8	70.1		66.9		62.	3	70.8	3	71		
Centerline Distand	ce to Noise Co	ntour (in feet)	1	70	10.4		10.4	1					
			L	70 c			dBA	(60 dBA		dBA		
					70 151 326 75 162 350								
			Ldn: IFI :						326 350		702 753		

Tuesday, October 16, 2018

	FH)	WA-RD-77-108	HIGI	HWAY	NOISE P	REDICTI	ON M	ODEL					
Road Nan	io: Opening You ne: Roy Roger nt: e/o 1-15 N		ct					: CarMa : 11803					
	SPECIFIC IN	NPUT DATA							L INPUT	S			
Highway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)				
Average Daily	Traffic (Adt):	24,610 vehicle	:S					Autos:	15				
Peak Hour	Percentage:	10%			Me	dium Tru	icks (2	2 Axles):	15				
Peak F	lour Volume:	2,461 vehicle	:S		He	avy Truc	ks (3-	+ Axles):	15				
Ve	hicle Speed:	35 mph			Vehicle I	Miv							
Near/Far La	ne Distance:	36 feet				icleType		Day	Evening	Night	Daily		
Site Data						, , ,	utos:	77.5%	12.9%	9.6%	97.42%		
Ra	rrier Height:	0.0 feet			Me	edium Tr	ucks:	84.8%	4.9%	10.3%	1.84%		
Barrier Type (0-W		0.0			F	leavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%		
Centerline Di	. ,	42.0 feet		-	Noise So	roo El	0110411	no (in f	0.041				
Centerline Dist.	to Observer:	42.0 feet		-	Noise 30	Autos		0.000	eel)				
Barrier Distance	to Observer:	0.0 feet			Modium	m Trucks		2.297					
Observer Height	(Above Pad):	5.0 feet				y Trucks		8.006	Grade Ad	liuetmant	. 0.0		
P	ad Elevation:	0.0 feet								justinent	. 0.0		
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)				
	Road Grade:	0.0%				Autos	: 3	8.275					
	Left View:	-90.0 degre	es		Mediui	m Trucks	3: 3	8.043					
	Right View:	90.0 degre	es		Heav	y Trucks	: 3	8.066					
FHWA Noise Mod	el Calculation	ıs											
VehicleType	REMEL	Traffic Flow		stance	Finite		Fre	snel	Barrier At		m Atten		
Autos:				1.6		-1.20		-4.60		000	0.000		
Medium Trucks:				1.6		-1.20		-4.87		000	0.000		
Heavy Trucks:				1.6		-1.20		-5.53	0.0	000	0.000		
Unmitigated Nois													
VehicleType	Leq Peak Ho			Leq E	vening	Leq			Ldn		NEL		
Autos:		7.8	65.9		64.1		-	3.1	66.		67.3 61.3		
Medium Trucks:		2.0	60.5		54.2		-	2.6		61.1			
Heavy Trucks: Vehicle Noise:		3.9	62.5 68.3		53.4		_	1.7		63.0			
		0.0			64.9		60).5	69.	U	69.4		
Centerline Distan	ce to Noise C	ontour (in fee	t)	70	dBA	65 (AD V		SO dBA		dBA		
			I dn:		<i>aBA</i> 36	7			168		<i>aBA</i> 861		
		0	Lan: NFI:		36 39	8	-		179		386 386		
		C	IVEL.	,	כנ	8	J		1/9	٥	JUU		

FF	WA-RD-77-108	HIGHW.	AY NOISE P	REDICTI	ON MO	DEL				
Scenario: Horizon Y Road Name: Civic Dr. Road Segment: n/o Site D				Project I Job Nu	Name: umber:		х			
SITE SPECIFIC I	NPUT DATA			N	OISE N	/IODE	L INPUT	s		
Highway Data			Site Co	nditions (
Average Daily Traffic (Adt):	14,360 vehicle	s				Autos:	15			
Peak Hour Percentage:	10%		Me	edium Tru	icks (2 A	(xles	15			
Peak Hour Volume:	1,436 vehicle	s	He	eavy Truc	ks (3+ A	Axles):	15			
Vehicle Speed:	45 mph		Vehicle	Miv						
Near/Far Lane Distance:	36 feet			nicleType		Dav	Evening	Night	Daily	
Site Data			VC/		utos:	77.5%		9.6%		
	0.0 feet			nedium Tr		84.8%		10.3%	1.84%	
Barrier Height: Barrier Type (0-Wall, 1-Berm):	0.0 reet			Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%	
Centerline Dist. to Barrier:	0.0 42.0 feet								•	
Centerline Dist. to Observer:	42.0 feet		Noise S	ource Ele			eet)			
Barrier Distance to Observer:	0.0 feet			Autos		000				
Observer Height (Above Pad):	5.0 feet			ım Trucks		297				
Pad Elevation:	0.0 feet		Hea	vy Trucks	: 8.0	006	of Grade Adjustment: 0			
Road Elevation:	0.0 feet		Lane Ed	quivalent	Distan	ce (in t	feet)			
Road Grade:	0.0%			Autos	: 38.:	275				
Left View:	-90.0 degre	es	Mediu	ım Trucks	: 38.	043				
Right View:	90.0 degre	es	Hea	vy Trucks	38.	066				
FHWA Noise Model Calculatio	ns									
VehicleType REMEL	Traffic Flow	Distar	nce Finite	Road	Fresr	iel	Barrier Att	en Ber	m Atten	
Autos: 68.4	-0.38		1.64	-1.20		-4.60	0.0	000	0.000	
Medium Trucks: 79.4			1.68	-1.20		-4.87		000	0.000	
Heavy Trucks: 84.25	-21.57		1.67	-1.20		-5.53	0.0	000	0.000	
Unmitigated Noise Levels (wit	hout Topo and	barrier a	attenuation)							
VehicleType Leq Peak Ho			eq Evening	Leq I			Ldn		NEL	
	8.5	66.6	64.9		58.8		67.4		68.0	
	2.3	60.8	54.4		52.9		61.4		61.6	
Heavy Trucks: 6	3.2	61.7 68.6	52.7 65.5		53.9		62.3		62.4	
Vehicle Noise: 7										
	0.4									
Vehicle Noise: 7 Centerline Distance to Noise 0	***		70 dBA	65.0	dBA	6	0 dBA	55	dBA	
	***		70 dBA 38	65 0		6	0 dBA 176		dBA	

	FH\	WA-RD-77-108	HIGI	HWAY N	IOISE PI	REDICT	ION MO	DDEL							
	o: Horizon Ye e: Civic Dr. nt: s/o Site Dri						Name: lumber:	CarMa 11803	х						
	SPECIFIC IN	IPUT DATA							L INPUT	S					
Highway Data					Site Cor	ditions	(Hard :	= 10, Sc	oft = 15)						
Average Daily	Traffic (Adt):	10,360 vehicle	s					Autos:	15						
Peak Hour I	Percentage:	10%			Me	dium Tr	ucks (2	Axles):	15						
Peak He	our Volume:	1,036 vehicle	s		He	avy Tru	cks (3+	Axles):	15						
Vel	hicle Speed:	45 mph		-	Vehicle	Miv									
Near/Far Lar	ne Distance:	36 feet				icleType	,	Day	Evening	Night	Daily				
Site Data							Autos:	77.5%	12.9%	9.6%	97.429				
Rar	rier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%				
Barrier Type (0-Wa	all, 1-Berm):	0.0			1	Heavy T	rucks:	86.5%	2.7%	10.8%	0.749				
Centerline Dis		42.0 feet		1	Noise S	ource E	levatio	ns (in fe	eet)						
Centerline Dist. t		42.0 feet				Auto	s: 0	.000							
	Barrier Distance to Observer: 0.0 feet						Medium Trucks: 2.297								
Observer Height (/		5.0 feet			Heav	y Truck	s: 8	.006	Grade Ad	iustment	0.0				
	ad Elevation:	0.0 feet		L.											
	ad Elevation:	0.0 feet		Ľ	Lane Eq				reet)						
F	Road Grade:	0.0%				Auto		3.275							
	Left View:	-90.0 degre				m Truck		3.043							
	Right View:	90.0 degre	es		Heav	y Truck	s: 38	3.066							
FHWA Noise Mode	el Calculation	s		•											
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		m Atten				
Autos:	68.46	-1.80		1.64		-1.20		-4.60		000	0.00				
Medium Trucks:	79.45	-19.04		1.68		-1.20		-4.87		000	0.00				
Heavy Trucks:	84.25	-22.99		1.67		-1.20		-5.53	0.0	000	0.00				
Unmitigated Noise								1							
,,	Leq Peak Hou			Leq E			Night		Ldn		NEL				
Autos:	67		65.2		63.4		57.		66.0		66.0				
Medium Trucks: 60.9 59.4					53.0		51.		59.9		60.2				
Heavy Trucks: Vehicle Noise:	61		60.3		51.3 64.0		52. 59.		60.9		61.				
Centerline Distance							50.								
Contonine Distant		onican (mree	,	70 0	dBA	65	dBA	6	0 dBA	55	dBA				
						- 00									
			Ldn:	3			66		142	3	05				

Tuesday, October 16, 2018

					NOISE P		1014 1114	JULL			
Scenari	o: Horizon Year	r				Projec	Name:	CarMa	x		
	e: Civic Dr.					Job N	lumber:	11803			
Road Segmer	nt: n/o Site Drive	eway #1									
	SPECIFIC INF	PUT DATA							L INPUT	S	
Highway Data					Site Cor	iditions	(Hard				
	Traffic (Adt): 10		S					Autos:	15		
	Percentage:	10%				edium Tr	,	,	15		
		1,042 vehicles	S		He	avy Tru	cks (3+	Axles):	15		
Vei	hicle Speed:	45 mph		ŀ	Vehicle	Mix					
Near/Far Lai	ne Distance:	36 feet		İ	Veh	icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.429
Rar	rier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-W		0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.749
Centerline Dis	t. to Barrier:	42.0 feet		-	Noise S	E	lovetio	no (in f	2041		
Centerline Dist.	to Observer:	42.0 feet		-	Noise 3	Auto			ei)		
Barrier Distance	to Observer:	0.0 feet			1.4	Auto m Truck		.000			
Observer Height (Above Pad):	5.0 feet						297	Grade Ad	iuctmont	
Pa	d Elevation:	0.0 feet			Heal	y Truck	S. 8	.006	Grade Au	usunem	0.0
Roa	d Elevation:	0.0 feet			Lane Eq	uivalen	t Distai	nce (in :	feet)		
F	Road Grade:	0.0%				Auto	s: 38	3.275			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 38	3.043			
	Right View:	90.0 degree	es		Heav	y Truck	s: 38	3.066			
HWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	inel	Barrier Att	en Ber	m Atten
Autos:	68.46	-1.77		1.6	4	-1.20		-4.60	0.0	000	0.00
Medium Trucks:	79.45	-19.01		1.6	-	-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	84.25	-22.97		1.6	7	-1.20		-5.53	0.0	000	0.00
Inmitigated Noise			barrie	er atter	nuation)						
	Leq Peak Hour			Leq E	vening		Night		Ldn		NEL
Autos:	67.1		65.2		63.5		57		66.0		66.
Medium Trucks:	60.9		59.4		53.0		51		60.0		60.
Heavy Trucks:	61.8		60.3		51.3		52		60.9		61.
Vehicle Noise:	69.0		67.2		64.1		59	.4	67.9	9	68.
Centerline Distanc	e to Noise Cor	ntour (in feet)	70	10.4	-	10.4				· · ·
			L		dBA		dBA	1 6	0 dBA		dBA
			Ldn:	3	31	-	66		142	3	106
		-	VEL:		33		71		153		29

Tuesday, October 16, 2018

	FH\	WA-RD-77-108	HIGHWA	Y NOISE P	REDICTION	ON MO	DEL			
Road Nar	rio: Horizon Ye ne: Roy Rogers ent: e/o Amargo	s Dr.			Project I Job Nu			ıx		
SITE	SPECIFIC IN	IPUT DATA			N	DISE I	ИODE	L INPUT	S	
Highway Data				Site Cor	nditions (Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt): 2	24,790 vehicles					Autos:	15		
Peak Hou	Percentage:	10%		Me	dium Tru	cks (2 /	Axles):	15		
Peak I	lour Volume:	2,479 vehicles		He	avy Truck	(S (3+ A	4xles):	15		
Ve	ehicle Speed:	45 mph		Vehicle	Miv					
Near/Far La	ane Distance:	72 feet			icleType		Dav	Evening	Night	Daily
Site Data						ıtos:	77.5%		9.6%	,
D.	rrier Heiaht:	0.0 feet		М	edium Tru	icks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V		0.0			Heavy Tru	icks:	86.5%	2.7%	10.8%	0.74%
	ist. to Barrier:	62.0 feet								
Centerline Dist.	to Observer:	62.0 feet		Noise S	ource Ele			eet)		
Barrier Distance	to Observer:	0.0 feet			Autos.		000			
Observer Height	(Above Pad):	5.0 feet			m Trucks.		297 006	Grade Ad	i rotmont	
F	ad Elevation:	0.0 feet		Heat	y Trucks.	8.	006	Grade Ad,	usunem	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distan	ce (in	feet)		
	Road Grade:	0.0%			Autos.	50.	725			
	Left View:	-90.0 degree	S	Mediu	m Trucks.	50.	550			
	Right View:	90.0 degree	s	Heav	y Trucks.	50.	567			
FHWA Noise Mod										
VehicleType	REMEL	Traffic Flow	Distanc		Road	Fresr		Barrier Att		m Atten
Autos.		1.99		0.20	-1.20		-4.70		000	0.000
Medium Trucks.		-15.25		0.17	-1.20		-4.88		000	0.000
Heavy Trucks.	84.25	-19.20	-(0.18	-1.20		-5.32	0.0	000	0.000
Unmitigated Nois			barrier at	tenuation)						
VehicleType	Leq Peak Hou			q Evening	Leq N	_		Ldn		NEL
Autos.			7.2	65.4		59.3	-	68.0		68.6
Medium Trucks.			1.3	55.0		53.4		61.9		62.1
Heavy Trucks.			2.3	53.2		54.5		62.8		62.9
Vehicle Noise.			9.2	66.0		61.3	3	69.9	9	70.3
Centerline Distan	ce to Noise Co	ontour (in feet)		70 dBA	65 d	DΛ	-	60 dBA	FE	dBA
		,	dn:	61	13			282		08A
		_	ier:	65	14			303	-	i52
		CIV		00	14	,		500	·	02

	FHW	/A-RD-77-108	HIGH	1 YAW	NOISE PE	REDICT	ION MO	DEL			
Road Nan	rio: Horizon Yea ne: Roy Rogers nt: w/o I-15 SB	Dr.					Name: lumber:				
	SPECIFIC IN	PUT DATA							L INPUTS	5	
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt): 3	6,790 vehicle	s					Autos.	15		
Peak Hour	Percentage:	10%					ucks (2 /				
Peak F	lour Volume:	3,679 vehicle	S		He	avy Tru	cks (3+ /	Axles).	: 15		
Ve	hicle Speed:	45 mph		H	Vehicle I	Mix					
Near/Far La	ne Distance:	72 feet		-		cleType	,	Dav	Evening	Night	Daily
Site Data							Autos:	77.5%	6 12.9%	9.6%	97.42%
Ra	rrier Height:	0.0 feet			Me	edium T	rucks:	84.89	6 4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			F	leavy T	rucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Di		62.0 feet		H	Noise So	urco E	lovation	c (in t	inat)		
Centerline Dist.	to Observer:	62.0 feet		F	NOISE SC	Auto		000	eei)		
Barrier Distance	to Observer:	0.0 feet			Modiuu	n Truck		297			
Observer Height	(Above Pad):	5.0 feet				y Truck		006	Grade Adj	ustmen	+ nn
P	ad Elevation:	0.0 feet		L						00011011	. 0.0
Ro	ad Elevation:	0.0 feet		L	Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 50.	725			
	Left View:	-90.0 degree	es		Mediur	n Truck	s: 50.	550			
	Right View:	90.0 degree	es		Heav	y Truck	s: 50.	567			
FHWA Noise Mod	el Calculations	3									
VehicleType	REMEL	Traffic Flow	Dist	ance	Finite	Road	Fresr	nel	Barrier Atte	en Be	rm Atten
Autos:	68.46	3.71		-0.2	0	-1.20		-4.70	0.0	00	0.000
Medium Trucks:	79.45	-13.53		-0.1	7	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	84.25	-17.49		-0.1	8	-1.20		-5.32	0.0	00	0.000
Unmitigated Nois	e Levels (witho	out Topo and	barrie	r atter	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	′	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:	70.		68.9		67.1		61.1		69.7		70.3
Medium Trucks:		-	63.0		56.7		55.1		63.6		63.8
Heavy Trucks:			64.0		54.9		56.2		64.5		64.7
Vehicle Noise:		-	70.9		67.7		63.0)	71.6	i	72.0
Centerline Distan	ce to Noise Co	ntour (in feet)								
					dBA		dBA		60 dBA		i dBA
			Ldn:		9		70		367		791
		CI	VEL:	8	15	1	83		394	1	348

	FH\	VA-RD-77-108	HIGH	WAY N	OISE P	REDICT	ON MC	DEL					
Road Nam	io: Horizon Ye ne: Roy Roger nt: e/o 1-15 Ni	s Dr.			Project Name: CarMax Job Number: 11803								
	SPECIFIC IN	IPUT DATA							L INPUT	S			
Highway Data					Site Cor	ditions	(Hard =	: 10, Sc	oft = 15)				
Average Daily	Traffic (Adt):	29,520 vehicle	S					Autos:	15				
Peak Hour	Percentage:	10%			Me	dium Tri	icks (2	Axles):	15				
Peak H	lour Volume:	2,952 vehicle	S		He	avy Trud	cks (3+	Axles):	15				
Ve	hicle Speed:	35 mph		1	Vehicle Mix								
Near/Far Lai	ne Distance:	36 feet		H.		icleType		Day	Evening	Night	Daily		
Site Data							Autos:	77.5%		9.6%	,		
Par	rrier Height:	0.0 feet			М	edium Ti	ucks:	84.8%	4.9%	10.3%	1.84%		
Barrier Type (0-W		0.0			,	Heavy Ti	ucks:	86.5%	2.7%	10.8%	0.74%		
Centerline Dis		42.0 feet		<u> </u>									
Centerline Dist		42.0 feet		^	Voise S	ource E			eet)				
Barrier Distance		0.0 feet				Auto		000					
Observer Height (5.0 feet				m Truck		297					
	ad Elevation:	0.0 feet			Heav	y Truck	s: 8.	006	Grade Adj	ustment	: 0.0		
	ad Flevation:	0.0 feet		L	ane Eq	uivalen	Distan	ce (in	feet)				
Ī	Road Grade:	0.0%				Auto	s: 38	.275					
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 38	.043					
	Right View:	90.0 degre	es		Heav	y Truck	s: 38	.066					
FHWA Noise Mode	el Calculation	s											
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten		
Autos:	64.30	3.84		1.64	ļ	-1.20		-4.60	0.0	100	0.000		
Medium Trucks:	75.75	-13.40		1.68	3	-1.20		-4.87	0.0	00	0.000		
Heavy Trucks:	81.57	-17.35		1.67	,	-1.20		-5.53	0.0	000	0.000		
Unmitigated Noise	e Levels (with	out Topo and	barrie	er atteni	uation)								
VehicleType	Leq Peak Hou			Leq Ev		Leq	Night		Ldn		NEL		
Autos:	68		66.7		64.9		58.	-	67.5		68.1		
Medium Trucks:	62		61.3		55.0		53.		61.9		62.1		
	64	.7	63.3 69.1		54.2 65.7		55.	_	63.8		70.2		
Heavy Trucks:	-						61.						
Heavy Trucks: Vehicle Noise:	70				00.1				00.0	<u>'</u>	70.4		
Heavy Trucks:	70			70 d		65	dRA	_					
Heavy Trucks: Vehicle Noise:	70	ontour (in feet		70 d	IBA		dBA 8	_	60 dBA 189	55	dBA -08		

	FH\	WA-RD-77-108	HIGHV	WAY N	OISE P	REDICT	ION MO	DEL			
Road Nam	io: Horizon Ye ne: Roy Rogers nt: w/o I-15 NE	s Dr.					t Name: lumber:		iX		
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Peak H	Traffic (Adt): 3 Percentage: lour Volume: hicle Speed:	33,070 vehicle: 10% 3,307 vehicle: 45 mph			Ме	edium Tr eavy Tru	(Hard =	Autos: Axles):	15 15		
Near/Far La	ne Distance:	36 feet				icleType	9	Dav	Evening	Night	Daily
Site Data Bai Barrier Type (0-W	rrier Height: /all, 1-Berm):	0.0 feet 0.0			М		Autos: rucks:	77.5% 84.8% 86.5%	12.9% 4.9%	9.6% 10.3% 10.8%	6 97.42% 6 1.84%
Centerline Dis Centerline Dist. Barrier Distance Observer Height (to Observer: to Observer: (Above Pad):	42.0 feet 42.0 feet 0.0 feet 5.0 feet		۸	Mediu	Auto M Truck	s: 2.	s (in f	eet) Grade Ad	iustmer	t: 0.0
Ros	ad Elevation: ad Elevation: Road Grade: Left View: Right View:	0.0 feet 0.0 feet 0.0% -90.0 degree 90.0 degree		L	.ane Eq		t Distan s: 38.	ce (in 275 043 066	feet)		
FHWA Noise Mode	al Calculation										
VehicleType	RFMFI	Traffic Flow	Diet	ance	Finito	Road	Fresi	nel	Barrier Att	on Ro	rm Atten
Autos: Medium Trucks: Heavy Trucks:	68.46 79.45 84.25	3.24 -13.99 -17.95	Diot	1.64 1.68 1.67		-1.20 -1.20 -1.20	7700	-4.60 -4.87 -5.53	0.0		0.000 0.000 0.000
Unmitigated Noise	e Levels (with	out Topo and	barrier	r atteni	uation)						
VehicleType Autos:	Leq Peak Hou	ır Leq Day		Leq Ev			Night 62.4		Ldn 71.0		71.6
Medium Trucks: Heavy Trucks:	65 66	.9	64.4 65.4		58.1 56.3		56.5 57.6	5	65.0 65.9)	65.2 66.0
Vehicle Noise:	74		72.2		69.1		64.4		73.0		73.4
Centerline Distant	ce to Noise Co	ontour (in feet)								
-			Ldn:	70 d			dBA 43		60 dBA 307		5 dBA 662
			VEL:	71			53		329		710

Tuesday, October 16, 2018

		VA-IND-11-100 IIIC	JIII (A I	INOIGE I	KEDIOTION	MODEL					
		ar Without Project		Project Name: CarMax							
Road Name					Job Numb	er: 11803	3				
Road Segmen	nt: n/o Site Driv	veway #2									
SITE S	SPECIFIC IN	PUT DATA			NOIS	E MODE	L INPUT	s			
Highway Data				Site Con	ditions (Har	d = 10, S	oft = 15)				
Average Daily	Traffic (Adt): 1	14,532 vehicles				Autos	: 15				
Peak Hour	Percentage:	10%		Me	dium Trucks	(2 Axles)	: 15				
Peak H	our Volume:	1,453 vehicles		He	avy Trucks (3	3+ Axles)	: 15				
Vel	hicle Speed:	45 mph		Vehicle	Miv						
Near/Far Lar	ne Distance:	36 feet			icleType	Day	Evening	Night	Daily		
Site Data				V C//	Autos			9.6%	97.42%		
				M	edium Trucks	,		10.3%	1.84%		
	rier Height:	0.0 feet 0.0			Heavy Trucks			10.3%	0.74%		
Barrier Type (0-Wa Centerline Dis	. ,	0.0 42.0 feet						. 5.676	0.1470		
Centerline Dist		42.0 feet 42.0 feet		Noise S	ource Elevat	ions (in i	eet)				
Barrier Distance t		0.0 feet			Autos:	0.000					
Observer Height (5.0 feet		Mediu	m Trucks:	2.297					
	nd Flevation:	0.0 feet		Heav	y Trucks:	8.006	Grade Ad	ljustment.	0.0		
	nd Elevation:	0.0 feet		I ane Fo	uivalent Dis	tance (in	feet)				
	iu Elevation. Road Grade:	0.0%		zano zq		38.275	1001)				
,	l eft View:	-90.0 degrees		Madiu		38.043					
	Right View:	90.0 degrees				38.066					
	ragin view.	50.0 degrees		11001	y Truons.	30.000					
FHWA Noise Mode	el Calculation:	s									
VehicleType	REMEL	Traffic Flow D	Distance	Finite	Road Fr	esnel	Barrier Att	ten Ber	m Atten		
Autos:	68.46	-0.33	1.	64	-1.20	-4.60	0.0	000	0.000		
Medium Trucks:	79.45	-17.57	1.	86	-1.20	-4.87	0.0	000	0.000		
Heavy Trucks:	84.25	-21.52	1.	67	-1.20	-5.53	0.0	000	0.000		
Unmitigated Noise	Levels (with	out Topo and bar	rier atte	nuation)							
VehicleType	Leq Peak Hou	r Leq Day	Leg	Evening	Leq Nigh	t	Ldn	CI	VEL		
Autos:	68.	.6 66.7	7	64.9		58.9	67.	5	68.1		
Medium Trucks:	62.	.4 60.9	9	54.5		52.9	61.	4	61.6		
Heavy Trucks:	63.	.2 61.8	3	52.7		54.0	62.	4	62.5		
Vehicle Noise:	70	.4 68.7	7	65.5	-	8.08	69.	4	69.8		
Centerline Distance	e to Noise Co	ontour (in feet)									
		,,	70	dBA	65 dBA		60 dBA	55	dBA		
		Ldn	:	38	82		178	3	82		
		CNEL	:	41	88		190	4	10		

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Tuesday, October 16, 2018

	FH	WA-RD-77-10	B HIGH	HWAY	NOISE P	REDICT	ION MO	DDEL			
Road Na	ario: Horizon Yo me: Civic Dr. ent: n/o Site Di		oject				Name: lumber:		ıx		
SITI	SPECIFIC I	NPUT DATA							L INPUT	s	
Highway Data					Site Cor	nditions	(Hard:	= 10, Sc	oft = 15)		
Average Dail	y Traffic (Adt):	10,501 vehicle	es					Autos:	15		
Peak Hou	ır Percentage:	10%			Me	edium Tr	ucks (2	Axles):	15		
Peak	Hour Volume:	1,050 vehicle	es		He	eavy Tru	cks (3+	Axles):	15		
١	ehicle Speed:	45 mph			Vehicle	Miv					
Near/Far L	ane Distance:	36 feet		1		icleType	ę	Dav	Evenina	Niaht	Dailv
Site Data							Autos:	77.5%		9.6%	. ,
	arrier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-	-	0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
	Dist. to Barrier:	42.0 feet									
Centerline Dis		42.0 feet			Noise S				eet)		
Barrier Distanc	e to Observer:	0.0 feet				Auto		.000			
Observer Heigh	t (Above Pad):	5.0 feet				m Truck		.297	0		
	Pad Elevation:	0.0 feet			Hear	vy Truck	s: 8	.006	Grade Ad	ustment	0.0
R	oad Elevation:	0.0 feet		ı	Lane Eq	uivalen	t Distai	nce (in	feet)		
	Road Grade:	0.0%		1		Auto	s: 38	.275			
	Left View:	-90.0 degre	ees		Mediu	m Truck	s: 38	.043			
	Right View:	90.0 degre			Hear	vy Truck	s: 38	.066			
FHWA Noise Mo	del Calculation	ns									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Bei	rm Atten
Autos	68.46	3 -1.74	ļ	1.6	64	-1.20		-4.60	0.0	000	0.000
Medium Trucks	3: 79.45	-18.98	3	1.6	88	-1.20		-4.87	0.0	000	0.000
Heavy Trucks	s: 84.25	-22.93	3	1.6	67	-1.20		-5.53	0.0	000	0.000
Unmitigated No	se Levels (with	hout Topo and	l barri	er atte	nuation)						
VehicleType	Leq Peak Ho	our Leq Da	у	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos	s: 6	7.2	65.3		63.5		57.	4	66.1	ľ	66.7
Medium Trucks	s: 6	0.9	59.4		53.1		51.	5	60.0)	60.2
Heavy Trucks	s: <u>6</u>	1.8	60.4		51.3		52	6	60.9)	61.1
Vehicle Noise	9: 6	9.0	67.3		64.1		59	4	68.0)	68.4
Centerline Dista	nce to Noise C	Contour (in fee	t)								
				70	dBA	65	dBA	6	60 dBA	55	dBA
			Ldn:	- ;	31	6	66		143	3	808
		C	NEL:	:	33	7	71		153	3	330

Tuesday,	October	16.	2018

	FH\	WA-RD-77-108	HIGH	A YAWI	IOISE P	REDICT	ION MO	DDEL			
Road Nam	io: Horizon Ye e: Roy Roger nt: e/o Amarg		ject					CarMa 11803	x		
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Cor	nditions	(Hard:	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	24,810 vehicle	:S					Autos:	15		
Peak Hour	Percentage:	10%			Me	edium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	2,481 vehicle	S		He	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		-	Vehicle	Mix					
Near/Far Lai	ne Distance:	72 feet		-		icleType	•	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Rai	rier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dis		62.0 feet			Noise S	ouraa E	lovetio	no (in fe	2041		
Centerline Dist.	to Observer:	62.0 feet		H.	voise 3	Auto		.000	ei)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		.297			
Observer Height (.	Above Pad):	5.0 feet				vy Truck		.006	Grade Ad	iuetmant	0.0
Pa	ad Elevation:	0.0 feet								usunon.	0.0
Roa	ad Elevation:	0.0 feet		1	Lane Eq	uivalen	t Distai	nce (in i	feet)		
I	Road Grade:	0.0%				Auto	s: 50).725			
	Left View:	-90.0 degre	es			m Truck		.550			
	Right View:	90.0 degre	es		Hear	vy Truck	s: 50).567			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance		Road	Fres		Barrier Att		m Atten
Autos:	68.46	2.00		-0.20	-	-1.20		-4.70		000	0.000
Medium Trucks:	79.45	-15.24		-0.17		-1.20		-4.88		000	0.000
Heavy Trucks:	84.25	-19.20		-0.18	3	-1.20		-5.32	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Hou			Leq E			Night		Ldn		VEL
Autos:	69		67.2		65.4		59	-	68.0		68.6
Medium Trucks:	62		61.3		55.0		53		61.9		62.1
Heavy Trucks:	63		62.3		53.2		54		62.8		63.0
Vehicle Noise:	70	1.9	69.2		66.0		61	.3	69.9	9	70.3
Centerline Distance	ce to Noise C	ontour (in fee	t)	-	10.4		10.4				10.4
			L	70 0			dBA	6	0 dBA		dBA
			Ldn: NFI:	6			31 40		282 303	-	08 52

Road Nam	ne: Civic Dr.	ar Without Proje	ect					CarMa 11803	х		
	nt: s/o Site Dri										
SITE Highway Data	SPECIFIC IN	IPUT DATA			Site Cor				L INPUT	S	
· ·	Traffic (Adt):	10,390 vehicles			One ou	141110110	(rrara	Autos:	15		
,	Percentage:	10%			Me	dium Tr	icks (2				
	lour Volume:	1.039 vehicles				avy Tru		,			
	hicle Speed:	45 mph		L			5/10 (01	, 1000).			
	ne Distance:	36 feet			Vehicle						
	inc Distance.	30 1001			Veh	icleType		Day	Evening	Night	Daily
Site Data							Autos:	77.5%		9.6%	
Ba	rrier Height:	0.0 feet				edium T		84.8%		10.3%	
Barrier Type (0-W	Vall, 1-Berm):	0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.749
Centerline Di		42.0 feet		ŀ	Noise S	ource E	levatio	ns (in fe	eet)		
Centerline Dist.		42.0 feet		ŀ		Auto		.000	,		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		297			
Observer Height (,	5.0 feet			Hea	vy Truck	s: 8	.006	Grade Ad	iustment	0.0
	ad Elevation:	0.0 feet				•					
	ad Elevation:	0.0 feet			Lane Eq				feet)		
	Road Grade:	0.0%				Auto		.275			
	Left View:	-90.0 degree				m Truck	00	.043			
	Right View:	90.0 degree	:S		Hea	y Truck	s: 38	.066			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance		Road	Fres		Barrier Att	en Ber	m Atter
Autos:		-1.78		1.6		-1.20		-4.60		000	0.00
Medium Trucks:		-19.02		1.6		-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-22.98		1.6	7	-1.20		-5.53	0.0	000	0.00
Unmitigated Nois											
VehicleType	Leq Peak Hou			Leq E	vening		Night		Ldn		NEL
Autos:			55.2		63.4		57.		66.0		66
Medium Trucks:			59.4		53.0		51.		59.9		60
Heavy Trucks:			30.3		51.3		52.	-	60.9		61
Vehicle Noise:	69	.0 6	37.2		64.1		59.	.4	67.9	9	68
Centerline Distan	ce to Noise Co	ontour (in feet)									
			dn:		dBA		dBA	1 6	1/12		dBA

Tuesday, October 16, 2018

	FH\	WA-RD-77-108	HIGH	I YAWI	NOISE PE	REDICTION	ON M	ODEL			
Road Nar	rio: Horizon Ye me: Roy Roger ent: w/o I-15 SE		ect			Project I Job Nu		: CarMa : 11803	ıx		
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Con	ditions (Hard				
Average Daily	Traffic (Adt):	36,942 vehicles	3					Autos:			
	r Percentage:	10%				dium Tru		,			
Peak I	Hour Volume:	3,694 vehicles	3		He	avy Truci	ks (3-	+ Axles):	15		
Ve	ehicle Speed:	45 mph		ŀ	Vehicle I	Wix					
Near/Far La	ane Distance:	72 feet		ħ		icleType		Day	Evening	Night	Daily
Site Data						A	utos:	77.5%	12.9%	9.6%	97.42%
Ra	arrier Heiaht:	0.0 feet			Me	edium Tru	icks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V		0.0			F	leavy Tru	icks:	86.5%	2.7%	10.8%	0.74%
*, .	ist. to Barrier:	62.0 feet			Noise Sc	a. Ele		no (in f	0.041		
Centerline Dist.	to Observer:	62.0 feet		ŀ	Noise Sc	Autos	_	0.000	eel)		
Barrier Distance	to Observer:	0.0 feet			Modium	m Trucks		2.297			
Observer Height	(Above Pad):	5.0 feet				n Trucks v Trucks		8.006	Grade Ad	liustmont	. 0.0
F	ad Elevation:	0.0 feet		L						justinent	. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	5	0.725			
	Left View:	-90.0 degree	es		Mediur	m Trucks	5	0.550			
	Right View:	90.0 degree	es		Heav	y Trucks	5	0.567			
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite		Fre	snel	Barrier At		m Atten
Autos:		3.72		-0.2	-	-1.20		-4.70		000	0.000
Medium Trucks.		-13.51		-0.1		-1.20		-4.88		000	0.000
Heavy Trucks.		-17.47		-0.1	_	-1.20		-5.32	0.0	000	0.000
Unmitigated Nois											
VehicleType	Leq Peak Hou			Leq E	vening	Leq N	_		Ldn		NEL
Autos.			68.9		67.1		-	1.1	69.		70.3
Medium Trucks.	-		63.1		56.7			5.1	63.	-	63.8
Heavy Trucks. Vehicle Noise			64.0 70.9		54.9 67.7			3.2 3.1	64. 71.	-	64.7 72.1
					07.7		63	D. I	/1.	D	72.1
Centerline Distan	ice to Noise C	ontour (in feet,)	70	dBA	65.0	DΛ		SO dBA		dBA
			l dn:		'9	17		,	368		'93
			Lan: VFI:		9 5	18			395		93 150
		Ci	VLL.		i o	10	J		333	c	00

	FH	WA-RD-77-108	HIGHWA	AY NOIS	E PREDIC	TION MO	DDEL			
Road Nam	io: Horizon Ye ne: Roy Roger nt: w/o I-15 Ni		ect			t Name: Number:				
	SPECIFIC IN	NPUT DATA						L INPUT	s	
Highway Data				Site	Conditions	(Hard	= 10, S	oft = 15)		
,	. ,	33,171 vehicles					Autos:			
	Percentage:	10%			Medium T					
	lour Volume:	3,317 vehicles			Heavy Tru	ıcks (3+	Axles):	15		
	hicle Speed:	45 mph		Veh	icle Mix					
Near/Far La	ne Distance:	36 feet			VehicleTyp	е	Day	Evening	Night	Daily
Site Data						Autos:	77.5%	12.9%	9.6	% 97.42%
Bai	rrier Height:	0.0 feet			Medium 1	Trucks:	84.8%	4.9%	10.3	% 1.84%
Barrier Type (0-W	-	0.0			Heavy	Trucks:	86.5%	2.7%	10.89	% 0.74%
Centerline Di		42.0 feet		Mair	se Source E	Louatio	no (in f	0.041		
Centerline Dist.	to Observer:	42.0 feet		NOIS	Auto		.000	eei)		
Barrier Distance	to Observer:	0.0 feet			edium Truc		.297			
Observer Height (Above Pad):	5.0 feet			Heavy Truci		.006	Grade Ad	liustme	nt: 0.0
Pa	ad Elevation:	0.0 feet							,	0.0
Roa	ad Elevation:	0.0 feet		Lan	e Equivaler			feet)		
	Road Grade:	0.0%			Auto		3.275			
	Left View:	-90.0 degree	S		edium Truci		3.043			
	Right View:	90.0 degree	S		Heavy Truci	ks: 38	3.066			
FHWA Noise Mod										
VehicleType	REMEL	Traffic Flow	Distan	1.64	inite Road	Fres		Barrier At		erm Atten
Autos: Medium Trucks:	68.46 79.45			1.68	-1.20 -1.20		-4.60 -4.87		000	0.000
Heavy Trucks:	79.45 84.25			1.67	-1.20		-5.53		000	0.000
Unmitigated Noise							-0.00	0.	000	0.000
VehicleType	Leg Peak Ho		$\overline{}$	eq Eveni		Night	1	Ldn	1	CNEL
Autos:			0.3		68.5	62	4	71.		71.7
Medium Trucks:			4.4		58.1	56		65.		65.2
Heavy Trucks:	66	6.8	5.4		56.3	57	.6	65.	9	66.1
Vehicle Noise:	74	4.0 7	2.3		69.1	64	.4	73.	0	73.4
Centerline Distant	ce to Noise C	ontour (in feet)								
				70 dBA		dBA	- (60 dBA	5	5 dBA
			.dn:	66		143		308		663
		CV	IFI:	71		153		330		711

Tuesday, October 1	6,	2018
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	FH\	VA-RD-77-108	HIG	HWAY N	IOISE P	REDICT	ION MO	DEL			
Road Nan	rio: Horizon Ye ne: Roy Rogers nt: e/o 1-15 NE	s Dr.	ect				! Name: lumber:		x		
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Cor	ditions	(Hard =				
Average Daily	Traffic (Adt): 2	29,540 vehicles	3					Autos:			
Peak Hour	Percentage:	10%					ucks (2)	,			
Peak H	Hour Volume:	2,954 vehicles	3		He	avy Tru	cks (3+ i	Axles):	15		
Ve	ehicle Speed:	35 mph		,	Vehicle	Mix					
Near/Far La	ne Distance:	36 feet		F		icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42
Ba	rrier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84
Barrier Type (0-V		0.0			- 1	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74
	ist, to Barrier:	42.0 feet		- H							
Centerline Dist.	to Observer:	42.0 feet		,	voise S		levation		eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		000			
Observer Height	(Above Pad):	5.0 feet				m Truck		297	0		
	ad Elevation:	0.0 feet			Heav	y Truck	s: 8.	006	Grade Adj	ustment	0.0
Ro	ad Elevation:	0.0 feet		1	Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 38.	275			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 38.	043			
	Right View:	90.0 degree			Heav	y Truck	s: 38.	066			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	D	istance	Finite	Road	Fresi	nel	Barrier Att	en Bei	m Atte
Autos:	64.30	3.84		1.64	1	-1.20		-4.60	0.0	000	0.0
Medium Trucks:	75.75	-13.39		1.68	3	-1.20		-4.87	0.0	000	0.0
Heavy Trucks:	81.57	-17.35		1.67	7	-1.20		-5.53	0.0	000	0.0
Unmitigated Nois	e Levels (with	out Topo and	barr	ier atten	uation)						
VehicleType	Leq Peak Hou			Leg Ev		Leq	Night		Ldn		NEL
Autos:			66.7		64.9		58.9		67.5		68
Medium Trucks:			61.3		55.0		53.4		61.9		62
Heavy Trucks:	64	.7	63.3		54.2		55.5	5	63.8	3	64
Vehicle Noise:	70	.8	69.1		65.7		61.3	3	69.8	3	70
Centerline Distan	ce to Noise Co	ontour (in feet,)					1			
				70 c			dBA	1 6	60 dBA		dBA
			Ldn:	4	1	8	38		189	4	-08

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APPENDIX 9.1:

OPERATIONAL NOISE LEVEL CALCULATIONS



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Observer Location: R1 Project Name: CarMax

> Source: Roof-Top Air Conditioning Units Job Number: 11803 Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 1,461.0 feet Barrier Height: 0.0 feet Noise Source Height: 5.0 feet Noise Distance to Barrier: 1,461.0 feet Observer Height: 5.0 feet Barrier Distance to Observer: 0.0 feet

Barrier Type (0-Wall, 1-Berm): 0 Observer Elevation: 0.0 feet

Drop Off Coefficient: 20.0 Noise Source Elevation: 10.0 feet

20 = 6 dBA per doubling of distance Barrier Elevation: 0.0 feet 15 = 4.5 dBA per doubling of distance

NOISE MODEL PROJECTIONS											
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax				
Reference (Sample)	5.0	77.2	0.0	0.0	0.0	0.0	0.0				
Distance Attenuation	1,461.0	-49.3	-49.3	-49.3	-49.3	-49.3	-49.3				
Shielding (Barrier Attenuation)	1,461.0	0.0	0.0	0.0	0.0	0.0	0.0				
Raw (Distance + Barrier)		27.9	-49.3	-49.3	-49.3	-49.3	-49.3				
39 Minute Hourly Adjustmen	nt	26.0	-51.2	-51.2	-51.2	-51.2	-51.2				

STATIONARY SOURCE NOISE PREDICTION MODEL 10/15/2018

10/15/2018

Project Name: CarMax Observer Location: R1 Source: Parking Lot Vehicle Movements Job Number: 11803

Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 1.344.0 feet Barrier Height: 0.0 feet Noise Source Height: 4.0 feet Noise Distance to Barrier: 1,344.0 feet Observer Height: 5.0 feet Barrier Distance to Observer: 0.0 feet

Barrier Type (0-Wall, 1-Berm): 0 Observer Elevation: 0.0 feet

Drop Off Coefficient: 15.0 Noise Source Elevation: 0.0 feet

20 = 6 dBA per doubling of distance Barrier Elevation: 0.0 feet 15 = 4.5 dBA per doubling of distance

NOISE MODEL PROJECTIONS											
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax				
Reference (Sample)	20.0	62.9	0.0	0.0	0.0	0.0	0.0				
Distance Attenuation	1,344.0	-27.4	-27.4	-27.4	-27.4	-27.4	-27.4				
Shielding (Barrier Attenuation)	1,344.0	0.0	0.0	0.0	0.0	0.0	0.0				
Raw (Distance + Barrier)		35.5	-27.4	-27.4	-27.4	-27.4	-27.4				
60 Minute Hourly Adjustmen	nt	35.5	-27.4	-27.4	-27.4	-27.4	-27.4				

Observer Location:R1Project Name:CarMax

Source: Vehicle Deliveries Job Number: 11803 Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 1,508.0 feet
Noise Distance to Barrier: 1,508.0 feet
Noise Distance to Barrier: 1,508.0 feet
Noise Source Height: 8.0 feet
Barrier Distance to Observer: 0.0 feet
Observer Height: 5.0 feet

Observer Elevation: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0

Noise Source Elevation: 0.0 feet Drop Off Coefficient: 20.0

Barrier Elevation: 0.0 feet 20 = 6 dBA per doubling of distance 15 = 4.5 dBA per doubling of distance

NOISE MODEL PROJECTIONS											
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax				
Reference (Sample)	20.0	84.7	0.0	0.0	0.0	0.0	0.0				
Distance Attenuation	1,508.0	-37.5	-37.5	-37.5	-37.5	-37.5	-37.5				
Shielding (Barrier Attenuation)	1,508.0	0.0	0.0	0.0	0.0	0.0	0.0				
Raw (Distance + Barrier)		47.2	-37.5	-37.5	-37.5	-37.5	-37.5				
20 Minute Hourly Adjustmen	nt	42.4	-42.3	-42.3	-42.3	-42.3	-42.3				

STATIONARY SOURCE NOISE PREDICTION MODEL 10/15/2018

10/15/2018

Observer Location:R1Project Name:CarMaxSource:Vehicle Maintenance ActivityJob Number:11803

Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 1,496.0 feet
Noise Distance to Barrier: 1,496.0 feet
Noise Distance to Barrier: 1,496.0 feet
Noise Source Height: 5.0 feet
Observer Height: 5.0 feet

Observer Elevation: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0

Noise Source Elevation: 0.0 feet Drop Off Coefficient: 20.0

NOISE MODEL PROJECTIONS										
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax			
Reference (Sample)	15.0	78.8	0.0	0.0	0.0	0.0	0.0			
Distance Attenuation	1,496.0	-40.0	-40.0	-40.0	-40.0	-40.0	-40.0			
Shielding (Barrier Attenuation)	1,496.0	0.0	0.0	0.0	0.0	0.0	0.0			
Raw (Distance + Barrier)		38.8	-40.0	-40.0	-40.0	-40.0	-40.0			
20 Minute Hourly Adjustmer	nt	34.0	-44.8	-44.8	-44.8	-44.8	-44.8			

Observer Location: R2 Project Name: CarMax

Source: Roof-Top Air Conditioning Units Job Number: 11803
Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 810.0 feet 810.0

Observer Elevation: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0

Noise Source Elevation: 10.0 feet Drop Off Coefficient: 20.0

Barrier Elevation: 0.0 feet 20 = 6 dBA per doubling of distance 15 = 4.5 dBA per doubling of distance

NOISE MODEL PROJECTIONS											
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax				
Reference (Sample)	5.0	77.2	0.0	0.0	0.0	0.0	0.0				
Distance Attenuation	810.0	-44.2	-44.2	-44.2	-44.2	-44.2	-44.2				
Shielding (Barrier Attenuation)	810.0	0.0	0.0	0.0	0.0	0.0	0.0				
Raw (Distance + Barrier)		33.0	-44.2	-44.2	-44.2	-44.2	-44.2				
39 Minute Hourly Adjustmen	nt	31.1	-46.1	-46.1	-46.1	-46.1	-46.1				

STATIONARY SOURCE NOISE PREDICTION MODEL 10/15/2018

10/15/2018

Observer Location:R2Project Name:CarMaxSource:Parking Lot Vehicle MovementsJob Number:11803

Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 585.0 feet Barrier Height: 0.0 feet

Noise Distance to Barrier: 585.0 feet Noise Source Height: 4.0 feet

Barrier Distance to Observer: 0.0 feet Observer Height: 5.0 feet

Observer Elevation: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0

Noise Source Elevation: 0.0 feet Drop Off Coefficient: 15.0

NOISE MODEL PROJECTIONS											
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax				
Reference (Sample)	20.0	62.9	0.0	0.0	0.0	0.0	0.0				
Distance Attenuation	585.0	-22.0	-22.0	-22.0	-22.0	-22.0	-22.0				
Shielding (Barrier Attenuation)	585.0	0.0	0.0	0.0	0.0	0.0	0.0				
Raw (Distance + Barrier)		40.9	-22.0	-22.0	-22.0	-22.0	-22.0				
60 Minute Hourly Adjustmen	nt	40.9	-22.0	-22.0	-22.0	-22.0	-22.0				

Observer Location: R2 Project Name: CarMax

Source: Vehicle Deliveries Job Number: 11803
Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 952.0 feet Barrier Height: 0.0 feet
Noise Distance to Barrier: 952.0 feet Noise Source Height: 8.0 feet
Barrier Distance to Observer: 0.0 feet Observer Height: 5.0 feet

Observer Elevation: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0

Noise Source Elevation: 0.0 feet Drop Off Coefficient: 20.0

Barrier Elevation: 0.0 feet 20 = 6 dBA per doubling of distance 15 = 4.5 dBA per doubling of distance

NOISE MODEL PROJECTIONS											
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax				
Reference (Sample)	20.0	84.7	0.0	0.0	0.0	0.0	0.0				
Distance Attenuation	952.0	-33.6	-33.6	-33.6	-33.6	-33.6	-33.6				
Shielding (Barrier Attenuation)	952.0	0.0	0.0	0.0	0.0	0.0	0.0				
Raw (Distance + Barrier)		51.1	-33.6	-33.6	-33.6	-33.6	-33.6				
20 Minute Hourly Adjustmen	nt	46.3	-38.4	-38.4	-38.4	-38.4	-38.4				

STATIONARY SOURCE NOISE PREDICTION MODEL 10/15/2018

10/15/2018

Observer Location:R2Project Name:CarMaxSource:Vehicle Maintenance ActivityJob Number:11803

Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 880.0 feet Barrier Height: 0.0 feet Noise Distance to Barrier: 880.0 feet Noise Source Height: 5.0 feet Barrier Distance to Observer: 0.0 feet Observer Height: 5.0 feet

Observer Elevation: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0

Noise Source Elevation: 0.0 feet Drop Off Coefficient: 20.0

NOISE MODEL PROJECTIONS											
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax				
Reference (Sample)	15.0	78.8	0.0	0.0	0.0	0.0	0.0				
Distance Attenuation	880.0	-35.4	-35.4	-35.4	-35.4	-35.4	-35.4				
Shielding (Barrier Attenuation)	880.0	0.0	0.0	0.0	0.0	0.0	0.0				
Raw (Distance + Barrier)		43.4	-35.4	-35.4	-35.4	-35.4	-35.4				
20 Minute Hourly Adjustmen	nt	38.6	-40.2	-40.2	-40.2	-40.2	-40.2				

Observer Location: R3 Project Name: CarMax

Source: Roof-Top Air Conditioning Units Job Number: 11803
Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 179.0 feet Barrier Height: 0.0 feet
Noise Distance to Barrier: 179.0 feet Noise Source Height: 5.0 feet
Barrier Distance to Observer: 0.0 feet Observer Height: 5.0 feet

Observer Elevation: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0

Noise Source Elevation: 10.0 feet Drop Off Coefficient: 20.0

Barrier Elevation: 0.0 feet 20 = 6 dBA per doubling of distance 15 = 4.5 dBA per doubling of distance

NOISE MODEL PROJECTIONS											
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax				
Reference (Sample)	5.0	77.2	0.0	0.0	0.0	0.0	0.0				
Distance Attenuation	179.0	-31.1	-31.1	-31.1	-31.1	-31.1	-31.1				
Shielding (Barrier Attenuation)	179.0	0.0	0.0	0.0	0.0	0.0	0.0				
Raw (Distance + Barrier)		46.1	-31.1	-31.1	-31.1	-31.1	-31.1				
39 Minute Hourly Adjustmen	nt	44.2	-33.0	-33.0	-33.0	-33.0	-33.0				

STATIONARY SOURCE NOISE PREDICTION MODEL 10/15/2018

10/15/2018

Observer Location:R3Project Name: CarMaxSource:Parking Lot Vehicle MovementsJob Number: 11803

Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 49.0 feet Barrier Distance to Barrier: 49.0 feet Noise Distance to Barrier: 49.0 feet Noise Source Height: 4.0 feet Barrier Distance to Observer: 0.0 feet Observer Height: 5.0 feet

Observer Elevation: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0

Naise Source Elevation: 0.0 feet Drop Off Coefficient: 15.0

Noise Source Elevation: 0.0 feet Drop on Coemicient. 15.0

NOISE MODEL PROJECTIONS											
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax				
Reference (Sample)	20.0	62.9	0.0	0.0	0.0	0.0	0.0				
Distance Attenuation	49.0	-5.8	-5.8	-5.8	-5.8	-5.8	-5.8				
Shielding (Barrier Attenuation)	49.0	0.0	0.0	0.0	0.0	0.0	0.0				
Raw (Distance + Barrier)		57.1	-5.8	-5.8	-5.8	-5.8	-5.8				
60 Minute Hourly Adjustmen	nt	57.1	-5.8	-5.8	-5.8	-5.8	-5.8				

Observer Location:R3Project Name:CarMax

Source: Vehicle Deliveries Job Number: 11803 Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 284.0 feet Barrier Height: 0.0 feet
Noise Distance to Barrier: 284.0 feet Noise Source Height: 8.0 feet
Barrier Distance to Observer: 0.0 feet Observer Height: 5.0 feet

Observer Elevation: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0

Noise Source Elevation: 0.0 feet Drop Off Coefficient: 20.0

Barrier Elevation: 0.0 feet 20 = 6 dBA per doubling of distance 15 = 4.5 dBA per doubling of distance

NOISE MODEL PROJECTIONS											
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax				
Reference (Sample)	20.0	84.7	0.0	0.0	0.0	0.0	0.0				
Distance Attenuation	284.0	-23.0	-23.0	-23.0	-23.0	-23.0	-23.0				
Shielding (Barrier Attenuation)	284.0	0.0	0.0	0.0	0.0	0.0	0.0				
Raw (Distance + Barrier)		61.7	-23.0	-23.0	-23.0	-23.0	-23.0				
20 Minute Hourly Adjustmen	nt	56.9	-27.8	-27.8	-27.8	-27.8	-27.8				

STATIONARY SOURCE NOISE PREDICTION MODEL 10/15/2018

10/15/2018

Observer Location:R3Project Name:CarMaxSource:Vehicle Maintenance ActivityJob Number:11803

Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 216.0 feet Barrier Height: 0.0 feet Noise Distance to Barrier: 216.0 feet Noise Source Height: 5.0 feet Barrier Distance to Observer: 0.0 feet Observer Height: 5.0 feet

Observer Elevation: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0

Noise Source Elevation: 0.0 feet Drop Off Coefficient: 20.0

NOISE MODEL PROJECTIONS											
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax				
Reference (Sample)	15.0	78.8	0.0	0.0	0.0	0.0	0.0				
Distance Attenuation	216.0	-23.2	-23.2	-23.2	-23.2	-23.2	-23.2				
Shielding (Barrier Attenuation)	216.0	0.0	0.0	0.0	0.0	0.0	0.0				
Raw (Distance + Barrier)		55.6	-23.2	-23.2	-23.2	-23.2	-23.2				
20 Minute Hourly Adjustmen	nt	50.8	-28.0	-28.0	-28.0	-28.0	-28.0				

Observer Location:R4Project Name:CarMax

Source: Roof-Top Air Conditioning Units Job Number: 11803
Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 270.0 feet Barrier Height: 0.0 feet

Noise Distance to Barrier: 270.0 feet Noise Source Height: 5.0 feet

Barrier Distance to Observer: 0.0 feet Observer Height: 5.0 feet

Observer Elevation: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0

Noise Source Elevation: 10.0 feet Drop Off Coefficient: 20.0

Barrier Elevation: 0.0 feet 20 = 6 dBA per doubling of distance 15 = 4.5 dBA per doubling of distance

NOISE MODEL PROJECTIONS									
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax		
Reference (Sample)	5.0	77.2	0.0	0.0	0.0	0.0	0.0		
Distance Attenuation	270.0	-34.6	-34.6	-34.6	-34.6	-34.6	-34.6		
Shielding (Barrier Attenuation)	270.0	0.0	0.0	0.0	0.0	0.0	0.0		
Raw (Distance + Barrier)		42.6	-34.6	-34.6	-34.6	-34.6	-34.6		
39 Minute Hourly Adjustmen	nt	40.7	-36.5	-36.5	-36.5	-36.5	-36.5		

STATIONARY SOURCE NOISE PREDICTION MODEL 10/15/2018

10/15/2018

Observer Location:R4Project Name:CarMaxSource:Parking Lot Vehicle MovementsJob Number:11803

Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer
Noise Distance to Barrier:

Noise Distance to Barrier:

108.0 feet
Noise Source Height:
Noise Source Height:
Observer Height:
5.0 feet

Observer Elevation: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0

Noise Source Elevation: 0.0 feet Drop Off Coefficient: 15.0

Noise Source Elevation: 0.0 feet 20 = 6 dBA per doubling of distance

NOISE MODEL PROJECTIONS										
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax			
Reference (Sample)	20.0	62.9	0.0	0.0	0.0	0.0	0.0			
Distance Attenuation	108.0	-11.0	-11.0	-11.0	-11.0	-11.0	-11.0			
Shielding (Barrier Attenuation)	108.0	0.0	0.0	0.0	0.0	0.0	0.0			
Raw (Distance + Barrier)		51.9	-11.0	-11.0	-11.0	-11.0	-11.0			
60 Minute Hourly Adjustmen	nt	51.9	-11.0	-11.0	-11.0	-11.0	-11.0			

Observer Location:R4Project Name:CarMax

Source: Vehicle Deliveries

Source: Vehicle Deliveries

Job Number: 11803

Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 139.0 feet Barrier Height: 0.0 feet
Noise Distance to Barrier: 139.0 feet Noise Source Height: 8.0 feet
Barrier Distance to Observer: 0.0 feet Observer Height: 5.0 feet

Observer Elevation: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0

Noise Source Elevation: 0.0 feet Drop Off Coefficient: 20.0

Barrier Elevation: 0.0 feet 20 = 6 dBA per doubling of distance 15 = 4.5 dBA per doubling of distance

NOISE MODEL PROJECTIONS									
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax		
Reference (Sample)	20.0	84.7	0.0	0.0	0.0	0.0	0.0		
Distance Attenuation	139.0	-16.8	-16.8	-16.8	-16.8	-16.8	-16.8		
Shielding (Barrier Attenuation)	139.0	0.0	0.0	0.0	0.0	0.0	0.0		
Raw (Distance + Barrier)		67.9	-16.8	-16.8	-16.8	-16.8	-16.8		
20 Minute Hourly Adjustmen	nt	63.1	-21.6	-21.6	-21.6	-21.6	-21.6		

STATIONARY SOURCE NOISE PREDICTION MODEL 10/15/2018

10/15/2018

Observer Location:R4Project Name: CarMaxSource:Vehicle Maintenance ActivityJob Number: 11803

Condition: Operational

Condition: Operational

Condition: Operational

Condition: Operational

Condition: Operational

Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 249.0 feet Barrier Distance to Barrier: 249.0 feet Noise Source Height: 5.0 feet Barrier Distance to Observer: 0.0 feet Observer Height: 5.0 feet

Observer Elevation: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0

Noise Source Elevation: 0.0 feet Drop Off Coefficient: 20.0

NOISE MODEL PROJECTIONS									
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax		
Reference (Sample)	15.0	78.8	0.0	0.0	0.0	0.0	0.0		
Distance Attenuation	249.0	-24.4	-24.4	-24.4	-24.4	-24.4	-24.4		
Shielding (Barrier Attenuation)	249.0	0.0	0.0	0.0	0.0	0.0	0.0		
Raw (Distance + Barrier)		54.4	-24.4	-24.4	-24.4	-24.4	-24.4		
20 Minute Hourly Adjustmen	nt	49.6	-29.2	-29.2	-29.2	-29.2	-29.2		

Observer Location: R5 Project Name: CarMax

Source: Roof-Top Air Conditioning Units Job Number: 11803 Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 412.0 feet Barrier Height: 0.0 feet Noise Source Height: 5.0 feet Noise Distance to Barrier: 412.0 feet Observer Height: 5.0 feet Barrier Distance to Observer: 0.0 feet

Barrier Type (0-Wall, 1-Berm): 0 Observer Elevation: 0.0 feet

Drop Off Coefficient: 20.0 Noise Source Elevation: 10.0 feet

20 = 6 dBA per doubling of distance Barrier Elevation: 0.0 feet 15 = 4.5 dBA per doubling of distance

NOISE MODEL PROJECTIONS								
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax	
Reference (Sample)	5.0	77.2	0.0	0.0	0.0	0.0	0.0	
Distance Attenuation	412.0	-38.3	-38.3	-38.3	-38.3	-38.3	-38.3	
Shielding (Barrier Attenuation)	412.0	0.0	0.0	0.0	0.0	0.0	0.0	
Raw (Distance + Barrier)		38.9	-38.3	-38.3	-38.3	-38.3	-38.3	
39 Minute Hourly Adjustmen	nt	37.0	-40.2	-40.2	-40.2	-40.2	-40.2	

STATIONARY SOURCE NOISE PREDICTION MODEL 10/15/2018

10/15/2018

Project Name: CarMax Observer Location: R5 Source: Parking Lot Vehicle Movements Job Number: 11803

Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 180.0 feet Barrier Height: 0.0 feet Noise Source Height: 4.0 feet Noise Distance to Barrier: 180.0 feet Observer Height: 5.0 feet Barrier Distance to Observer: 0.0 feet

Barrier Type (0-Wall, 1-Berm): 0 Observer Elevation: 0.0 feet Drop Off Coefficient: 15.0

Noise Source Elevation: 0.0 feet

20 = 6 dBA per doubling of distance Barrier Elevation: 0.0 feet 15 = 4.5 dBA per doubling of distance

NOISE MODEL PROJECTIONS										
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax			
Reference (Sample)	20.0	62.9	0.0	0.0	0.0	0.0	0.0			
Distance Attenuation	180.0	-14.3	-14.3	-14.3	-14.3	-14.3	-14.3			
Shielding (Barrier Attenuation)	180.0	0.0	0.0	0.0	0.0	0.0	0.0			
Raw (Distance + Barrier)		48.6	-14.3	-14.3	-14.3	-14.3	-14.3			
60 Minute Hourly Adjustmen	nt	48.6	-14.3	-14.3	-14.3	-14.3	-14.3			

Observer Location: R5 Project Name: CarMax

Source: Vehicle Deliveries Job Number: 11803 Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 337.0 feet Barrier Height: 0.0 feet Noise Source Height: 8.0 feet Noise Distance to Barrier: 337.0 feet Observer Height: 5.0 feet Barrier Distance to Observer: 0.0 feet

Barrier Type (0-Wall, 1-Berm): 0 Observer Elevation: 0.0 feet

Drop Off Coefficient: 20.0 Noise Source Elevation: 0.0 feet

20 = 6 dBA per doubling of distance Barrier Elevation: 0.0 feet 15 = 4.5 dBA per doubling of distance

NOISE MODEL PROJECTIONS									
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax		
Reference (Sample)	20.0	84.7	0.0	0.0	0.0	0.0	0.0		
Distance Attenuation	337.0	-24.5	-24.5	-24.5	-24.5	-24.5	-24.5		
Shielding (Barrier Attenuation)	337.0	0.0	0.0	0.0	0.0	0.0	0.0		
Raw (Distance + Barrier)		60.2	-24.5	-24.5	-24.5	-24.5	-24.5		
20 Minute Hourly Adjustmen	nt	55.4	-29.3	-29.3	-29.3	-29.3	-29.3		

STATIONARY SOURCE NOISE PREDICTION MODEL 10/15/2018

10/15/2018

Project Name: CarMax Observer Location: R5 Source: Vehicle Maintenance Activity Job Number: 11803

Condition: Operational Analyst: A. Wolfe

NOISE MODEL INPUTS

Noise Distance to Observer 409.0 feet Barrier Height: 0.0 feet Noise Source Height: 5.0 feet Noise Distance to Barrier: 409.0 feet Observer Height: 5.0 feet Barrier Distance to Observer: 0.0 feet

Barrier Type (0-Wall, 1-Berm): 0 Observer Elevation: 0.0 feet

Drop Off Coefficient: 20.0 Noise Source Elevation: 0.0 feet

20 = 6 dBA per doubling of distance Barrier Elevation: 0.0 feet 15 = 4.5 dBA per doubling of distance

NOISE MODEL PROJECTIONS										
Noise Level	Distance (feet)	Leq	L50	L25	L8	L2	Lmax			
Reference (Sample)	15.0	78.8	0.0	0.0	0.0	0.0	0.0			
Distance Attenuation	409.0	-28.7	-28.7	-28.7	-28.7	-28.7	-28.7			
Shielding (Barrier Attenuation)	409.0	0.0	0.0	0.0	0.0	0.0	0.0			
Raw (Distance + Barrier)		50.1	-28.7	-28.7	-28.7	-28.7	-28.7			
20 Minute Hourly Adjustmen	nt	45.3	-33.5	-33.5	-33.5	-33.5	-33.5			