Appendix G

Noise Modeling Data

NOISE APPENDIX

Noise Field Data

DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: COMMERCE MODELO — PROJECT #: 12058-01
SITE ID:
SITE ADDRESS:
OBSERVER(S): PETE VITAR
START DATE: 10/22/19 — END DATE: 10/22/19
START TIME: — END TIME:

METEOROLOGICAL CONDITIONS
TEMP: 77 F — HUMIDITY: 20 % R.H. — WIND: (CALM) LIGHT MODERATE
WINDSPD: MPH — DIR. N NE S SE S SW W NW — VARIABLE STEADY GUSTY
SKY: (SUNNY) (CLEAR) — OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS
MEAS. INSTRUMENT: PICCOLO SLM-3 — TYPE 1 2 — SERIAL # 13092704G
CALIBRATOR: BSWA CA 114 — SERIAL # 480151
CALIBRATION CHECK — PRE-TEST: dBA SPL — POST-TEST: dBA SPL — WINDSCRN: YES

SETTINGS: A-WTD (SLOW) FAST FRONTAL RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
(ST-1) 1	9:48	9:58	77.5	89.4	54.1				

COMMENTS: READING TAKEN AT NORTHWEST CORNER OF PROPERTY AT 7059 E. CANTO STREET (RESIDENTIAL) [illegible] ALONG E. GAGE AVE; PRIMARY NOISE SOURCE IS TRAFFIC ON E. GAGE AVE;

SOURCE INFO AND TRAFFIC COUNTS
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: ASPHALT — DIST. TO RDWY C/L OR (EOP): 6'
TRAFFIC COUNT DURATION: 10 MIN

COUNT 1 (OR RDWY 1) DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
AUTOS	135			
MED TRKS	6			
HVY TRKS	8			
BUSES	0			
MOTRCLS	1			

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ✓

COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY:

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES (DIST. BARKING DOGS) BIRDS DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER:

DESCRIPTION / SKETCH
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS: 6218; 6219; 6220; 6221; 6222; 6223
OTHER COMMENTS / SKETCH

DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT COMMERCE MODELO — PROJECT # 12058-01
SITE ID
SITE ADDRESS — OBSERVER(S) PETE VITAR
START DATE 10/22/19 — END DATE 10/22/19
START TIME — END TIME

METEOROLOGICAL CONDITIONS
TEMP 78 F — HUMIDITY 20 % R.H. — WIND (CALM) LIGHT MODERATE
WINDSPD ____ MPH — DIR. N NE S SE S SW W NW — VARIABLE STEADY GUSTY
SKY (SUNNY) (CLEAR) OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS
MEAS. INSTRUMENT PICCOLO SLM-3 — TYPE 1 2 — SERIAL # 13092704G
CALIBRATOR ISSWA CA 114 — SERIAL # 480151
CALIBRATION CHECK — PRE-TEST ____ dBA SPL — POST-TEST ____ dBA SPL — WINDSCRN YES

SETTINGS A-WTD (SLOW) FAST FRONTAL RANDOM ANSI OTHER:

(ST-2) REC #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
2	10:17	10:27	71.1	82.7	56.1				

COMMENTS
READING TAKEN IN FRONT OF 7149-7153 E. GALE AVE (RESIDENTIAL);
PRIMARY NOISE SOURCE IS TRAFFIC ON E. GALE AVE;

SOURCE INFO AND TRAFFIC COUNTS
PRIMARY NOISE SOURCE (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: ASPHALT — DIST. TO RDWY C/L OR EOP: 14'
TRAFFIC COUNT DURATION: 10 MIN — SPEED

COUNT 1 (OR RDWY 1) DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
AUTOS	109			
MED TRKS	6			
HVY TRKS	3			
BUSES	0			
MOTRCLS	0			

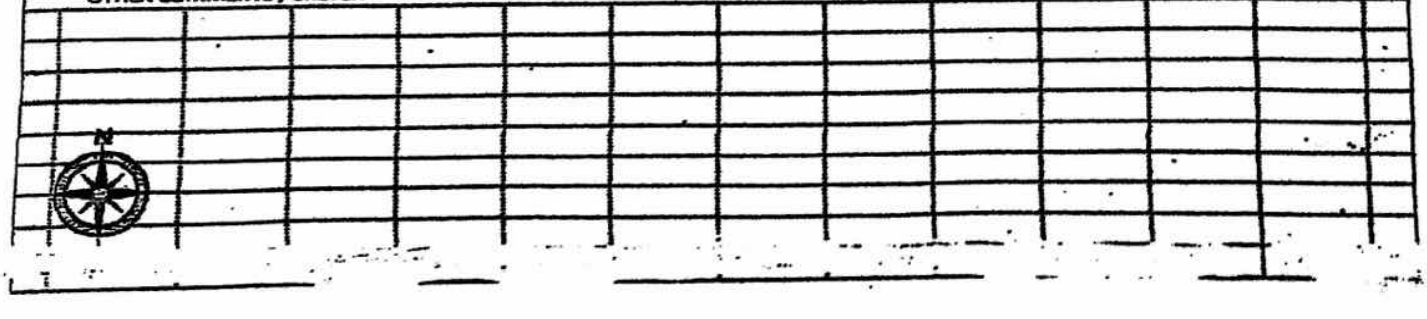
IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ✓

COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
____ MIN				

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY:

OTHER NOISE SOURCES (BACKGROUND): (DIST. AIRCRAFT) RUSTLING LEAVES DIST. BARKING DOGS (BIRDS) DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER: OCCASIONAL JET AIRCRAFT IN DISTANCE;

DESCRIPTION / SKETCH
TERRAIN (HARD) SOFT MIXED FLAT OTHER:
PHOTOS 6225; 6226; 6227; 6228; 6229; 6230
OTHER COMMENTS / SKETCH



DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: COMMERCE MODELO — PROJECT #: 12058-01
SITE ID:
SITE ADDRESS:
OBSERVER(S): PETE VITAR
START DATE: 10/22/19 — END DATE: 10/22/19
START TIME: — END TIME:

METEOROLOGICAL CONDITIONS
TEMP: 85 F — HUMIDITY: 15 % R.H. — WIND: (CALM) LIGHT MODERATE VARIABLE STEADY GUSTY
WINDSPD: MPH — DIR. N NE S SE S SW W NW
SKY: (SUNNY) (CLEAR) OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS
MEAS. INSTRUMENT: PICCOLO SLM-3 — TYPE 1 2 — SERIAL # 13092704
CALIBRATOR: ISSWA CA 114 — SERIAL # 480151
CALIBRATION CHECK — PRE-TEST: ____ dBA SPL — POST-TEST: ____ dBA SPL — WINDSCRN: YES

SETTINGS: A-WTD (SLOW) FAST FRONTAL RANDOM ANSI OTHER:

(ST-3)

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
3	10:46	11:01	66.3	76.1	51.3				

COMMENTS: READING TAKEN IN FRONT OF 7148 [redacted] KUHL DR. (RESIDENTIAL); 7 TO 10 JET AIRCRAFT FLYOVERS DURING READING; [redacted]

SOURCE INFO AND TRAFFIC COUNTS
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL (OTHER: SEE BELOW)
ROADWAY TYPE: ASPHALT — DIST. TO RDWY C/L OR (EOP): 5'

TRAFFIC COUNT DURATION: 15 MIN

COUNT 1 (OR RDWY 1)	DIRECTION	NB/EB	SB/WB	SPEED NB/EB	SPEED SB/WB
	AUTOS	5			
	MED TRKS	0			
	HVY TRKS	0			
	BUSES	0			
	MOTRCLS	0			

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ✓

COUNT 2 (OR RDWY 2)	MIN	NB/EB	SB/WB	SPEED NB/EB	SPEED SB/WB

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY:

OTHER NOISE SOURCES (BACKGROUND): (DIST. AIRCRAFT) RUSTLING LEAVES (DIST. BARKING DOGS) (BIRDS) DIST. INDUSTRIAL
DIST. KIDS PLAYING (DIST. CONVRSTNS / YELLING) (DIST. TRAFFIC (DIST RDWYS BELOW)) DISTD GARDENERS/LANDSCAPING NOISE
OTHER: OCCASIONAL JET AIRCRAFT [redacted] FLYOVERS (7 TO 10); FAINT BACKGROUND [redacted] NOISE FROM S FWY IN DISTANCE; SOME NOISE FROM NEARBY WINDOW AIR CONDITIONING UNITS

DESCRIPTION / SKETCH
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS: 6232; 6233; 6234; 6235; 6236; 6237;
OTHER COMMENTS / SKETCH

DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: COMMERCE MODELO — PROJECT #: 12058-01
SITE ID:
SITE ADDRESS:
OBSERVER(S): PETE VITAR
START DATE: 10/22/19 — END DATE: 10/22/19
START TIME: — END TIME:

METEOROLOGICAL CONDITIONS
TEMP: 88 F — HUMIDITY: 15 % R.H. — WIND: (CALM) LIGHT MODERATE
WINDSPD: MPH — DIR. N NE E SE S SW W NW — VARIABLE STEADY GUSTY
SKY: (SUNNY) (CLEAR) OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS
MEAS. INSTRUMENT: PICCOLO SLM-3 — TYPE 1 2 — SERIAL # 13092704
CALIBRATOR: ISSWA CA 114 — SERIAL # 480151
CALIBRATION CHECK — PRE-TEST ____ dBA SPL — POST-TEST ____ dBA SPL — WINDSCRN YES

SETTINGS: A-WTD (SLOW) FAST FRONTAL RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
(ST-4) 4	11:08	11:23	64.1	79.6	56.6				

COMMENTS: READING TAKEN IN FRONT OF 6347 ZINDEL AVE. (RESIDENTIAL); 7-10 JET AIRCRAFT FLYOVERS DURING READING; NOISE FROM 5 FWY IN DISTANCE; MUSIC BEING AMPLIFIED FROM VETERAN'S MEMORIAL PARK

SOURCE INFO AND TRAFFIC COUNTS
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL (OTHER: SEE BELOW)
ROADWAY TYPE: ASPHALT — DIST. TO RDWY C/L OR EOP: 8'
TRAFFIC COUNT DURATION: 15 MIN — SPEED

COUNT 1 (OR RDWY 1) DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
AUTOS	8			
MED TRKS	0			
HVY TRKS	1			
BUSES	0			
MOTRCLS	0			

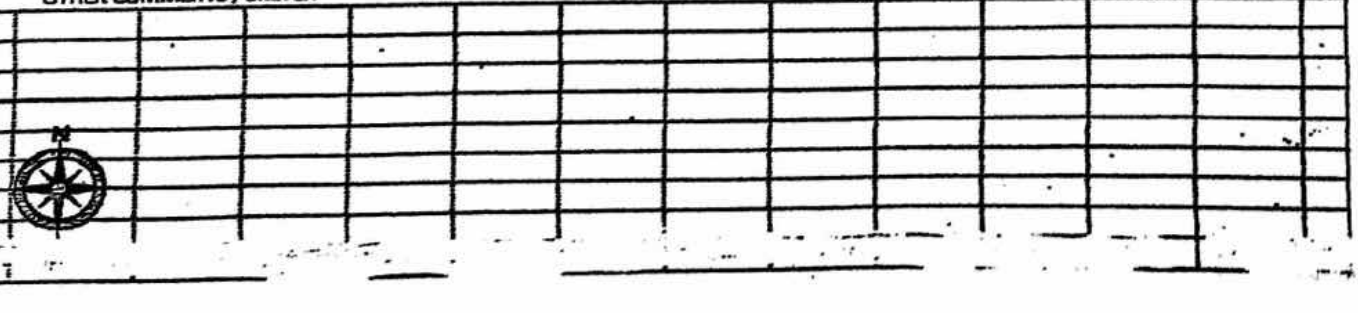
IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ✓

COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY:

OTHER NOISE SOURCES (BACKGROUND): (DIST. AIRCRAFT) RUSTLING LEAVES DIST. BARKING DOGS (BIRDS) DIST. INDUSTRIAL
DIST. KIDS PLAYING (DIST. CONVRSTNS / YELLING) (DIST. TRAFFIC (LIST RDWYS BELOW)) DISTD GARDENERS/LANDSCAPING NOISE
OTHER: NOISE FROM 5 FWY IN DISTANCE; 7-10 JET AIRCRAFT FLYOVERS; SOME NOISE FROM TRAFFIC ON NEARBY E. LAGE AVE.

DESCRIPTION / SKETCH
TERRAIN: (HARD) SOFT MIXED FLAT OTHER:
PHOTOS: 6239; 6240; 6241; 6243; 6244; 6246
OTHER COMMENTS / SKETCH



DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: COMMERCE MODELO — PROJECT #: 12058-01
SITE ID:
SITE ADDRESS:
OBSERVER(S): PETE VITAR
START DATE: 10/24/19 — END DATE: 10/24/19
START TIME: — END TIME:

METEOROLOGICAL CONDITIONS
TEMP: 97 F — HUMIDITY: 5 % R.H. — WIND: CALM (LIGHT) MODERATE
WINDSPD: 6 MPH — DIR. N NE E SE S SW W NW — VARIABLE STEADY GUSTY
SKY: SUNNY CLEAR OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS
MEAS. INSTRUMENT: PICCOLO SLM-3 — TYPE 1 2 — SERIAL #: 130927046
CALIBRATOR: BSWA CA 114 — SERIAL #: 480151
CALIBRATION CHECK — PRE-TEST _____ dBA SPL — POST-TEST _____ dBA SPL — WINDSCRN: YES

SETTINGS: A-WTD (SLOW) FAST FRONTAL RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
7 (ST-5)	14:42	15:12	67.1	72.1	54.3				
(REVISED)									

COMMENTS: READING TAKEN AT NORTHERN EDGE OF VETERANS MEMORIAL PARK, ADJACENT TO 7222 FULCALE AVE (INDUSTRIAL), ESCUN CORP LOADING DOCKS & PARKING LOT; PRIMARY NOISE SOURCE IS TRAFFIC ON/NEAR I-5 FWY; SOME NOISE FROM CARS IN ESCUN CORP. FACILITY PARKING LOT AND FROM [illegible] INSIDE FACILITY.

SOURCE INFO AND TRAFFIC COUNTS
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL (INDUSTRIAL) OTHER:
ROADWAY TYPE: ASPHALT — DIST. TO RDWY C/L OR EOP:
TRAFFIC COUNT DURATION: 2 MIN — SPEED

COUNT 1 (OR RDWY 1) DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
AUTOS				
MED TRKS				
HVY TRKS				
BUSES				
MOTRCLS				

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ( )

COUNT 2 (OR RDWY 2) DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
AUTOS				
MED TRKS				
HVY TRKS				
BUSES				
MOTRCLS				

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY:

OTHER NOISE SOURCES (BACKGROUND): (DIST. AIRCRAFT) RUSTLING LEAVES DIST. BARKING DOGS (BIRDS) DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING (DIST. TRAFFIC (1ST RDWYS BELOW)) DIST'D GARDENERS/LANDSCAPING NOISE
OTHER: NOISE FROM I-5 FWY; A FEW JET AIRCRAFT FLYOVERS NEARBY; SOME TRAFFIC IN PARKING LOT OF VETERANS MEMORIAL PARK

DESCRIPTION / SKETCH
TERRAIN HARD SOFT MIXED FLAT OTHER:
PHOTOS 6248; 6249; 6250; 6251; 6252; 6253; 6254; 6255
OTHER COMMENTS / SKETCH

FIELD NOISE MEASUREMENT DATA

DUDEK

PROJECT: COMMERCE MODELO — PROJECT #: 12058-01
SITE ID:
SITE ADDRESS: — OBSERVER(S): PETE VITAR
START DATE: 10/22/19 — END DATE: 10/22/19
START TIME: — END TIME:

METEOROLOGICAL CONDITIONS
TEMP: 91 F — HUMIDITY: 10 % R.H. — WIND: (CALM) LIGHT MODERATE
WINDSPD: MPH — DIR. N NE E SE S SW W NW — VARIABLE STEADY GUSTY
SKY: (SUNNY) CLEAR — OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS
MEAS. INSTRUMENT: PICCOLO SLM-3 — TYPE 1 2 — SERIAL #: 130927046
CALIBRATOR: ISSWA CA 114 — SERIAL #: 480151
CALIBRATION CHECK — PRE-TEST: ____ dBA SPL — POST-TEST: ____ dBA SPL — WINDSCRN: YES

SETTINGS: A-WTD (SLOW) FAST FRONTAL RANDOM ANSI — OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
(ST-6) 6	12:02	12:07	65.3	68.7	63.5				

COMMENTS: READING TAKEN IN VACANT LOT BETWEEN ~~RAIL~~ 5 FWY & VETERANS MEMORIAL PARK; PRIMARY NOISE SOURCE IS TRAFFIC ON 5 FWY.

SOURCE INFO AND TRAFFIC COUNTS
PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: ASPHALT — DIST. TO RDWY C/L OR EOP: APX 375' TO 5 FWY WESTERN EDGE

TRAFFIC COUNT DURATION: — MIN — SPEED ___ MIN SPEED

COUNT 1 (OR RDWY 1) DIRECTION	NB/EB	SB/WB	NB/EB	SB/WB	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 (OR RDWY 2) NB/EB	SB/WB	NB/EB	SB/WB
AUTOS	672								
MED TRKS	84								
HVY TRKS	58								
BUSES	0								
MOTRCLS	0								

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY:

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER:

DESCRIPTION / SKETCH
TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS: 6257; 6258; 6259; 6260; 6261; 6262; 6263;
OTHER COMMENTS / SKETCH

NOISE APPENDIX

Construction Noise Modeling Data

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/18/2019
Case Description: Commerce Modelo - Demolition

		Baselines (dBA)		---- Receptor #1 ----
Description	Land Use	Daytime	Evening	Night
Closest Residence	Residential	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dump Truck	No	40		76.5	15	0
Dump Truck	No	40		76.5	15	0
Dump Truck	No	40		76.5	15	0
Generator	No	50		80.6	15	0
Generator	No	50		80.6	15	0
Generator	No	50		80.6	15	0
Dozer	No	40		81.7	15	0
Dozer	No	40		81.7	15	0
Excavator	No	40		80.7	15	0
Excavator	No	40		80.7	15	0
Excavator	No	40		80.7	15	0
Excavator	No	40		80.7	15	0
Excavator	No	40		80.7	15	0
Front End Loader	No	40		79.1	15	0
Front End Loader	No	40		79.1	15	0
Front End Loader	No	40		79.1	15	0
Front End Loader	No	40		79.1	15	0
Vibrating Hopper	No	50		87	15	0
Vibrating Hopper	No	50		87	15	0
Vibrating Hopper	No	50		87	15	0

	Results Calculated (dBA)	
Equipment	*Lmax	Leq
Dump Truck	86.9	82.9
Dump Truck	86.9	82.9
Dump Truck	86.9	82.9
Generator	91.1	88.1
Generator	91.1	88.1
Generator	91.1	88.1
Dozer	92.1	88.1
Dozer	92.1	88.1

Excavator		91.2	87.2
Excavator		91.2	87.2
Excavator		91.2	87.2
Excavator		91.2	87.2
Excavator		91.2	87.2
Front End Loader		89.6	85.6
Front End Loader		89.6	85.6
Front End Loader		89.6	85.6
Front End Loader		89.6	85.6
Vibrating Hopper		97.5	94.4
Vibrating Hopper		97.5	94.4
Vibrating Hopper		97.5	94.4
	Total	97.5	102.1

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Acoustic Center	Residential	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dump Truck	No	40		76.5	140	0
Dump Truck	No	40		76.5	140	0
Dump Truck	No	40		76.5	140	0
Generator	No	50		80.6	140	0
Generator	No	50		80.6	140	0
Generator	No	50		80.6	140	0
Dozer	No	40		81.7	140	0
Dozer	No	40		81.7	140	0
Excavator	No	40		80.7	140	0
Excavator	No	40		80.7	140	0
Excavator	No	40		80.7	140	0
Excavator	No	40		80.7	140	0
Excavator	No	40		80.7	140	0
Front End Loader	No	40		79.1	140	0
Front End Loader	No	40		79.1	140	0
Front End Loader	No	40		79.1	140	0
Front End Loader	No	40		79.1	140	0
Vibrating Hopper	No	50		87	140	0
Vibrating Hopper	No	50		87	140	0
Vibrating Hopper	No	50		87	140	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Dump Truck		67.5	63.5
Dump Truck		67.5	63.5
Dump Truck		67.5	63.5
Generator		71.7	68.7
Generator		71.7	68.7
Generator		71.7	68.7
Dozer		72.7	68.7
Dozer		72.7	68.7
Excavator		71.8	67.8
Excavator		71.8	67.8
Excavator		71.8	67.8
Excavator		71.8	67.8
Excavator		71.8	67.8
Front End Loader		70.2	66.2
Front End Loader		70.2	66.2
Front End Loader		70.2	66.2
Front End Loader		70.2	66.2
Vibrating Hopper		78.1	75
Vibrating Hopper		78.1	75
Vibrating Hopper		78.1	75
	Total	78.1	82.7

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/18/2019
Case Description: Commerce Modelo - Site Prep

		Baselines (dBA)		---- Receptor #1 ----
Description	Land Use	Daytime	Evening	Night
Closest Residence	Residential	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dump Truck	No	40		76.5	15	0
Dump Truck	No	40		76.5	15	0
Dump Truck	No	40		76.5	15	0
Generator	No	50		80.6	15	0
Generator	No	50		80.6	15	0
Generator	No	50		80.6	15	0
Dozer	No	40		81.7	15	0
Dozer	No	40		81.7	15	0
Excavator	No	40		80.7	15	0
Excavator	No	40		80.7	15	0
Excavator	No	40		80.7	15	0
Excavator	No	40		80.7	15	0
Excavator	No	40		80.7	15	0
Front End Loader	No	40		79.1	15	0
Front End Loader	No	40		79.1	15	0
Front End Loader	No	40		79.1	15	0
Front End Loader	No	40		79.1	15	0
Vibrating Hopper	No	50		87	15	0
Vibrating Hopper	No	50		87	15	0
Vibrating Hopper	No	50		87	15	0

	Results Calculated (dBA)	
Equipment	*Lmax	Leq
Dump Truck	86.9	82.9
Dump Truck	86.9	82.9
Dump Truck	86.9	82.9
Generator	91.1	88.1
Generator	91.1	88.1
Generator	91.1	88.1
Dozer	92.1	88.1
Dozer	92.1	88.1

Excavator		91.2	87.2
Excavator		91.2	87.2
Excavator		91.2	87.2
Excavator		91.2	87.2
Excavator		91.2	87.2
Front End Loader		89.6	85.6
Front End Loader		89.6	85.6
Front End Loader		89.6	85.6
Front End Loader		89.6	85.6
Vibrating Hopper		97.5	94.4
Vibrating Hopper		97.5	94.4
Vibrating Hopper		97.5	94.4
	Total	97.5	102.1

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Acoustic Center	Residential	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dump Truck	No	40		76.5	140	0
Dump Truck	No	40		76.5	140	0
Dump Truck	No	40		76.5	140	0
Generator	No	50		80.6	140	0
Generator	No	50		80.6	140	0
Generator	No	50		80.6	140	0
Dozer	No	40		81.7	140	0
Dozer	No	40		81.7	140	0
Excavator	No	40		80.7	140	0
Excavator	No	40		80.7	140	0
Excavator	No	40		80.7	140	0
Excavator	No	40		80.7	140	0
Excavator	No	40		80.7	140	0
Front End Loader	No	40		79.1	140	0
Front End Loader	No	40		79.1	140	0
Front End Loader	No	40		79.1	140	0
Front End Loader	No	40		79.1	140	0
Vibrating Hopper	No	50		87	140	0
Vibrating Hopper	No	50		87	140	0
Vibrating Hopper	No	50		87	140	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Dump Truck		67.5	63.5
Dump Truck		67.5	63.5
Dump Truck		67.5	63.5
Generator		71.7	68.7
Generator		71.7	68.7
Generator		71.7	68.7
Dozer		72.7	68.7
Dozer		72.7	68.7
Excavator		71.8	67.8
Excavator		71.8	67.8
Excavator		71.8	67.8
Excavator		71.8	67.8
Excavator		71.8	67.8
Front End Loader		70.2	66.2
Front End Loader		70.2	66.2
Front End Loader		70.2	66.2
Front End Loader		70.2	66.2
Vibrating Hopper		78.1	75
Vibrating Hopper		78.1	75
Vibrating Hopper		78.1	75
	Total	78.1	82.7

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/18/2019
Case Description: Commerce Modelo - Grading

		Baselines (dBA)		---- Receptor #1 ----
Description	Land Use	Daytime	Evening	Night
Closest Residence	Residential	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dump Truck	No	40		76.5	15	0
Dump Truck	No	40		76.5	15	0
Dump Truck	No	40		76.5	15	0
Generator	No	50		80.6	15	0
Generator	No	50		80.6	15	0
Generator	No	50		80.6	15	0
Dozer	No	40		81.7	15	0
Dozer	No	40		81.7	15	0
Excavator	No	40		80.7	15	0
Excavator	No	40		80.7	15	0
Excavator	No	40		80.7	15	0
Excavator	No	40		80.7	15	0
Excavator	No	40		80.7	15	0
Front End Loader	No	40		79.1	15	0
Front End Loader	No	40		79.1	15	0
Front End Loader	No	40		79.1	15	0
Front End Loader	No	40		79.1	15	0
Vibrating Hopper	No	50		87	15	0
Vibrating Hopper	No	50		87	15	0
Vibrating Hopper	No	50		87	15	0

	Results Calculated (dBA)	
Equipment	*Lmax	Leq
Dump Truck	86.9	82.9
Dump Truck	86.9	82.9
Dump Truck	86.9	82.9
Generator	91.1	88.1
Generator	91.1	88.1
Generator	91.1	88.1
Dozer	92.1	88.1
Dozer	92.1	88.1

Excavator		91.2	87.2
Excavator		91.2	87.2
Excavator		91.2	87.2
Excavator		91.2	87.2
Excavator		91.2	87.2
Front End Loader		89.6	85.6
Front End Loader		89.6	85.6
Front End Loader		89.6	85.6
Front End Loader		89.6	85.6
Vibrating Hopper		97.5	94.4
Vibrating Hopper		97.5	94.4
Vibrating Hopper		97.5	94.4
	Total	97.5	102.1

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Acoustic Center	Residential	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dump Truck	No	40		76.5	140	0
Dump Truck	No	40		76.5	140	0
Dump Truck	No	40		76.5	140	0
Generator	No	50		80.6	140	0
Generator	No	50		80.6	140	0
Generator	No	50		80.6	140	0
Dozer	No	40		81.7	140	0
Dozer	No	40		81.7	140	0
Excavator	No	40		80.7	140	0
Excavator	No	40		80.7	140	0
Excavator	No	40		80.7	140	0
Excavator	No	40		80.7	140	0
Excavator	No	40		80.7	140	0
Front End Loader	No	40		79.1	140	0
Front End Loader	No	40		79.1	140	0
Front End Loader	No	40		79.1	140	0
Front End Loader	No	40		79.1	140	0
Vibrating Hopper	No	50		87	140	0
Vibrating Hopper	No	50		87	140	0
Vibrating Hopper	No	50		87	140	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Dump Truck		67.5	63.5
Dump Truck		67.5	63.5
Dump Truck		67.5	63.5
Generator		71.7	68.7
Generator		71.7	68.7
Generator		71.7	68.7
Dozer		72.7	68.7
Dozer		72.7	68.7
Excavator		71.8	67.8
Excavator		71.8	67.8
Excavator		71.8	67.8
Excavator		71.8	67.8
Excavator		71.8	67.8
Front End Loader		70.2	66.2
Front End Loader		70.2	66.2
Front End Loader		70.2	66.2
Front End Loader		70.2	66.2
Vibrating Hopper		78.1	75
Vibrating Hopper		78.1	75
Vibrating Hopper		78.1	75
	Total	78.1	82.7

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/11/2019
Case Description: Commerce Modelo - Building Construction

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Closest Residence	Residential	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	15	0
Gradall	No	40		83.4	15	0
Gradall	No	40		83.4	15	0
Gradall	No	40		83.4	15	0
Generator	No	50		80.6	15	0
Backhoe	No	40		77.6	15	0
Backhoe	No	40		77.6	15	0
Backhoe	No	40		77.6	15	0
Welder / Torch	No	40		74	15	0

Results

Equipment		Calculated (dBA) *Lmax	Leq
Crane		91	83
Gradall		93.9	89.9
Gradall		93.9	89.9
Gradall		93.9	89.9
Generator		91.1	88.1
Backhoe		88	84
Backhoe		88	84
Backhoe		88	84
Welder / Torch		84.5	80.5
	Total	93.9	96.7

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Acoustic Center	Residential	50	45	40

			Equipment Spec	Actual	Receptor	Estimated

Description	Impact Device	Usage(%)	Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16		80.6	140	0
Gradall	No	40		83.4	140	0
Gradall	No	40		83.4	140	0
Gradall	No	40		83.4	140	0
Generator	No	50		80.6	140	0
Backhoe	No	40		77.6	140	0
Backhoe	No	40		77.6	140	0
Backhoe	No	40		77.6	140	0
Welder / Torch	No	40		74	140	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	71.6	63.6
Gradall	74.5	70.5
Gradall	74.5	70.5
Gradall	74.5	70.5
Generator	71.7	68.7
Backhoe	68.6	64.6
Backhoe	68.6	64.6
Backhoe	68.6	64.6
Welder / Torch	65.1	61.1
Total	74.5	77.3

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/11/2019
Case Description: Commerce Modelo - Paving

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Closest Residence	Residential	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	15	0
Paver	No	50		77.2	15	0
Dump Truck	No	40		76.5	15	0
Dump Truck	No	40		76.5	15	0
Roller	No	20		80	15	0
Roller	No	20		80	15	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Paver		87.7	84.7
Paver		87.7	84.7
Dump Truck		86.9	82.9
Dump Truck		86.9	82.9
Roller		90.5	83.5
Roller		90.5	83.5
	Total	90.5	91.5

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Acoustic Center	Residential	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	140	0
Paver	No	50		77.2	140	0
Dump Truck	No	40		76.5	140	0
Dump Truck	No	40		76.5	140	0

Roller	No	20	80	140	0
Roller	No	20	80	140	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Paver	68.3	65.3
Paver	68.3	65.3
Dump Truck	67.5	63.5
Dump Truck	67.5	63.5
Roller	71.1	64.1
Roller	71.1	64.1
Total	71.1	72.1

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/11/2019
Case Description: Commerce Modelo - Architectural Coating

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Closest Residence	Residential	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	15	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Compressor (air)		88.1	84.1
	Total	88.1	84.1

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Acoustic Center	Residential	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	140	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Compressor (air)		68.7	64.7
	Total	68.7	64.7

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/18/2019
Case Description: Commerce Modelo - Demolition

		Baselines (dBA)		---- Receptor #1 ----
Description	Land Use	Daytime	Evening	Night
Hotel	Commercial	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dump Truck	No	40		76.5	135	0
Dump Truck	No	40		76.5	135	0
Dump Truck	No	40		76.5	135	0
Generator	No	50		80.6	135	0
Generator	No	50		80.6	135	0
Generator	No	50		80.6	135	0
Dozer	No	40		81.7	135	0
Dozer	No	40		81.7	135	0
Excavator	No	40		80.7	135	0
Excavator	No	40		80.7	135	0
Excavator	No	40		80.7	135	0
Excavator	No	40		80.7	135	0
Excavator	No	40		80.7	135	0
Front End Loader	No	40		79.1	135	0
Front End Loader	No	40		79.1	135	0
Front End Loader	No	40		79.1	135	0
Front End Loader	No	40		79.1	135	0
Vibrating Hopper	No	50		87	135	0
Vibrating Hopper	No	50		87	135	0
Vibrating Hopper	No	50		87	135	0

	Results Calculated (dBA)	
Equipment	*Lmax	Leq
Dump Truck	67.8	63.8
Dump Truck	67.8	63.8
Dump Truck	67.8	63.8
Generator	72	69
Generator	72	69
Generator	72	69
Dozer	73	69.1
Dozer	73	69.1

Excavator		72.1	68.1
Excavator		72.1	68.1
Excavator		72.1	68.1
Excavator		72.1	68.1
Excavator		72.1	68.1
Front End Loader		70.5	66.5
Front End Loader		70.5	66.5
Front End Loader		70.5	66.5
Front End Loader		70.5	66.5
Vibrating Hopper		78.4	75.4
Vibrating Hopper		78.4	75.4
Vibrating Hopper		78.4	75.4
	Total	78.4	83

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Acoustic Center	Commercial	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dump Truck	No	40		76.5	355	0
Dump Truck	No	40		76.5	355	0
Dump Truck	No	40		76.5	355	0
Generator	No	50		80.6	355	0
Generator	No	50		80.6	355	0
Generator	No	50		80.6	355	0
Dozer	No	40		81.7	355	0
Dozer	No	40		81.7	355	0
Excavator	No	40		80.7	355	0
Excavator	No	40		80.7	355	0
Excavator	No	40		80.7	355	0
Excavator	No	40		80.7	355	0
Excavator	No	40		80.7	355	0
Front End Loader	No	40		79.1	355	0
Front End Loader	No	40		79.1	355	0
Front End Loader	No	40		79.1	355	0
Front End Loader	No	40		79.1	355	0
Vibrating Hopper	No	50		87	355	0
Vibrating Hopper	No	50		87	355	0
Vibrating Hopper	No	50		87	355	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Dump Truck		59.4	55.4
Dump Truck		59.4	55.4
Dump Truck		59.4	55.4
Generator		63.6	60.6
Generator		63.6	60.6
Generator		63.6	60.6
Dozer		64.6	60.7
Dozer		64.6	60.7
Excavator		63.7	59.7
Excavator		63.7	59.7
Excavator		63.7	59.7
Excavator		63.7	59.7
Excavator		63.7	59.7
Front End Loader		62.1	58.1
Front End Loader		62.1	58.1
Front End Loader		62.1	58.1
Front End Loader		62.1	58.1
Vibrating Hopper		70	67
Vibrating Hopper		70	67
Vibrating Hopper		70	67
	Total	70	74.6

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/18/2019
Case Description: Commerce Modelo - Site Prep

				---- Receptor #1 ----
		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Hotel	Commercial	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dump Truck	No	40		76.5	135	0
Dump Truck	No	40		76.5	135	0
Dump Truck	No	40		76.5	135	0
Generator	No	50		80.6	135	0
Generator	No	50		80.6	135	0
Generator	No	50		80.6	135	0
Dozer	No	40		81.7	135	0
Dozer	No	40		81.7	135	0
Excavator	No	40		80.7	135	0
Excavator	No	40		80.7	135	0
Excavator	No	40		80.7	135	0
Excavator	No	40		80.7	135	0
Excavator	No	40		80.7	135	0
Front End Loader	No	40		79.1	135	0
Front End Loader	No	40		79.1	135	0
Front End Loader	No	40		79.1	135	0
Front End Loader	No	40		79.1	135	0
Vibrating Hopper	No	50		87	135	0
Vibrating Hopper	No	50		87	135	0
Vibrating Hopper	No	50		87	135	0

	Results Calculated (dBA)	
Equipment	*Lmax	Leq
Dump Truck	67.8	63.8
Dump Truck	67.8	63.8
Dump Truck	67.8	63.8
Generator	72	69
Generator	72	69
Generator	72	69
Dozer	73	69.1
Dozer	73	69.1

Excavator		72.1	68.1
Excavator		72.1	68.1
Excavator		72.1	68.1
Excavator		72.1	68.1
Excavator		72.1	68.1
Front End Loader		70.5	66.5
Front End Loader		70.5	66.5
Front End Loader		70.5	66.5
Front End Loader		70.5	66.5
Vibrating Hopper		78.4	75.4
Vibrating Hopper		78.4	75.4
Vibrating Hopper		78.4	75.4
	Total	78.4	83

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Acoustic Center	Commercial	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dump Truck	No	40		76.5	355	0
Dump Truck	No	40		76.5	355	0
Dump Truck	No	40		76.5	355	0
Generator	No	50		80.6	355	0
Generator	No	50		80.6	355	0
Generator	No	50		80.6	355	0
Dozer	No	40		81.7	355	0
Dozer	No	40		81.7	355	0
Excavator	No	40		80.7	355	0
Excavator	No	40		80.7	355	0
Excavator	No	40		80.7	355	0
Excavator	No	40		80.7	355	0
Excavator	No	40		80.7	355	0
Front End Loader	No	40		79.1	355	0
Front End Loader	No	40		79.1	355	0
Front End Loader	No	40		79.1	355	0
Front End Loader	No	40		79.1	355	0
Vibrating Hopper	No	50		87	355	0
Vibrating Hopper	No	50		87	355	0
Vibrating Hopper	No	50		87	355	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Dump Truck		59.4	55.4
Dump Truck		59.4	55.4
Dump Truck		59.4	55.4
Generator		63.6	60.6
Generator		63.6	60.6
Generator		63.6	60.6
Dozer		64.6	60.7
Dozer		64.6	60.7
Excavator		63.7	59.7
Excavator		63.7	59.7
Excavator		63.7	59.7
Excavator		63.7	59.7
Excavator		63.7	59.7
Front End Loader		62.1	58.1
Front End Loader		62.1	58.1
Front End Loader		62.1	58.1
Front End Loader		62.1	58.1
Vibrating Hopper		70	67
Vibrating Hopper		70	67
Vibrating Hopper		70	67
	Total	70	74.6

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/18/2019
Case Description: Commerce Modelo - Grading

		Baselines (dBA)		---- Receptor #1 ----
Description	Land Use	Daytime	Evening	Night
Hotel	Commercial	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dump Truck	No	40		76.5	135	0
Dump Truck	No	40		76.5	135	0
Dump Truck	No	40		76.5	135	0
Generator	No	50		80.6	135	0
Generator	No	50		80.6	135	0
Generator	No	50		80.6	135	0
Dozer	No	40		81.7	135	0
Dozer	No	40		81.7	135	0
Excavator	No	40		80.7	135	0
Excavator	No	40		80.7	135	0
Excavator	No	40		80.7	135	0
Excavator	No	40		80.7	135	0
Excavator	No	40		80.7	135	0
Front End Loader	No	40		79.1	135	0
Front End Loader	No	40		79.1	135	0
Front End Loader	No	40		79.1	135	0
Front End Loader	No	40		79.1	135	0
Vibrating Hopper	No	50		87	135	0
Vibrating Hopper	No	50		87	135	0
Vibrating Hopper	No	50		87	135	0

Results

	Calculated (dBA)	
Equipment	*Lmax	Leq
Dump Truck	67.8	63.8
Dump Truck	67.8	63.8
Dump Truck	67.8	63.8
Generator	72	69
Generator	72	69
Generator	72	69
Dozer	73	69.1
Dozer	73	69.1

Excavator		72.1	68.1
Excavator		72.1	68.1
Excavator		72.1	68.1
Excavator		72.1	68.1
Excavator		72.1	68.1
Front End Loader		70.5	66.5
Front End Loader		70.5	66.5
Front End Loader		70.5	66.5
Front End Loader		70.5	66.5
Vibrating Hopper		78.4	75.4
Vibrating Hopper		78.4	75.4
Vibrating Hopper		78.4	75.4
	Total	78.4	83

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Acoustic Center	Commercial	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dump Truck	No	40		76.5	355	0
Dump Truck	No	40		76.5	355	0
Dump Truck	No	40		76.5	355	0
Generator	No	50		80.6	355	0
Generator	No	50		80.6	355	0
Generator	No	50		80.6	355	0
Dozer	No	40		81.7	355	0
Dozer	No	40		81.7	355	0
Excavator	No	40		80.7	355	0
Excavator	No	40		80.7	355	0
Excavator	No	40		80.7	355	0
Excavator	No	40		80.7	355	0
Excavator	No	40		80.7	355	0
Front End Loader	No	40		79.1	355	0
Front End Loader	No	40		79.1	355	0
Front End Loader	No	40		79.1	355	0
Front End Loader	No	40		79.1	355	0
Vibrating Hopper	No	50		87	355	0
Vibrating Hopper	No	50		87	355	0
Vibrating Hopper	No	50		87	355	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Dump Truck		59.4	55.4
Dump Truck		59.4	55.4
Dump Truck		59.4	55.4
Generator		63.6	60.6
Generator		63.6	60.6
Generator		63.6	60.6
Dozer		64.6	60.7
Dozer		64.6	60.7
Excavator		63.7	59.7
Excavator		63.7	59.7
Excavator		63.7	59.7
Excavator		63.7	59.7
Excavator		63.7	59.7
Front End Loader		62.1	58.1
Front End Loader		62.1	58.1
Front End Loader		62.1	58.1
Front End Loader		62.1	58.1
Vibrating Hopper		70	67
Vibrating Hopper		70	67
Vibrating Hopper		70	67
	Total	70	74.6

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/18/2019
Case Description: Commerce Modelo - Building Construction

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Hotel	Commercial	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	135	0
Gradall	No	40		83.4	135	0
Gradall	No	40		83.4	135	0
Gradall	No	40		83.4	135	0
Generator	No	50		80.6	135	0
Backhoe	No	40		77.6	135	0
Backhoe	No	40		77.6	135	0
Backhoe	No	40		77.6	135	0
Welder / Torch	No	40		74	135	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Crane		71.9	64
Gradall		74.8	70.8
Gradall		74.8	70.8
Gradall		74.8	70.8
Generator		72	69
Backhoe		68.9	65
Backhoe		68.9	65
Backhoe		68.9	65
Welder / Torch		65.4	61.4
	Total	74.8	77.6

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Acoustic Center	Commercial	50	45	40

	Equipment Spec	Actual	Receptor	Estimated

Description	Impact Device	Usage(%)	Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16		80.6	355	0
Gradall	No	40		83.4	355	0
Gradall	No	40		83.4	355	0
Gradall	No	40		83.4	355	0
Generator	No	50		80.6	355	0
Backhoe	No	40		77.6	355	0
Backhoe	No	40		77.6	355	0
Backhoe	No	40		77.6	355	0
Welder / Torch	No	40		74	355	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	63.5	55.6
Gradall	66.4	62.4
Gradall	66.4	62.4
Gradall	66.4	62.4
Generator	63.6	60.6
Backhoe	60.5	56.6
Backhoe	60.5	56.6
Backhoe	60.5	56.6
Welder / Torch	57	53
Total	66.4	69.2

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/18/2019
Case Description: Commerce Modelo - Paving

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Hotel	Commercial	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	135	0
Paver	No	50		77.2	135	0
Dump Truck	No	40		76.5	135	0
Dump Truck	No	40		76.5	135	0
Roller	No	20		80	135	0
Roller	No	20		80	135	0

Results

Equipment		Calculated (dBA) *Lmax	Leq
Paver		68.6	65.6
Paver		68.6	65.6
Dump Truck		67.8	63.8
Dump Truck		67.8	63.8
Roller		71.4	64.4
Roller		71.4	64.4
	Total	71.4	72.4

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Acoustic Center	Commercial	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	355	0
Paver	No	50		77.2	355	0
Dump Truck	No	40		76.5	355	0
Dump Truck	No	40		76.5	355	0

Roller	No	20	80	355	0
Roller	No	20	80	355	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Paver	60.2	57.2
Paver	60.2	57.2
Dump Truck	59.4	55.4
Dump Truck	59.4	55.4
Roller	63	56
Roller	63	56
Total	63	64

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/18/2019
Case Description: Commerce Modelo - Architectural Coating

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Hotel	Commercial	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40	77.7		135	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	69	65.1
Total	69	65.1

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Acoustic Center	Commercial	50	45	40

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40	77.7		355	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	60.6	56.7
Total	60.6	56.7

*Calculated Lmax is the Loudest value.

NOISE APPENDIX

Operational Noise Modeling Worksheets

Modelo Mixed-Use

MECHANICAL EQUIPMENT NOISE LEVEL

Receiver: Residences (Northwest) Property Line

Location-Equipment	Leq (h) at 50' (dBA)	Receiver Elevation (feet)	Source Elevation (feet)	Source to Receiver (feet)	Leq (dBA)
Fan1	59	5	3	1080	32
Fan2	59	5	3	1055	33
Fan3	59	5	3	1155	32
Fan4	59	5	3	1092	32
Fan5	59	5	3	1145	32
Fan6	59	5	3	475	39
Fan7	59	5	3	417	41
Fan8	59	5	3	230	46
Fan9	59	5	3	270	44
Fan10	59	5	3	62	57
Fan11	59	5	3	276	44
Fan12	59	5	3	690	36
Fan13	59	5	3	705	36
#1	66	5	22.0	970	40
#2	70	5	22.0	1,000	44
#3	61	5	22.0	915	36
#4res	57	5	22.0	462	38
#4ret	61	5	22.0	462	42
#5res	57	5	22.0	500	37
#5ret	61	5	22.0	500	41
#6	57	5	22.0	525	37
#7	57	5	22.0	435	38
#8	57	5	22.0	245	43
#9	57	5	22.0	190	46
#10	57	5	22.0	800	33
#11	50	5	22.0	225	37

Total LEQ: 59

Source Sound Level Data

		LwA Single Source	Number of Units	Total Sound Level at 50 feet (Leq dBA)
#1	50 ton	93	3	66
#2	350 ton	102	1	70
#3	50 ton	93	1	61
#4res	2 ton	68	121	57
#4ret	50 ton	93	1	61
#5res	2 ton	68	121	57
#5ret	50 ton	93	1	61

Modelo Mixed-Use

MECHANICAL EQUIPMENT NOISE LEVEL

Receiver: Motel (North) Property Line

Location-Equipment	Leq (h) at 50' (dBA)	Receiver Elevation (feet)	Source Elevation (feet)	Source to Receiver (feet)	Leq (dBA)
Fan1	59	5	3	185	48
Fan2	59	5	3	168	48
Fan3	59	5	3	270	44
Fan4	59	5	3	217	46
Fan5	59	5	3	815	35
Fan6	59	5	3	1084	32
Fan7	59	5	3	1200	31
Fan8	59	5	3	1110	32
Fan9	59	5	3	1140	32
Fan10	59	5	3	1110	32
Fan11	59	5	3	705	36
Fan12	59	5	3	208	47
Fan13	59	5	3	180	48
#1	66	5	22.0	710	43
#2	70	5	22.0	245	57
#3	61	5	22.0	123	54
#4res	57	5	22.0	438	38
#4ret	61	5	22.0	438	42
#5res	57	5	22.0	516	37
#5ret	61	5	22.0	516	41
#6	57	5	22.0	738	34
#7	57	5	22.0	903	32
#8	57	5	22.0	780	33
#9	57	5	22.0	950	32
#10	57	5	22.0	130	49
#11	50	5	22.0	1,065	23

Total LEQ: 61

Source Sound Level Data

		LwA Single Source	Number of Units	Total Sound Level at 50 feet (Leq dBA)
#1	50 ton	93	3	66
#2	350 ton	102	1	70
#3	50 ton	93	1	61
#4res	2 ton	68	121	57
#4ret	50 ton	93	1	61
#5res	2 ton	68	121	57
#5ret	50 ton	93	1	61

Modelo Project
EIR Mechanical Equipment Assumptions
12/4/19

MORLEY BUILDERS
3330 Ocean Park Blvd.,Santa Monica, CA 90405
www.morleybuilders.com
310-399-1600

Parking Structure: Two Level Below Grade

Type: Exhaust Fans
Qty: 30 units
Size: 10 HP each
Location: Each mechanical room will be located equally spaced around the perimeter of the parking structure to provide a push/pull system. Reference attached parking structure plan.

Commercial Building 1:

Type: Rooftop Package Units
Qty: 3 units
Size: 50 tons each
Location: Unit(s) located away from roof edge, centered on the roof per photo attached on site plan and screened as necessary.

Commercial Building 2:

Type: Cooling Tower
Qty: 1 unit
Size: 350 ton
Location: Unit located away from roof edge, centered on the roof, and screened as necessary.

Commercial Building 3:

Type: Rooftop Package Units
Qty: 1 unit
Size: 50 tons
Location: Unit located away from roof edge, centered on the roof, and screened as necessary.

Mixed Use Building 4: Residential

Type: Split System Fan Coils & Compressors
Qty: 121 units
Size: 2 tons each
Location: Roof compressor(s) located away from roof edge, centered on the roof per photo attached on site plan, and screened as necessary.

Mixed Use Building 4: Retail

Type: Rooftop Package Units
Qty: 1 unit
Size: 50 ton
Location: Roof compressor(s) located away from roof edge, centered on the roof per photo attached on site plan, and screened as necessary.

Mixed Use Building 5: Residential

Type: Split System Fan Coils & Compressors
Qty: 121 units
Size: 2 tons each
Location: Roof compressor(s) located away from roof edge, centered on the roof per photo attached on site plan, and screened as necessary.

Mixed Use Building 5: Retail

Type: Rooftop Package Units
Qty: 1 unit
Size: 50 ton
Location: Roof compressor(s) located away from roof edge, centered on the roof per photo attached on site plan, and screened as necessary.

Residential Building 6:

Type: Rooftop Package Units
Qty: 121 units
Size: 2 tons each
Location: Roof compressor(s) located away from roof edge, centered on the roof per photo attached on site plan, and screened as necessary.

Residential Building 7:

Type: Rooftop Package Units
Qty: 121 units
Size: 2 tons each
Location: Roof compressor(s) located away from roof edge, centered on the roof per photo attached on site plan, and screened as necessary.

Residential Building 8:

Type: Rooftop Package Units
Qty: 121 units
Size: 2 tons each
Location: Roof compressor(s) located away from roof edge, centered on the roof per photo attached on site plan, and screened as necessary.

Residential Building 9:

Type: Rooftop Package Units
Qty: 121 units
Size: 2 tons each
Location: Roof compressor(s) located away from roof edge, centered on the roof per photo attached on site plan, and screened as necessary.

Residential Building 10:

Type: Rooftop Package Units
Qty: 121 units
Size: 2 tons each
Location: Roof compressor(s) located away from roof edge, centered on the roof per photo attached on site plan, and screened as necessary.

Townhomes 11:

Type: Rooftop Package Units
Qty: 23 units
Size: 2 tons each
Location: Unit(s) located away from roof edge and screened as necessary.

Two Level Below Grade Parking Structure: 919,055SF

Reference attached separate parking structure floor plan.

Residential Buildings 4 &5 with Retail at the ground level

Residential Buildings 8,9, & 10.

Residential Buildings 6 & 7

Townhomes: 23 2-story individual buigins

Pharmacy: 6,000 SF
Food Hall: 5,000 SF
Museum: 5,000 SF

Total Building SF: 16,000SF

Grocery Store: 20,000 SF
Movie Theater/Cinema: 55,000 SF
General Retail: 38,000 SF
Arcade: 20,000 SF
Fitness: 15,000 SF
Restaurant: 16,000 SF

Total Building SF: 154,000 SF

Rec Center Building/ Daycare Building - 77,050SF

GROUND LEVEL PLAN 1" = 50'-0"

TIGHE

5747 VENICE BLVD.
LOS ANGELES, CA. 90019
t 323.424.7594
www.tighearchitecture.com

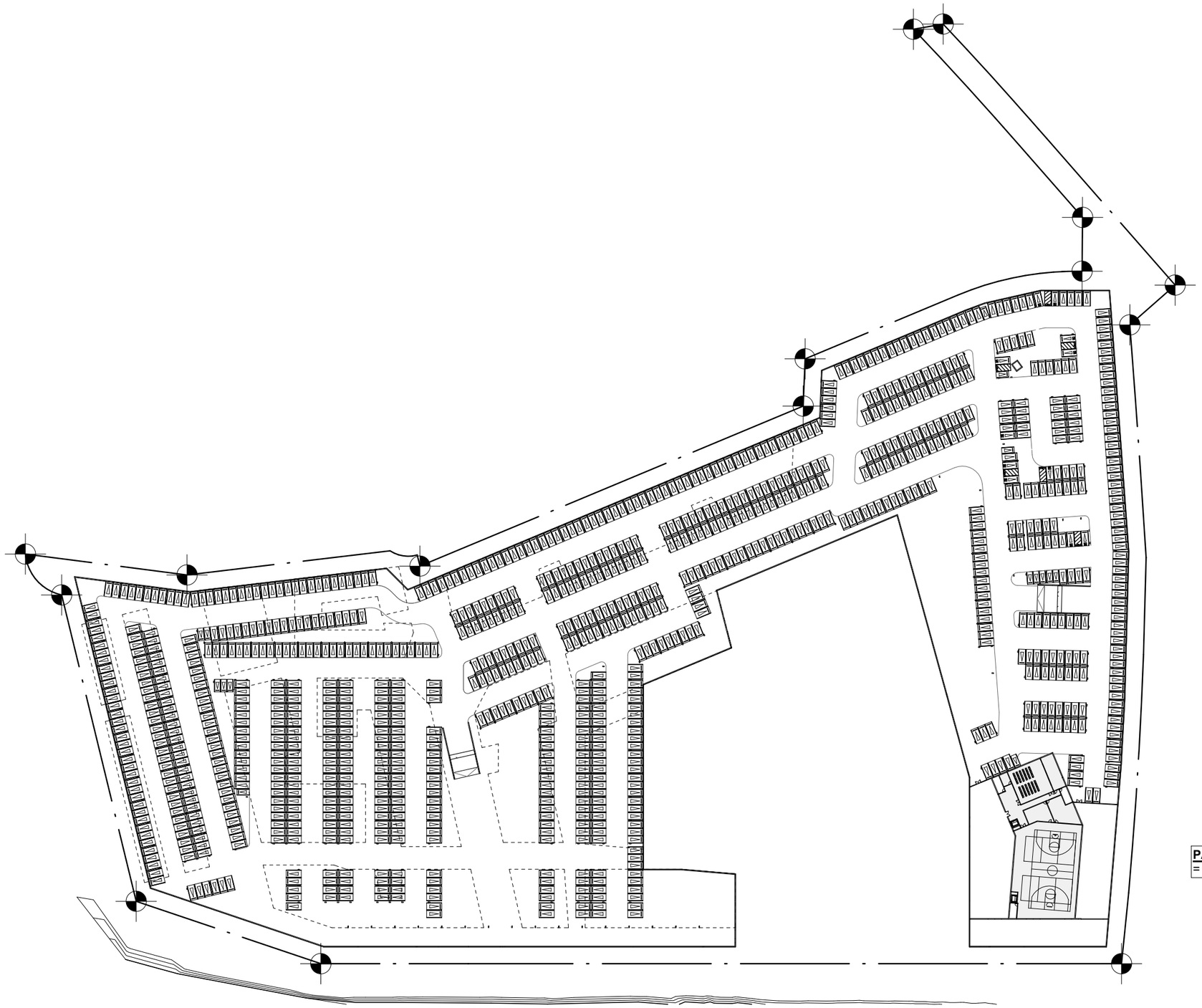
MODELO
7316 GAGE AVE
COMMERCE, CA 90040

REVISIONS
PRELIMINARY PLANS 11 / 21 / 19

LICENSED ARCHITECT
PATRICK J. TIGHE
NO. C-27987
RENEWAL DATE
STATE OF CALIFORNIA

GROUND LEVEL PLAN

G202



PARKING LEVEL -2
= 1,083 TOTAL PARKING SPACES PROVIDED

PATRICK **TIGHE**
ARCHITECTURE
5747 Venice Blvd
Los Angeles, CA 90019
323.424.7594
www.tighearchitecture.com

PBCo
PAMELA BURTON & COMPANY

Comstock
Realty Partners

MODELO
7316 GAGE AVE
COMMERCE, CA 90040

CONCEPT DESIGN
10/10/2019

PARKING LVL -2
SCALE: 1" = 130' - 0"

G04

NOISE APPENDIX

Traffic Noise Modeling Worksheets

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Washington East of Rosemead	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	27,160			PK HR VOL	2,716
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.3	66.4	64.6	58.6	67.8
MEDIUM TRUCKS	62.7	61.3	55.0	51.9	61.4
HEAVY TRUCKS	65.0	63.7	54.7	54.5	63.7
VEHICULAR NOISE	70.7	69.1	65.4	60.6	**69.9**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Washington East of Rosemead	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	27,260			PK HR VOL	2,726
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.3	66.4	64.6	58.6	67.8
MEDIUM TRUCKS	62.7	61.3	55.0	51.9	61.4
HEAVY TRUCKS	65.0	63.7	54.7	54.5	63.7
VEHICULAR NOISE	70.7	69.1	65.4	60.7	**69.9**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Washington East of Rosemead	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	28,800			PK HR VOL	2,880
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.6	66.6	64.8	58.9	68.1
MEDIUM TRUCKS	63.0	61.6	55.2	52.2	61.7
HEAVY TRUCKS	65.2	63.9	55.0	54.7	63.9
VEHICULAR NOISE	71.0	69.3	65.7	60.9	**70.1**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Washington East of Rosemead	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	28,900			PK HR VOL	2,890
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.6	66.7	64.9	58.9	68.1
MEDIUM TRUCKS	63.0	61.6	55.2	52.2	61.7
HEAVY TRUCKS	65.2	63.9	55.0	54.8	64.0
VEHICULAR NOISE	71.0	69.3	65.7	60.9	**70.2**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Rosemead South of Washington	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	23,650			PK HR VOL	2,365
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.7	65.8	64.0	58.0	67.2
MEDIUM TRUCKS	62.1	60.7	54.4	51.3	60.8
HEAVY TRUCKS	64.4	63.1	54.1	53.9	63.1
VEHICULAR NOISE	70.1	68.5	64.8	60.0	**69.3**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Rosemead South of Washington	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	23,950			PK HR VOL	2,395
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.8	65.8	64.0	58.1	67.3
MEDIUM TRUCKS	62.2	60.8	54.4	51.4	60.9
HEAVY TRUCKS	64.4	63.1	54.2	53.9	63.1
VEHICULAR NOISE	70.2	68.5	64.9	60.1	**69.3**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Rosemead South of Washington	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	25,030			PK HR VOL	2,503
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.0	66.0	64.2	58.2	67.4
MEDIUM TRUCKS	62.4	61.0	54.6	51.6	61.1
HEAVY TRUCKS	64.6	63.3	54.4	54.1	63.3
VEHICULAR NOISE	70.4	68.7	65.1	60.3	**69.5**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Rosemead South of Washington	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	25,330			PK HR VOL	2,533
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.0	66.1	64.3	58.3	67.5
MEDIUM TRUCKS	62.4	61.0	54.7	51.6	61.1
HEAVY TRUCKS	64.7	63.4	54.4	54.2	63.4
VEHICULAR NOISE	70.4	68.8	65.1	60.3	**69.6**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Slauson East of Greenwood	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	19,110		PK HR VOL	1,911
SPEED	40			
PK HR %	10			
DIST CTL	40			
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	36.1
DIST WALL	0		MED TRUCK SLE DIST	35.8
DIST W/OB	40		HVY TRUCK SLE DIST	35.8
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-20			
RT ANGLE	20			
DF ANGLE	40			

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	66.8	64.9	63.1	57.1	66.3
MEDIUM TRUCKS	61.2	59.8	53.4	50.4	59.9
HEAVY TRUCKS	63.4	62.2	53.2	53.0	62.2
VEHICULAR NOISE	69.2	67.5	63.9	59.1	**68.4**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Slauson East of Greenwood	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	20,080			PK HR VOL	2,008
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.0	65.1	63.3	57.3	66.5
MEDIUM TRUCKS	61.4	60.0	53.7	50.6	60.1
HEAVY TRUCKS	63.7	62.4	53.4	53.2	62.4
VEHICULAR NOISE	69.4	67.7	64.1	59.3	**68.6**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Slauson East of Greenwood	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	20,240			PK HR VOL	2,024
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.0	65.1	63.3	57.3	66.5
MEDIUM TRUCKS	61.4	60.1	53.7	50.6	60.1
HEAVY TRUCKS	63.7	62.4	53.5	53.2	62.4
VEHICULAR NOISE	69.4	67.8	64.1	59.4	**68.6**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Slauson East of Greenwood	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	21,210			PK HR VOL	2,121
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.2	65.3	63.5	57.5	66.7
MEDIUM TRUCKS	61.6	60.3	53.9	50.9	60.3
HEAVY TRUCKS	63.9	62.6	53.7	53.4	62.6
VEHICULAR NOISE	69.6	68.0	64.3	59.6	**68.8**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Slauson East of Rosemead	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	26,310			PK HR VOL	2,631
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.2	66.3	64.4	58.5	67.7
MEDIUM TRUCKS	62.6	61.2	54.8	51.8	61.3
HEAVY TRUCKS	64.8	63.5	54.6	54.4	63.6
VEHICULAR NOISE	70.6	68.9	65.3	60.5	**69.8**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Slauson East of Rosemead	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	26,800		PK HR VOL	2,680
SPEED	40			
PK HR %	10			
DIST CTL	40			
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	36.1
DIST WALL	0		MED TRUCK SLE DIST	35.8
DIST W/OB	40		HVY TRUCK SLE DIST	35.8
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-20			
RT ANGLE	20			
DF ANGLE	40			

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.3	66.3	64.5	58.5	67.7
MEDIUM TRUCKS	62.6	61.3	54.9	51.9	61.4
HEAVY TRUCKS	64.9	63.6	54.7	54.4	63.6
VEHICULAR NOISE	70.7	69.0	65.4	60.6	**69.8**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Slauson East of Rosemead	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	28,080			PK HR VOL	2,808
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.5	66.5	64.7	58.7	67.9
MEDIUM TRUCKS	62.9	61.5	55.1	52.1	61.6
HEAVY TRUCKS	65.1	63.8	54.9	54.6	63.8
VEHICULAR NOISE	70.9	69.2	65.6	60.8	**70.0**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Slauson East of Rosemead	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	28,570			PK HR VOL	2,857
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.5	66.6	64.8	58.8	68.0
MEDIUM TRUCKS	62.9	61.6	55.2	52.1	61.6
HEAVY TRUCKS	65.2	63.9	55.0	54.7	63.9
VEHICULAR NOISE	70.9	69.3	65.6	60.9	**70.1**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Slauson West of Rosemead	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	25,900			PK HR VOL	2,590
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.1	66.2	64.4	58.4	67.6
MEDIUM TRUCKS	62.5	61.1	54.8	51.7	61.2
HEAVY TRUCKS	64.8	63.5	54.5	54.3	63.5
VEHICULAR NOISE	70.5	68.8	65.2	60.4	**69.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Slauson West of Rosemead	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	26,380			PK HR VOL	2,638
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.2	66.3	64.5	58.5	67.7
MEDIUM TRUCKS	62.6	61.2	54.8	51.8	61.3
HEAVY TRUCKS	64.8	63.6	54.6	54.4	63.6
VEHICULAR NOISE	70.6	68.9	65.3	60.5	**69.8**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Slauson West of Rosemead	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	27,640			PK HR VOL	2,764
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.4	66.5	64.7	58.7	67.9
MEDIUM TRUCKS	62.8	61.4	55.0	52.0	61.5
HEAVY TRUCKS	65.0	63.8	54.8	54.6	63.8
VEHICULAR NOISE	70.8	69.1	65.5	60.7	**70.0**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Slauson West of Rosemead	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	28,120			PK HR VOL	2,812
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.5	66.5	64.7	58.7	68.0
MEDIUM TRUCKS	62.9	61.5	55.1	52.1	61.6
HEAVY TRUCKS	65.1	63.8	54.9	54.6	63.8
VEHICULAR NOISE	70.9	69.2	65.6	60.8	**70.0**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Rosemead South of Slauson	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	21,170		PK HR VOL	2,117
SPEED	40			
PK HR %	10			
DIST CTL	40			
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	36.1
DIST WALL	0		MED TRUCK SLE DIST	35.8
DIST W/OB	40		HVY TRUCK SLE DIST	35.8
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-20			
RT ANGLE	20			
DF ANGLE	40			

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.2	65.3	63.5	57.5	66.7
MEDIUM TRUCKS	61.6	60.2	53.9	50.8	60.3
HEAVY TRUCKS	63.9	62.6	53.7	53.4	62.6
VEHICULAR NOISE	69.6	68.0	64.3	59.6	**68.8**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Rosemead South of Slauson	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	21,360		PK HR VOL	2,136
SPEED	40			
PK HR %	10			
DIST CTL	40			
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	36.1
DIST WALL	0		MED TRUCK SLE DIST	35.8
DIST W/OB	40		HVY TRUCK SLE DIST	35.8
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-20			
RT ANGLE	20			
DF ANGLE	40			

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.3	65.3	63.5	57.6	66.8
MEDIUM TRUCKS	61.7	60.3	53.9	50.9	60.4
HEAVY TRUCKS	63.9	62.6	53.7	53.4	62.6
VEHICULAR NOISE	69.7	68.0	64.4	59.6	**68.8**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Rosemead South of Slauson	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	22,410			PK HR VOL	2,241
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.5	65.6	63.7	57.8	67.0
MEDIUM TRUCKS	61.9	60.5	54.1	51.1	60.6
HEAVY TRUCKS	64.1	62.8	53.9	53.7	62.9
VEHICULAR NOISE	69.9	68.2	64.6	59.8	**69.1**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Rosemead South of Slauson	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	22,600			PK HR VOL	2,260
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.5	65.6	63.8	57.8	67.0
MEDIUM TRUCKS	61.9	60.5	54.2	51.1	60.6
HEAVY TRUCKS	64.2	62.9	53.9	53.7	62.9
VEHICULAR NOISE	69.9	68.3	64.6	59.9	**69.1**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage East of Eastern	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	19,660			PK HR VOL	1,966
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	66.9	65.0	63.2	57.2	66.4
MEDIUM TRUCKS	61.3	59.9	53.6	50.5	60.0
HEAVY TRUCKS	63.6	62.3	53.3	53.1	62.3
VEHICULAR NOISE	69.3	67.7	64.0	59.2	**68.5**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage East of Eastern	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	20,350			PK HR VOL	2,035
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.1	65.1	63.3	57.3	66.5
MEDIUM TRUCKS	61.5	60.1	53.7	50.7	60.2
HEAVY TRUCKS	63.7	62.4	53.5	53.2	62.4
VEHICULAR NOISE	69.5	67.8	64.2	59.4	**68.6**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage East of Eastern	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	20,840			PK HR VOL	2,084
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.2	65.2	63.4	57.4	66.7
MEDIUM TRUCKS	61.6	60.2	53.8	50.8	60.3
HEAVY TRUCKS	63.8	62.5	53.6	53.3	62.5
VEHICULAR NOISE	69.6	67.9	64.3	59.5	**68.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage East of Eastern	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	21,540			PK HR VOL	2,154
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.3	65.4	63.6	57.6	66.8
MEDIUM TRUCKS	61.7	60.3	54.0	50.9	60.4
HEAVY TRUCKS	64.0	62.7	53.7	53.5	62.7
VEHICULAR NOISE	69.7	68.0	64.4	59.6	**68.9**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage East of Garfield	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	19,390			PK HR VOL	1,939
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	66.9	64.9	63.1	57.1	66.3
MEDIUM TRUCKS	61.2	59.9	53.5	50.5	60.0
HEAVY TRUCKS	63.5	62.2	53.3	53.0	62.2
VEHICULAR NOISE	69.3	67.6	64.0	59.2	**68.4**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage East of Garfield	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	20,650		PK HR VOL	2,065
SPEED	40			
PK HR %	10			
DIST CTL	40			
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	36.1
DIST WALL	0		MED TRUCK SLE DIST	35.8
DIST W/OB	40		HVY TRUCK SLE DIST	35.8
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-20			
RT ANGLE	20			
DF ANGLE	40			

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.1	65.2	63.4	57.4	66.6
MEDIUM TRUCKS	61.5	60.1	53.8	50.7	60.2
HEAVY TRUCKS	63.8	62.5	53.5	53.3	62.5
VEHICULAR NOISE	69.5	67.9	64.2	59.5	**68.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage East of Garfield	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	20,520			PK HR VOL	2,052
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.1	65.2	63.4	57.4	66.6
MEDIUM TRUCKS	61.5	60.1	53.8	50.7	60.2
HEAVY TRUCKS	63.8	62.5	53.5	53.3	62.5
VEHICULAR NOISE	69.5	67.8	64.2	59.4	**68.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage East of Garfield	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	21,780			PK HR VOL	2,178
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	67.4	65.4	63.6	57.6	66.8
MEDIUM TRUCKS	61.7	60.4	54.0	51.0	60.5
HEAVY TRUCKS	64.0	62.7	53.8	53.5	62.7
VEHICULAR NOISE	69.8	68.1	64.5	59.7	**68.9**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage West of Greenwood	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	17,120			PK HR VOL	1,712
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.8	66.9	65.1	59.1	68.3
MEDIUM TRUCKS	63.3	61.9	55.5	52.5	62.0
HEAVY TRUCKS	65.5	64.2	55.3	55.1	64.2
VEHICULAR NOISE	71.2	69.6	65.9	61.2	**70.4**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage West of Greenwood	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	18,820		PK HR VOL	1,882
SPEED	40			
PK HR %	10			
DIST CTL	30			
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	24.5
DIST WALL	0		MED TRUCK SLE DIST	24.2
DIST W/OB	30		HVY TRUCK SLE DIST	24.2
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-20			
RT ANGLE	20			
DF ANGLE	40			

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

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	69.2	67.3	65.5	59.5	68.7
MEDIUM TRUCKS	63.7	62.3	55.9	52.9	62.4
HEAVY TRUCKS	65.9	64.6	55.7	55.5	64.7
VEHICULAR NOISE	71.7	70.0	66.4	61.6	**70.8**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage West of Greenwood	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	18,290			PK HR VOL	1,829
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	69.1	67.2	65.4	59.4	68.6
MEDIUM TRUCKS	63.6	62.2	55.8	52.8	62.3
HEAVY TRUCKS	65.8	64.5	55.6	55.3	64.5
VEHICULAR NOISE	71.5	69.9	66.2	61.5	**70.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage West of Greenwood	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	19,990			PK HR VOL	1,999
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	69.5	67.6	65.8	59.8	69.0
MEDIUM TRUCKS	63.9	62.6	56.2	53.2	62.7
HEAVY TRUCKS	66.2	64.9	56.0	55.7	64.9
VEHICULAR NOISE	71.9	70.3	66.6	61.9	**71.1**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Greenwood North of Gage	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	2,300			PK HR VOL	230
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.1	58.2	56.4	50.4	59.6
MEDIUM TRUCKS	54.6	53.2	46.8	43.8	53.3
HEAVY TRUCKS	56.8	55.5	46.6	46.3	55.5
VEHICULAR NOISE	62.5	60.9	57.2	52.5	**61.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Greenwood North of Gage	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	2,300			PK HR VOL	230
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.1	58.2	56.4	50.4	59.6
MEDIUM TRUCKS	54.6	53.2	46.8	43.8	53.3
HEAVY TRUCKS	56.8	55.5	46.6	46.3	55.5
VEHICULAR NOISE	62.5	60.9	57.2	52.5	**61.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Greenwood North of Gage	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	2,430			PK HR VOL	243
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.3	58.4	56.6	50.6	59.8
MEDIUM TRUCKS	54.8	53.4	47.1	44.0	53.5
HEAVY TRUCKS	57.1	55.8	46.8	46.6	55.8
VEHICULAR NOISE	62.8	61.1	57.5	52.7	**61.9**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Greenwood North of Gage	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	2,430			PK HR VOL	243
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.3	58.4	56.6	50.6	59.8
MEDIUM TRUCKS	54.8	53.4	47.1	44.0	53.5
HEAVY TRUCKS	57.1	55.8	46.8	46.6	55.8
VEHICULAR NOISE	62.8	61.1	57.5	52.7	**61.9**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Greenwood South of Gage	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	2,180			PK HR VOL	218
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	59.9	58.0	56.1	50.2	59.4
MEDIUM TRUCKS	54.3	52.9	46.6	43.5	53.0
HEAVY TRUCKS	56.6	55.3	46.3	46.1	55.3
VEHICULAR NOISE	62.3	60.6	57.0	52.2	**61.5**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Greenwood South of Gage	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	2,180			PK HR VOL	218
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	59.9	58.0	56.1	50.2	59.4
MEDIUM TRUCKS	54.3	52.9	46.6	43.5	53.0
HEAVY TRUCKS	56.6	55.3	46.3	46.1	55.3
VEHICULAR NOISE	62.3	60.6	57.0	52.2	**61.5**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Greenwood South of Gage	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	2,300			PK HR VOL	230
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.1	58.2	56.4	50.4	59.6
MEDIUM TRUCKS	54.6	53.2	46.8	43.8	53.3
HEAVY TRUCKS	56.8	55.5	46.6	46.3	55.5
VEHICULAR NOISE	62.5	60.9	57.2	52.5	**61.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Greenwood South of Gage	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	2,300			PK HR VOL	230
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.1	58.2	56.4	50.4	59.6
MEDIUM TRUCKS	54.6	53.2	46.8	43.8	53.3
HEAVY TRUCKS	56.8	55.5	46.6	46.3	55.5
VEHICULAR NOISE	62.5	60.9	57.2	52.5	**61.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage West of Zindle	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	15,950			PK HR VOL	1,595
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.5	66.6	64.8	58.8	68.0
MEDIUM TRUCKS	63.0	61.6	55.2	52.2	61.7
HEAVY TRUCKS	65.2	63.9	55.0	54.7	63.9
VEHICULAR NOISE	70.9	69.3	65.6	60.9	**70.1**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage West of Zindle	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	18,290		PK HR VOL	1,829
SPEED	40			
PK HR %	10			
DIST CTL	30			
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	24.5
DIST WALL	0		MED TRUCK SLE DIST	24.2
DIST W/OB	30		HVY TRUCK SLE DIST	24.2
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-20			
RT ANGLE	20			
DF ANGLE	40			

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

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	69.1	67.2	65.4	59.4	68.6
MEDIUM TRUCKS	63.6	62.2	55.8	52.8	62.3
HEAVY TRUCKS	65.8	64.5	55.6	55.3	64.5
VEHICULAR NOISE	71.5	69.9	66.2	61.5	**70.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage West of Zindle	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	17,050			PK HR VOL	1,705
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.8	66.9	65.1	59.1	68.3
MEDIUM TRUCKS	63.3	61.9	55.5	52.5	62.0
HEAVY TRUCKS	65.5	64.2	55.3	55.0	64.2
VEHICULAR NOISE	71.2	69.6	65.9	61.2	**70.4**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Gage West of Zindle	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	19,390			PK HR VOL	1,939
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	69.4	67.4	65.6	59.6	68.9
MEDIUM TRUCKS	63.8	62.4	56.1	53.0	62.5
HEAVY TRUCKS	66.1	64.8	55.8	55.6	64.8
VEHICULAR NOISE	71.8	70.1	66.5	61.7	**71.0**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Zindle South of Gage	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	360			PK HR VOL	36
SPEED	30				
PK HR %	10				
DIST CTL	20				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		10.0
DIST WALL	0		MED TRUCK SLE DIST		9.1
DIST W/OB	20		HVY TRUCK SLE DIST		9.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	54.4	52.4	50.6	44.6	53.8
MEDIUM TRUCKS	49.9	48.5	42.1	39.1	48.6
HEAVY TRUCKS	53.2	51.9	43.0	42.7	51.9
VEHICULAR NOISE	57.6	56.0	51.8	47.5	**56.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Zindle South of Gage	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	1,980		PK HR VOL	198
SPEED	30			
PK HR %	10			
DIST CTL	20			
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	10.0
DIST WALL	0		MED TRUCK SLE DIST	9.1
DIST W/OB	20		HVY TRUCK SLE DIST	9.2
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-20			
RT ANGLE	20			
DF ANGLE	40			

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	61.8	59.8	58.0	52.0	61.2
MEDIUM TRUCKS	57.3	55.9	49.5	46.5	56.0
HEAVY TRUCKS	60.6	59.3	50.4	50.1	59.3
VEHICULAR NOISE	65.0	63.4	59.2	54.9	**64.1**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Zindle South of Gage	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	400			PK HR VOL	40
SPEED	30				
PK HR %	10				
DIST CTL	20				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		10.0
DIST WALL	0		MED TRUCK SLE DIST		9.1
DIST W/OB	20		HVY TRUCK SLE DIST		9.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	54.8	52.9	51.1	45.1	54.3
MEDIUM TRUCKS	50.3	48.9	42.6	39.5	49.0
HEAVY TRUCKS	53.7	52.4	43.4	43.2	52.4
VEHICULAR NOISE	58.1	56.5	52.3	47.9	**57.2**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Zindle South of Gage	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	2,000			PK HR VOL	200
SPEED	30				
PK HR %	10				
DIST CTL	20				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		10.0
DIST WALL	0		MED TRUCK SLE DIST		9.1
DIST W/OB	20		HVY TRUCK SLE DIST		9.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	61.8	59.9	58.1	52.1	61.3
MEDIUM TRUCKS	57.3	55.9	49.6	46.5	56.0
HEAVY TRUCKS	60.7	59.4	50.4	50.2	59.4
VEHICULAR NOISE	65.1	63.5	59.3	54.9	**64.2**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Project Drive South of Gage	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	16,200			PK HR VOL	1,620
SPEED	30				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	65.1	63.2	61.3	55.4	64.6
MEDIUM TRUCKS	60.0	58.7	52.3	49.3	58.8
HEAVY TRUCKS	63.5	62.2	53.2	53.0	62.2
VEHICULAR NOISE	68.1	66.5	62.4	58.0	**67.2**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Project Drive South of Gage	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	19,650			PK HR VOL	1,965
SPEED	30				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	65.9	64.0	62.2	56.2	65.4
MEDIUM TRUCKS	60.9	59.5	53.1	50.1	59.6
HEAVY TRUCKS	64.3	63.0	54.1	53.8	63.0
VEHICULAR NOISE	68.9	67.3	63.3	58.8	**68.1**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Project Drive South of Gage	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	17,340			PK HR VOL	1,734
SPEED	30				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	65.4	63.4	61.6	55.7	64.9
MEDIUM TRUCKS	60.3	59.0	52.6	49.6	59.1
HEAVY TRUCKS	63.8	62.5	53.5	53.3	62.5
VEHICULAR NOISE	68.4	66.8	62.7	58.3	**67.5**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Project Drive South of Gage	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	21,010			PK HR VOL	2,101
SPEED	30				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	66.2	64.3	62.5	56.5	65.7
MEDIUM TRUCKS	61.2	59.8	53.4	50.4	59.9
HEAVY TRUCKS	64.6	63.3	54.4	54.1	63.3
VEHICULAR NOISE	69.2	67.6	63.5	59.1	**68.3**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Florence East of Eastern	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	29,160			PK HR VOL	2,916
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.6	66.7	64.9	58.9	68.1
MEDIUM TRUCKS	63.0	61.6	55.3	52.2	61.7
HEAVY TRUCKS	65.3	64.0	55.0	54.8	64.0
VEHICULAR NOISE	71.0	69.4	65.7	61.0	**70.2**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Florence East of Eastern	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	29,400			PK HR VOL	2,940
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.7	66.7	64.9	58.9	68.1
MEDIUM TRUCKS	63.1	61.7	55.3	52.3	61.8
HEAVY TRUCKS	65.3	64.0	55.1	54.8	64.0
VEHICULAR NOISE	71.1	69.4	65.8	61.0	**70.2**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Florence East of Eastern	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	30,860			PK HR VOL	3,086
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.9	66.9	65.1	59.2	68.4
MEDIUM TRUCKS	63.3	61.9	55.5	52.5	62.0
HEAVY TRUCKS	65.5	64.2	55.3	55.0	64.2
VEHICULAR NOISE	71.3	69.6	66.0	61.2	**70.4**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Florence East of Eastern	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	31,100			PK HR VOL	3,110
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	68.9	67.0	65.2	59.2	68.4
MEDIUM TRUCKS	63.3	61.9	55.6	52.5	62.0
HEAVY TRUCKS	65.6	64.3	55.3	55.1	64.3
VEHICULAR NOISE	71.3	69.6	66.0	61.2	**70.5**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Florence East of Garfield	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	17,820			PK HR VOL	1,782
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	66.5	64.6	62.8	56.8	66.0
MEDIUM TRUCKS	60.9	59.5	53.1	50.1	59.6
HEAVY TRUCKS	63.1	61.8	52.9	52.7	61.9
VEHICULAR NOISE	68.9	67.2	63.6	58.8	**68.1**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	'Florence East of Garfield	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	17,930			PK HR VOL	1,793
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	66.5	64.6	62.8	56.8	66.0
MEDIUM TRUCKS	60.9	59.5	53.2	50.1	59.6
HEAVY TRUCKS	63.2	61.9	52.9	52.7	61.9
VEHICULAR NOISE	68.9	67.3	63.6	58.8	**68.1**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	'Florence East of Garfield	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	18,860			PK HR VOL	1,886
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	66.7	64.8	63.0	57.0	66.2
MEDIUM TRUCKS	61.1	59.7	53.4	50.3	59.8
HEAVY TRUCKS	63.4	62.1	53.1	52.9	62.1
VEHICULAR NOISE	69.1	67.5	63.8	59.1	**68.3**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	'Florence East of Garfield	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	18,970			PK HR VOL	1,897
SPEED	40				
PK HR %	10				
DIST CTL	40				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		36.1
DIST WALL	0		MED TRUCK SLE DIST		35.8
DIST W/OB	40		HVY TRUCK SLE DIST		35.8
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	66.8	64.8	63.0	57.0	66.2
MEDIUM TRUCKS	61.1	59.8	53.4	50.4	59.9
HEAVY TRUCKS	63.4	62.1	53.2	52.9	62.1
VEHICULAR NOISE	69.2	67.5	63.9	59.1	**68.3**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Paramount North of I-5	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	2,300			PK HR VOL	230
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.1	58.2	56.4	50.4	59.6
MEDIUM TRUCKS	54.6	53.2	46.8	43.8	53.3
HEAVY TRUCKS	56.8	55.5	46.6	46.3	55.5
VEHICULAR NOISE	62.5	60.9	57.2	52.5	**61.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Paramount North of I-5	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	2,300			PK HR VOL	230
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.1	58.2	56.4	50.4	59.6
MEDIUM TRUCKS	54.6	53.2	46.8	43.8	53.3
HEAVY TRUCKS	56.8	55.5	46.6	46.3	55.5
VEHICULAR NOISE	62.5	60.9	57.2	52.5	**61.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Paramount North of I-5	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	2,430			PK HR VOL	243
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.3	58.4	56.6	50.6	59.8
MEDIUM TRUCKS	54.8	53.4	47.1	44.0	53.5
HEAVY TRUCKS	57.1	55.8	46.8	46.6	55.8
VEHICULAR NOISE	62.8	61.1	57.5	52.7	**61.9**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Paramount North of I-5	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	2,430			PK HR VOL	243
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.3	58.4	56.6	50.6	59.8
MEDIUM TRUCKS	54.8	53.4	47.1	44.0	53.5
HEAVY TRUCKS	57.1	55.8	46.8	46.6	55.8
VEHICULAR NOISE	62.8	61.1	57.5	52.7	**61.9**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Telegraph West of Paramount	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	21,610		PK HR VOL	2,161
SPEED	40			
PK HR %	10			
DIST CTL	30			
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	24.5
DIST WALL	0		MED TRUCK SLE DIST	24.2
DIST W/OB	30		HVY TRUCK SLE DIST	24.2
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-20			
RT ANGLE	20			
DF ANGLE	40			

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

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	69.8	67.9	66.1	60.1	69.3
MEDIUM TRUCKS	64.3	62.9	56.5	53.5	63.0
HEAVY TRUCKS	66.5	65.2	56.3	56.1	65.3
VEHICULAR NOISE	72.3	70.6	67.0	62.2	**71.4**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Telegraph West of Paramount	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	21,810		PK HR VOL	2,181
SPEED	40			
PK HR %	10			
DIST CTL	30			
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	24.5
DIST WALL	0		MED TRUCK SLE DIST	24.2
DIST W/OB	30		HVY TRUCK SLE DIST	24.2
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-20			
RT ANGLE	20			
DF ANGLE	40			

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	69.9	68.0	66.1	60.2	69.4
MEDIUM TRUCKS	64.3	62.9	56.6	53.5	63.0
HEAVY TRUCKS	66.6	65.3	56.3	56.1	65.3
VEHICULAR NOISE	72.3	70.6	67.0	62.2	**71.5**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Telegraph West of Paramount	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	22,980			PK HR VOL	2,298
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	70.1	68.2	66.4	60.4	69.6
MEDIUM TRUCKS	64.5	63.2	56.8	53.8	63.3
HEAVY TRUCKS	66.8	65.5	56.6	56.3	65.5
VEHICULAR NOISE	72.5	70.9	67.2	62.5	**71.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Telegraph West of Paramount	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	23,180			PK HR VOL	2,318
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	70.1	68.2	66.4	60.4	69.6
MEDIUM TRUCKS	64.6	63.2	56.8	53.8	63.3
HEAVY TRUCKS	66.8	65.6	56.6	56.4	65.6
VEHICULAR NOISE	72.6	70.9	67.3	62.5	**71.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Paramount North of Telegraph	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	21,430			PK HR VOL	2,143
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	69.8	67.9	66.1	60.1	69.3
MEDIUM TRUCKS	64.2	62.9	56.5	53.5	63.0
HEAVY TRUCKS	66.5	65.2	56.3	56.0	65.2
VEHICULAR NOISE	72.2	70.6	66.9	62.2	**71.4**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Paramount North of Telegraph	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	21,910			PK HR VOL	2,191
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	69.9	68.0	66.2	60.2	69.4
MEDIUM TRUCKS	64.3	63.0	56.6	53.6	63.1
HEAVY TRUCKS	66.6	65.3	56.4	56.1	65.3
VEHICULAR NOISE	72.3	70.7	67.0	62.2	**71.5**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Paramount North of Telegraph	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	22,990			PK HR VOL	2,299
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	70.1	68.2	66.4	60.4	69.6
MEDIUM TRUCKS	64.6	63.2	56.8	53.8	63.3
HEAVY TRUCKS	66.8	65.5	56.6	56.3	65.5
VEHICULAR NOISE	72.5	70.9	67.2	62.5	**71.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Paramount North of Telegraph	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	23,470			PK HR VOL	2,347
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	70.2	68.3	66.5	60.5	69.7
MEDIUM TRUCKS	64.6	63.3	56.9	53.9	63.4
HEAVY TRUCKS	66.9	65.6	56.7	56.4	65.6
VEHICULAR NOISE	72.6	71.0	67.3	62.5	**71.8**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Telegraph West of Rosemead	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	25,330		PK HR VOL	2,533
SPEED	40			
PK HR %	10			
DIST CTL	30			
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	24.5
DIST WALL	0		MED TRUCK SLE DIST	24.2
DIST W/OB	30		HVY TRUCK SLE DIST	24.2
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-20			
RT ANGLE	20			
DF ANGLE	40			

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

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	70.5	68.6	66.8	60.8	70.0
MEDIUM TRUCKS	65.0	63.6	57.2	54.2	63.7
HEAVY TRUCKS	67.2	65.9	57.0	56.8	66.0
VEHICULAR NOISE	72.9	71.3	67.6	62.9	**72.1**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Telegraph West of Rosemead	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	25,460			PK HR VOL	2,546
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	70.6	68.6	66.8	60.8	70.0
MEDIUM TRUCKS	65.0	63.6	57.3	54.2	63.7
HEAVY TRUCKS	67.3	66.0	57.0	56.8	66.0
VEHICULAR NOISE	73.0	71.3	67.7	62.9	**72.1**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Telegraph West of Rosemead	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	26,820			PK HR VOL	2,682
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	70.8	68.9	67.0	61.1	70.3
MEDIUM TRUCKS	65.2	63.8	57.5	54.4	63.9
HEAVY TRUCKS	67.5	66.2	57.2	57.0	66.2
VEHICULAR NOISE	73.2	71.5	67.9	63.1	**72.4**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Telegraph West of Rosemead	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	26,950			PK HR VOL	2,695
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	70.8	68.9	67.1	61.1	70.3
MEDIUM TRUCKS	65.2	63.9	57.5	54.5	64.0
HEAVY TRUCKS	67.5	66.2	57.3	57.0	66.2
VEHICULAR NOISE	73.2	71.6	67.9	63.1	**72.4**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Rosemead North of Telegraph	DATE:	12/20/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	26,220			PK HR VOL	2,622
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	70.7	68.8	66.9	61.0	70.2
MEDIUM TRUCKS	65.1	63.7	57.4	54.3	63.8
HEAVY TRUCKS	67.4	66.1	57.1	56.9	66.1
VEHICULAR NOISE	73.1	71.4	67.8	63.0	**72.3**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Rosemead North of Telegraph	DATE:	12/20/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	26,570			PK HR VOL	2,657
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	70.7	68.8	67.0	61.0	70.2
MEDIUM TRUCKS	65.2	63.8	57.4	54.4	63.9
HEAVY TRUCKS	67.4	66.1	57.2	57.0	66.2
VEHICULAR NOISE	73.2	71.5	67.9	63.1	**72.3**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Rosemead North of Telegraph	DATE:	12/20/2019
Scenario:	**Year 2040 Without Project**	BY:	J. Leech

ADT	27,980			PK HR VOL	2,798
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	71.0	69.0	67.2	61.2	70.4
MEDIUM TRUCKS	65.4	64.0	57.7	54.6	64.1
HEAVY TRUCKS	67.7	66.4	57.4	57.2	66.4
VEHICULAR NOISE	73.4	71.7	68.1	63.3	**72.6**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Modelo Mixed Use Development	JN:	12058
ROADWAY:	Rosemead North of Telegraph	DATE:	12/20/2019
Scenario:	**Year 2040 With Project**	BY:	J. Leech

ADT	28,320			PK HR VOL	2,832
SPEED	40				
PK HR %	10				
DIST CTL	30				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		24.5
DIST WALL	0		MED TRUCK SLE DIST		24.2
DIST W/OB	30		HVY TRUCK SLE DIST		24.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-20				
RT ANGLE	20				
DF ANGLE	40				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	71.0	69.1	67.3	61.3	70.5
MEDIUM TRUCKS	65.5	64.1	57.7	54.7	64.2
HEAVY TRUCKS	67.7	66.4	57.5	57.2	66.4
VEHICULAR NOISE	73.4	71.8	68.1	63.4	**72.6**