Mojave Drive Warehouse

NOISE AND VIBRATION ANALYSIS

CITY OF VICTORVILLE

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TABLE OF CONTENTS

APPENDICES

LIST OF EXHIBITS

LIST OF TABLES

LIST OF ABBREVIATED TERMS

(1)	Reference
ANSI	American National Standards Institute
Calveno	California Vehicle Noise
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
dBA	A-weighted decibels
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
INCE	Institute of Noise Control Engineering
L_{eq}	Equivalent continuous (average) sound level
L_{max}	Maximum level measured over the time interval
mph	Miles per hour
PPV	Peak Particle Velocity
Project	Mojave Drive Warehouse
REMEL	Reference Energy Mean Emission Level
RMS	Root-mean-square
VdB	Vibration Decibels

EXECUTIVE SUMMARY

Urban Crossroads, Inc. has prepared this noise study to determine the noise exposure and the necessary noise mitigation measures for the proposed Mojave Drive Warehouse development ("Project"). The Project site is located at the northeast corner of the intersection of Mojave Drive and Mesa Linda Avenue in the City of Victorville. The Project is proposed to consist of an 1,097,300 square foot (SF) warehouse building with internal office space. This noise study has been prepared to satisfy applicable City of Victorville noise standards and significance criteria based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1)

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

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS

Analysis	Report Section	Significance Findings	
		Unmitigated	Mitigated
Off-Site Noise	7	*Less Than Significant*	-
Operational Noise	9	*Less Than Significant*	-
Construction Noise	10	*Less Than Significant*	-
Nighttime Concrete Pour		*Less Than Significant*	-
Construction Vibration		*Less Than Significant*	-

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1 INTRODUCTION

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

1.1 SITE LOCATION

The proposed Project is located at the northeast corner of the intersection of Mojave Drive and Mesa Linda Avenue in the City of Victorville, as shown on Exhibit 1-A. The proposed Project is bounded to the north, east, and west by vacant/undeveloped properties, to the south by Mojave Drive and single-family residential development.

1.2 PROJECT DESCRIPTION

The proposed Project consists of an 1,097,300 square foot (SF) warehouse building with internal office space. The warehouse building will include an 877,800 SF of highcube transload warehouse and 219,500 SF of high-cube cold storage warehouse with loading docks lining the east side and west side of the building, as shown on Exhibit 1-B.

The on-site Project-related operational noise sources are expected to include: cold storage loading dock activity, tractor trailer parking, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements. This report assumes the Project will operate 24-hours daily for seven days per week.

EXHIBIT 1-A: LOCATION MAP

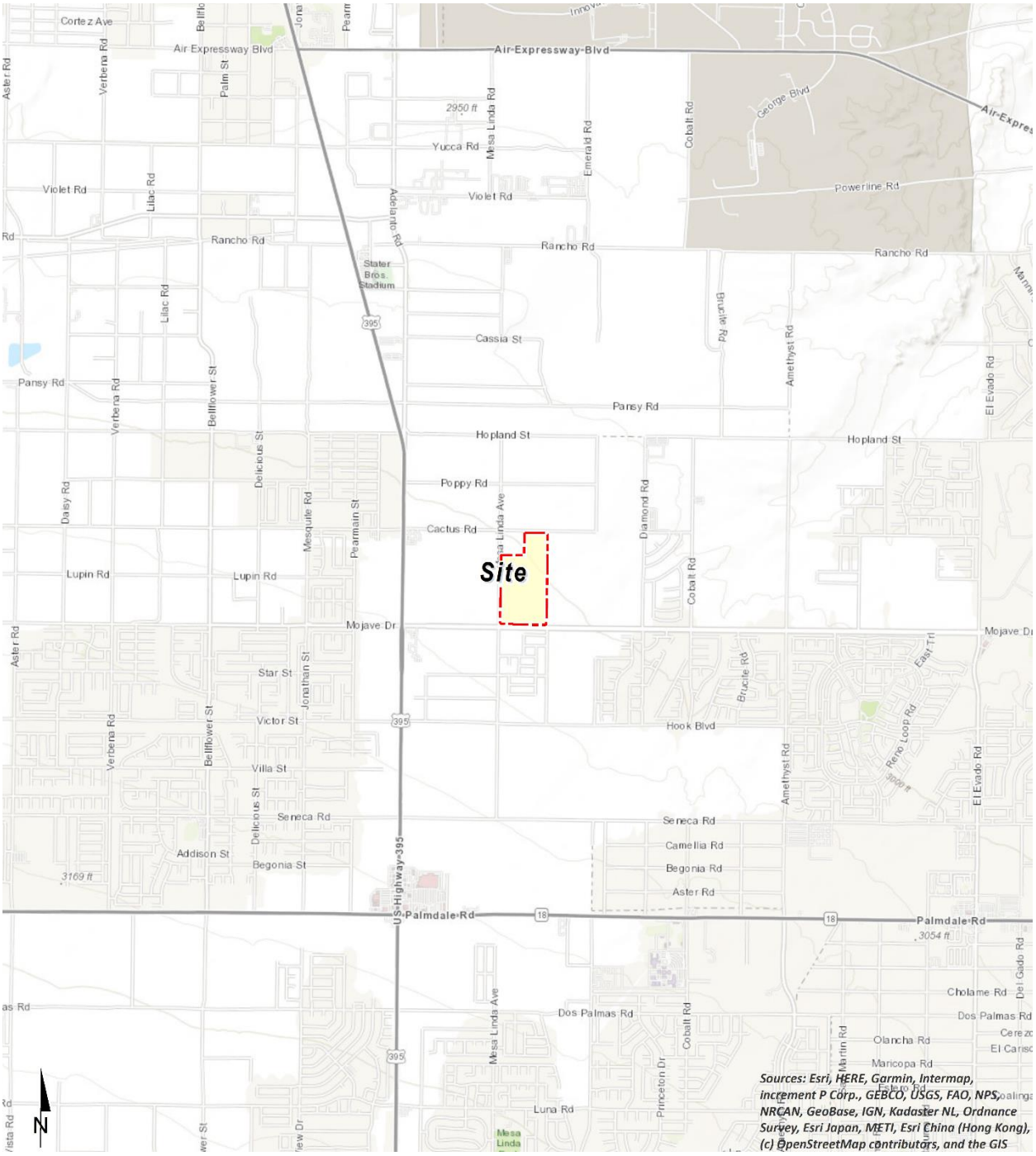
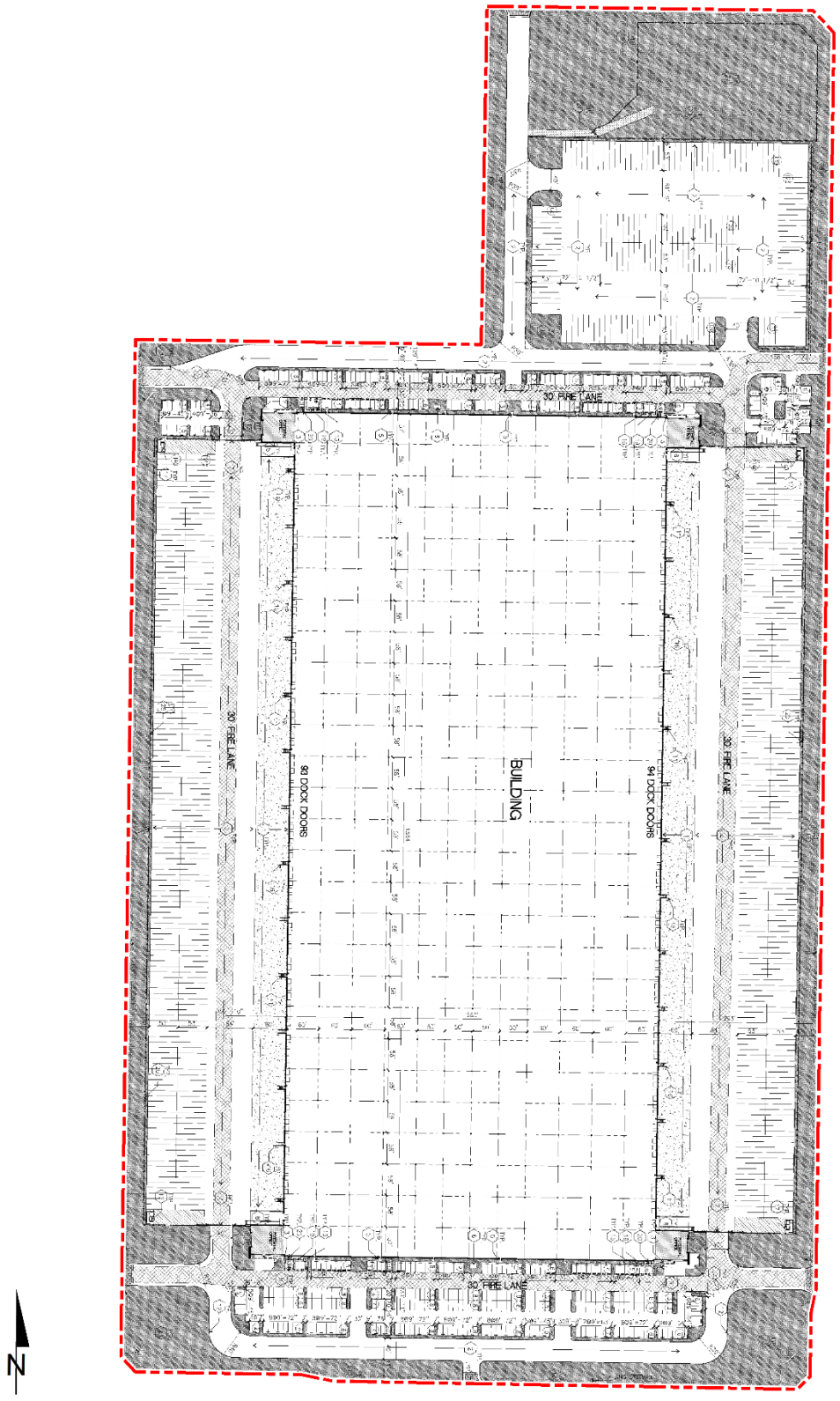


EXHIBIT 1-B: SITE PLAN



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2 FUNDAMENTALS

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

EXHIBIT 2-A: TYPICAL NOISE LEVELS

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

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

2.1 RANGE OF NOISE

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. (2) The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA

at approximately 1,000 feet, which can cause serious discomfort (3). Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

2.2 NOISE DESCRIPTORS

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

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

2.3 SOUND PROPAGATION

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

2.3.1 GEOMETRIC SPREADING

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. (2)

2.3.2 GROUND ABSORPTION

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

sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source. (4)

2.3.3 ATMOSPHERIC EFFECTS

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects. (2)

2.3.4 SHIELDING

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

2.4 NOISE CONTROL

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

2.5 NOISE BARRIER ATTENUATION

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receiver. Noise barriers, however, do have limitations. For a noise barrier to work, it must block the line-of-sight path of sound from the noise source.

2.6 LAND USE COMPATIBILITY WITH NOISE

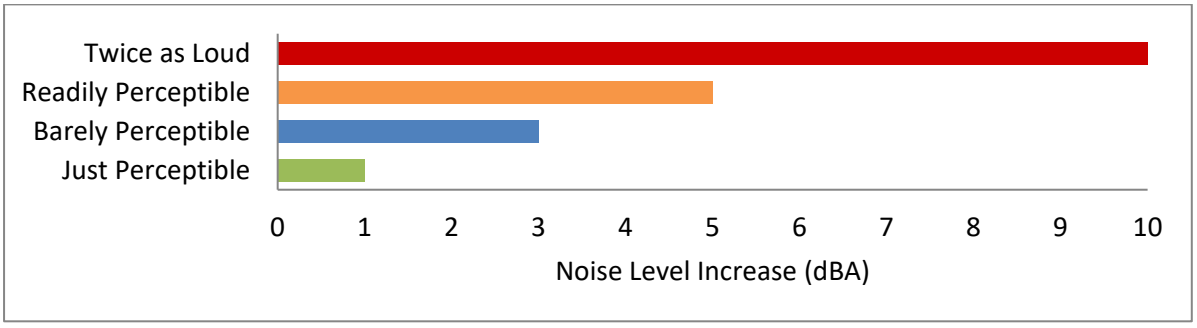
Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial developments and related activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The FHWA encourages State and Local government to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized. (6)

2.7 COMMUNITY RESPONSE TO NOISE

Approximately sixteen percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints may occur. Twenty to thirty percent of the population will not complain even in very severe noise environments. (7 pp. 8-6) Thus, a variety of reactions can be expected from people exposed to any given noise environment.

Surveys have shown that community response to noise varies from no reaction to vigorous action for newly introduced noises averaging from 10 dB below existing to 25 dB above existing. (8) According to research originally published in the Noise Effects Handbook (7), the percentage of high annoyance ranges from approximately 0 percent at 45 dB or less, 10 percent are highly annoyed around 60 dB, and increases rapidly to approximately 70 percent being highly annoyed at approximately 85 dB or greater. Despite this variability in behavior on an individual level, the population can be expected to exhibit the following responses to changes in noise levels as shown on Exhibit 2-B. A change of 3 dBA is considered barely perceptible, and changes of 5 dBA are considered readily perceptible. (4)

EXHIBIT 2-B: NOISE LEVEL INCREASE PERCEPTION



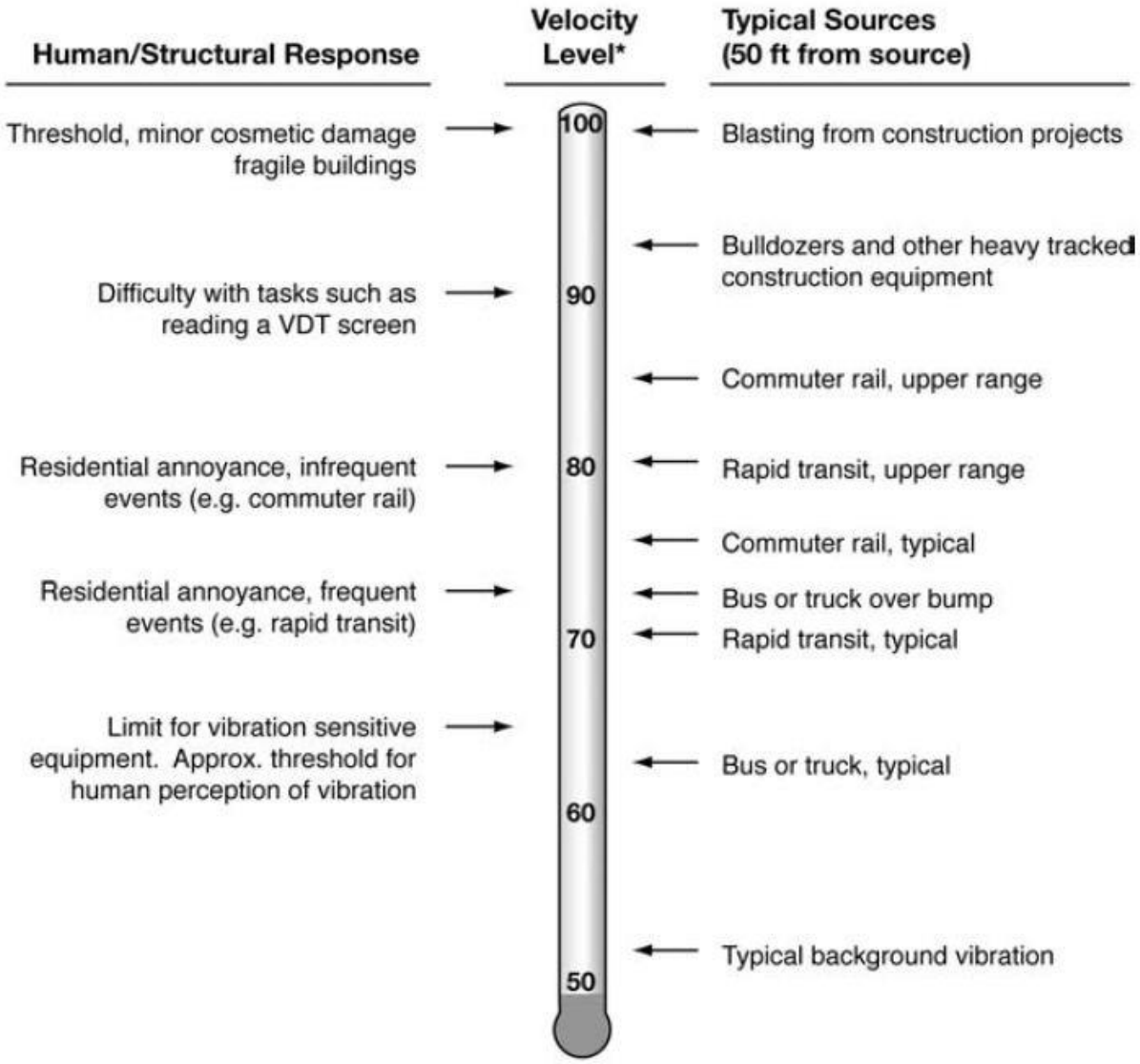
2.8 VIBRATION

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

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

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

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



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

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

3 REGULATORY SETTING

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

3.1 STATE OF CALIFORNIA NOISE REQUIREMENTS

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor's Office of Planning and Research (OPR). (9) The purpose of the Noise and Safety Element is to *limit the exposure of the community to excessive noise levels*. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

3.2 CITY OF VICTORVILLE GENERAL PLAN NOISE ELEMENT

The City of Victorville *General Plan Noise Element* is *intended to limit exposure of the community to excessive noise levels*. (10) The City of Victorville *General Plan Noise Element* land use compatibility standards specify the noise levels allowable for new developments impacted by transportation noise sources. The *Victorville Land Use Compatibility Standards*, found on Table N-3 of the *General Plan,* identify the criteria as shown on Exhibit 3-A. For the noise sensitive residential land use, exterior noise levels of less than 65 dBA CNEL are considered *normally acceptable*, *conditionally acceptable* with exterior noise levels between 65 to 70 dBA CNEL, and *normally unacceptable* with exterior noise levels above 70 dBA CNEL. For the non-residential land use, exterior noise levels of less than 70 dBA CNEL are generally considered as *normally acceptable*.

3.3 OPERATIONAL NOISE STANDARDS

To analyze noise impacts originating from a designated fixed location or private property such as the Mojave Drive Warehouse Project, stationary-source (operational) noise such as the expected cold storage loading dock activity, tractor trailer parking, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements are typically evaluated against standards established under a jurisdiction's municipal code.

EXHIBIT 3-A: LAND USE NOISE COMPATIBILITY CRITERIA

Table N-3
Victorville Land Use Compatibility Standards

	Community Noise Exposure Ldn or CNEL, dB						
Land Use Categories	55	60	65	70	75	80 +	
Residential - Low Density, Single Family, Duplex, Multi-family, Mobile Home	1	1	2	2	3	4	4
Transient Lodging - Motels, Hotels	1	1	2	2	3	3	4
Schools, Libraries, Churches, Hospitals, Nursing Homes	1	1	2	3	3	4	4
Auditoriums, Concert Halls, Amphitheaters	2	2	3	3	4	4	4
Sports Arena, Outdoor Spectator Sports	2	2	2	2	3	3	3
Playgrounds, Neighborhood Parks	1	1	1	2	3	3	3
Golf Courses, Riding Stables, Water Recreation, Cemeteries	1	1	1	2	2	4	4
Office Buildings, Business Commercial, Retail Commercial and Professional	1	1	1	2	2	3	3
Industrial, Manufacturing, Utilities	1	1	1	1	2	2	2
Agriculture	1	1	1	1	1	1	1

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

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

Section 13.01.030 of the City of Victorville Municipal Code, establishes the noise level standards for stationary noise sources. For residential properties, the exterior noise level shall not exceed 65 dBA L_{eq} during the daytime hours (7:00 a.m. to 10:00 p.m.) and 55 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.). (11) For commercial uses, exterior noise levels shall not exceed 70 dBA L_{eq} at any time. For the industrial uses the exterior noise levels commercial uses shall not exceed 75 dBA L_{eq} at any time. The operational noise level standards are shown on Table 3-1.

TABLE 3-1: OPERATIONAL NOISE STANDARDS

Land Use	Exterior Noise Levels (dBA L_{eq})[2]	
	Daytime (7am-10pm)	Nighttime (10pm-7am)
Residential	65	55
Commercial	70	
Industrial	75	

[1] City of Victorville Municipal Code, Section 13.01.030 (Appendix 3.1).

[2] L_{eq} represents a steady state sound level containing the same total energy as a time varying signal over a given period.

3.4 CONSTRUCTION NOISE STANDARDS

Section 13.01.060.9 of the City of Victorville Municipal Code, provided in Appendix 3.1, indicates that construction activity is considered exempt from the noise level standards on private properties that are determined by the director of building and safety to be essential to the completion of a project. However, neither the City of Victorville General Plan or Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a *substantial temporary or periodic noise increase*. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts, as discussed below.

According to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold for noise sensitive residential land use with a nighttime exterior construction noise level of 70 dBA L_{eq} (8 p. 179).

3.5 CONSTRUCTION VIBRATION STANDARDS

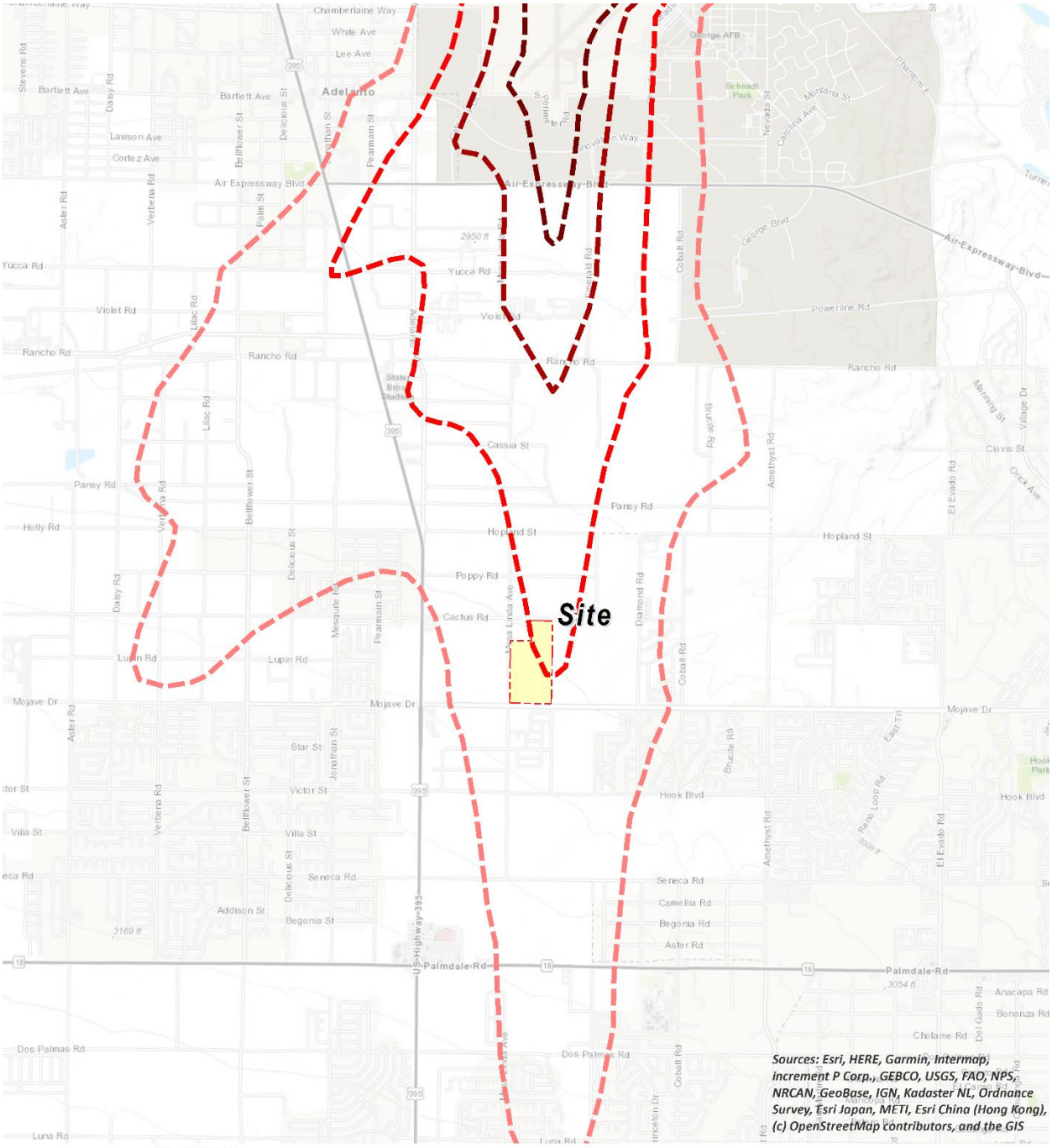
Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. (7) To analyze vibration impacts originating from the operation and construction of the Mojave Drive Warehouse, vibration-generating activities are appropriately evaluated against standards established under a City of Victorville's Municipal Code, if such standards exist. However, the City of Victorville does not identify specific vibration level limits. Therefore, for analysis purposes, the Caltrans *Transportation and Construction Vibration Guidance Manual*, (12 p. 38) Table 19, vibration damage are used in this noise study to assess potential temporary construction-related impacts at adjacent building locations. The nearest

noise sensitive buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).

3.6 SOUTHERN CALIFORNIA LOGISTICS AIRPORT LAND USE COMPATIBILITY

The closest airport to the Project site is the Southern California Logistics Airport (SCLA) located roughly 2.8 miles to the north with the potential to expose the Project site to aircraft-related exterior noise levels. Therefore, the *Southern California Logistics Airport Comprehensive Land Use Plan* future noise level contour boundaries are used in this noise study to determine the land use compatibility of the Project. (13) Exhibit 3-A shows that the Project site is located within the future SCLA 65 dBA CNEL noise level contour boundary. Based on the *Land Use Compatibility Standards (Table 3A)* described on Page 3-13 of the *SCLA Comprehensive Land Use Plan,* the Project's warehouse land use is considered a *normally acceptable* land use. (13) Therefore, since the Project site falls within the *normally acceptable* 65 dBA CNEL contour boundaries of SCLA, no further analysis is required.

EXHIBIT 3-A: SCLA FUTURE AIRPORT NOISE CONTOURS



LEGEND:

Unmitigated Airport Noise Contour Boundaries

Project Site Boundary
60 dBA CNEL
65 dBA CNEL
70 dBA CNEL
75 dBA CNEL

Source: Southern California Logistics Airport Comprehensive Land Use Plan, Exhibit 2J, September 2008.

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4 SIGNIFICANCE CRITERIA

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

A. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

B. Generation of excessive ground-borne vibration or ground-borne noise levels?

C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

4.1 NOISE LEVEL INCREASES (THRESHOLD A)

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines described above at the closest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach *recognizes that there is no single noise increase that renders the noise impact significant.* (13) This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called *ambient* environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged.

4.1.1 NOISE-SENSITIVE RECEIVERS

The Federal Interagency Committee on Noise (FICON) (14) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (CNEL) and equivalent continuous noise level (L_{eq}). The FICON guidance provides an established source of criteria to assess the impacts of substantial temporary or permanent increase in ambient noise levels. Based on the FICON criteria, the amount to which a given noise level increase is considered acceptable is reduced when the without Project noise levels are already shown to exceed certain land-use specific exterior noise level criteria. The specific levels are based on typical responses to noise level increases of 5 dBA or *readily perceptible*, 3 dBA or *barely perceptible*, and 1.5 dBA depending on the underlying without Project noise levels for noise-sensitive uses. These levels of increases and their perceived

acceptance are consistent with guidance provided by both the Federal Highway Administration (4 p. 9) and Caltrans (15 p. 2_48).

4.1.2 NON-NOISE-SENSITIVE RECEIVERS

The City of Victorville General Plan Noise Element, Table N-3, *Land Use Noise Compatibility Standards* was used to establish the satisfactory noise levels of significance for non-noise-sensitive land uses in the Project study area. As previously shown on Exhibit 3-A, the *normally acceptable* exterior noise level for non-noise-sensitive land use is 70 dBA CNEL. To determine if Project-related traffic noise level increases are significant at off-site non-noise-sensitive land uses, a *barely perceptible* 3 dBA criteria is used. When the without Project noise levels are greater than the *normally acceptable* 70 dBA CNEL land use compatibility criteria, a *barely perceptible* 3 dBA or greater noise level increase is considered a significant impact since the noise level criteria is already exceeded. The noise level increases used to determine significant impacts for non-noise-sensitive land uses is generally consistent with the FICON noise level increase thresholds for noise-sensitive land uses but instead rely on the City of Victorville *Land Use Compatibility Standards*.

4.2 VIBRATION (THRESHOLD B)

As described in Section 3.6, the vibration impacts originating from the construction of the Mojave Drive Warehouse, vibration-generating activities are appropriately evaluated using the Caltrans vibration damage thresholds to assess potential temporary construction-related impacts at adjacent building locations. The nearest noise sensitive buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).

4.3 CEQA GUIDELINES NOT FURTHER ANALYZED (THRESHOLD C)

CEQA Noise Threshold C applies when there are nearby public and private airports and/or air strips and focuses on land use compatibility of the Project to nearby airports and airstrips. The closest airport which would require additional noise analysis under CEQA guideline C is the SCLA located approximately 2.8 miles north of the Project site. As previously indicated in Section 3.6, the Project site is located within the *normally acceptable* 65 dBA CNEL contour boundaries of SCLA. Therefore, the airport noise impacts are considered *less than significant,* and no further noise analysis is required under CEQA Noise Threshold C.

4.4 SIGNIFICANCE CRITERIA SUMMARY

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 4-1 shows the significance criteria summary matrix that includes the allowable criteria used to identify potentially significant incremental noise level increases.

TABLE 4-1: SIGNIFICANCE CRITERIA SUMMARY

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive[1]	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise-Sensitive[2]	If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive	Exterior Noise Level Standards[3]	See Table 3-1	
		If ambient is < 60 dBA Leq[1]	≥ 5 dBA L_{eq} Project increase	
		If ambient is 60 - 65 dBA Leq[1]	≥ 3 dBA L_{eq} Project increase	
		If ambient is > 65 dBA Leq[1]	≥ 1.5 dBA L_{eq} Project increase	
Construction	Noise-Sensitive	Noise Level Threshold[4]	80 dBA L_{eq}	70 dBA L_{eq}
		Vibration Level Threshold[5]	0.3 PPV (in/sec)	

[1] FICON, 1992.
[2] Victorville Land Use Compatibility Standards (General Plan Table N-3) for non-residential land use.
[3] City of Victorville Municipal Code, Section 13.01.030 (Appendix 3.1).
[4] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
[5] Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

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5 EXISTING NOISE LEVEL MEASUREMENTS

To assess the existing noise level environment, 24-hour noise level measurements were taken at six locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Exhibit 5-A provides the boundaries of the Project study area and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Wednesday, January 11, 2023. Appendix 5.1 includes study area photos.

5.1 MEASUREMENT PROCEDURE AND CRITERIA

To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the equivalent daytime and nighttime hourly noise levels. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (16)

5.2 NOISE MEASUREMENT LOCATIONS

The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. This is demonstrated in the Caltrans general site location guidelines which indicate that, *sites must be free of noise contamination by sources other than sources of interest. Avoid sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners unless it is the express intent of the analyst to measure these sources*. (2) Further, FTA guidance states, t*hat it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community*. (7)

Based on recommendations of Caltrans and the FTA, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. (7) In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels

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

5.3 NOISE MEASUREMENT RESULTS

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

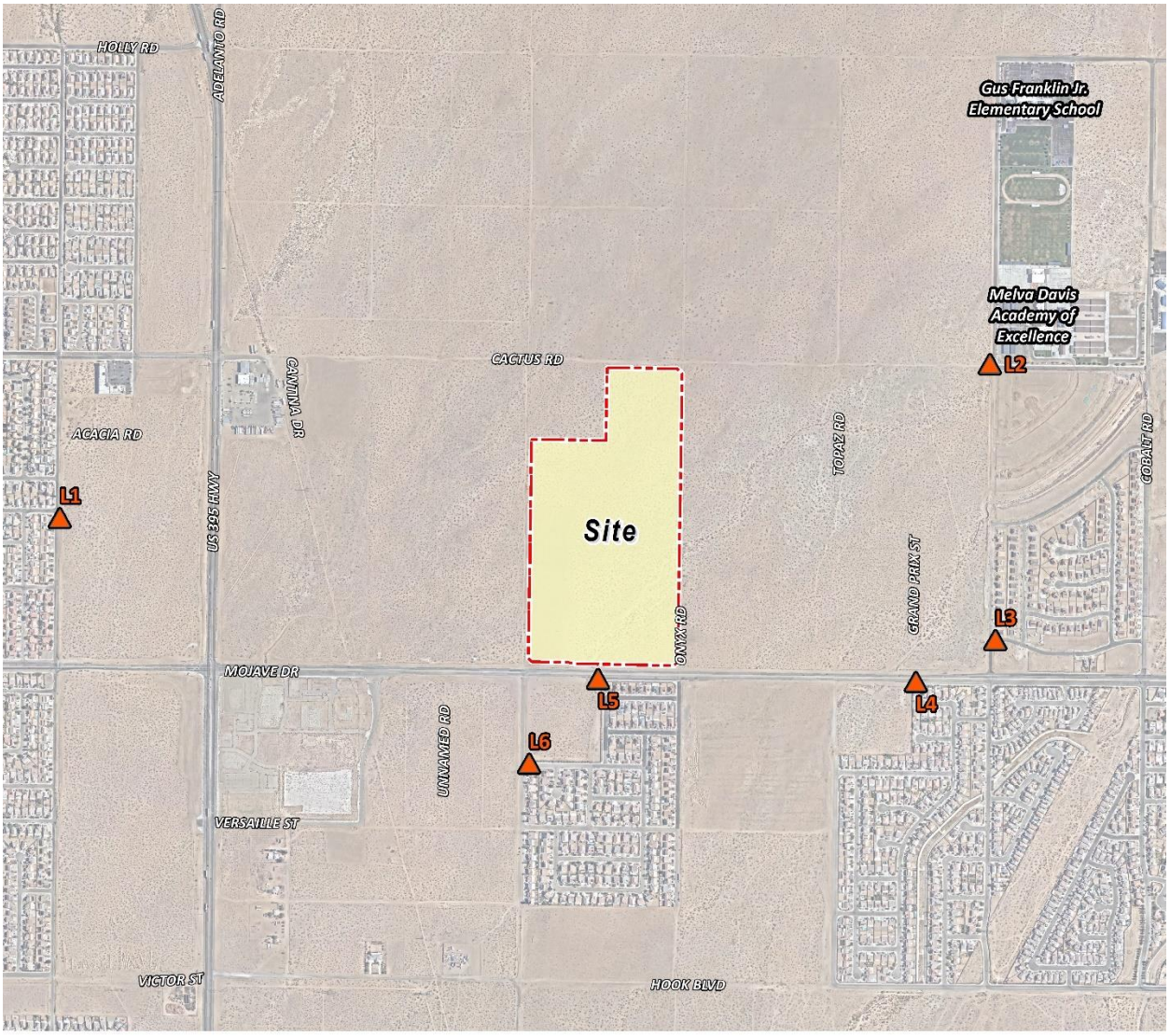
TABLE 5-1: AMBIENT NOISE LEVEL MEASUREMENTS

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]		CNEL
		Daytime	Nighttime	
L1	Located west of the Project site near the residence at 15484 Pearmin St.	58.2	56.0	63.0
L2	Located East of the Project site near the educational facility located at 15831 Diamond Rd.	56.6	49.6	58.5
L3	Located East of the Project site near the residence located at 15359 Diamond Rd.	57.5	65.8	72.8
L4	Located East of the Project site near the residence located at 13008 Vista Abajo Way	82.3	77.3	85.2
L5	Located East of the Project site near the residence located at 12619 Alveda St.	80.7	75.5	83.5
L6	Located East of the Project site near the residence located at 15075 Mesa Linda Ave.	60.8	57.1	64.7

[1] See Exhibit 5-A for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.
"Daytime" = 7:00 a.m. to 7:00 p.m.; "Evening" = 7:00 p.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Table 5-1 provides the equivalent noise levels used to describe the daytime and nighttime ambient conditions and the calculated 24-hour CNEL. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 provides summary worksheets of the noise levels for each of the daytime and nighttime hours.

EXHIBIT 5-A: NOISE MEASUREMENT LOCATIONS



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6 METHODS AND PROCEDURES

The following section outlines the methods and procedures used to estimate and analyze the future transportation related noise environment. Consistent with the City of Victorville *Land Use Compatibility Standards* guidelines outline on Exhibit 3-A, all transportation related noise levels are presented in terms of the 24-hour CNEL's.

6.1 FHWA TRAFFIC NOISE PREDICTION MODEL

The expected roadway noise level increases from vehicular traffic were calculated by Urban Crossroads, Inc. using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108. (17) The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. (18) Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis. (19)

Table 6-1 presents the roadway parameters used to assess the Project's off-site transportation noise impacts. Table 6-1 identifies the seven off-site study area roadway segments, the distance from the centerline to adjacent receiving land use based on the functional roadway classifications per the City of Victorville General Plan Circulation Element, and the vehicle speeds. The ADT volumes used in this study are presented on Table 6-2 are based on the *Mojave Drive Warehouse Traffic Analysis* prepared by David Evans and Associates, Inc. (21) for the following traffic conditions:

1. Existing Without Project
2. Existing With Project (E+P)
3. Background (2024) Without Project
4. Background (2024) With Project
5. Future Year (2034) Without Project
6. Future Year (2034) With Project
7. Future Year (2044) Without Project
8. Future Year (2044) With Project

TABLE 6-1: OFF-SITE ROADWAY PARAMETERS

ID	Roadway	Segment	Classification[1]	Receiving Land Use[2]	Distance from Centerline to Receiving Land Use (Feet)[3]	Vehicle Speed (mph)
1	Mesa Linda Rd.	n/o Mojave Dr.	Collector	Non-Sensitive	32'	25
2	Onyx Rd.	n/o Mojave Dr.	Collector	Non-Sensitive	32'	25
3	Cactus Rd.	e/o Highway 395	Collector	Non-Sensitive	32'	35
4	Mojave Dr.	w/o Highway 395	Super Arterial	Non-Sensitive	62'	45
5	Mojave Dr.	e/o Highway 395	Super Arterial	Non-Sensitive	62'	60
6	Mojave Dr.	e/o Mesa Linda Rd.	Super Arterial	Non-Sensitive	62'	60
7	Mojave Dr.	e/o Onyx Rd.	Super Arterial	Sensitive	62'	60

[1] Mojave Drive Warehouse Traffic Analysis, David Evans and Associates, Inc.
[2] Based on a review of existing aerial imagery.
[3] Distance to receiving land use is based upon the right-of-way distances.

TABLE 6-2: AVERAGE DAILY TRAFFIC VOLUMES

ID	Roadway	Segment	Average Daily Traffic Volumes[1]							
			Existing		Background (2024)		Future (2034)		Future (2044)	
			Without Project	With Project	Without Project	With Project	Without Project	With Project	Without Project	With Project
1	Mesa Linda Rd.	n/o Mojave Dr.	1,190	1,599	1,680	2,089	2,090	2,499	2,330	2,739
2	Onyx Rd.	n/o Mojave Dr.	790	1,673	930	1,813	1,210	2,093	1,760	2,643
3	Cactus Rd.	e/o Highway 395	2,520	2,790	2,870	3,140	3,760	4,030	2,710	2,980
4	Mojave Dr.	w/o Highway 395	12,650	12,852	13,770	13,972	18,200	18,402	17,500	17,702
5	Mojave Dr.	e/o Highway 395	10,080	10,826	10,780	11,526	14,310	15,056	11,330	12,076
6	Mojave Dr.	e/o Mesa Linda Rd.	12,650	13,126	13,770	14,246	18,190	18,666	17,500	17,976
7	Mojave Dr.	e/o Onyx Rd.	13,910	14,486	13,770	14,346	18,080	18,656	17,850	18,426

[1] Mojave Drive Warehouse Traffic Analysis, David Evans and Associates, Inc.

The ADT volumes vary for each roadway segment based on the existing traffic volumes and the combination of project traffic distributions. In addition, the off-site traffic noise analysis is based on a PM peak hour to average daily traffic (peak-to-daily) relationship of 10%. Table 6-3 provides the time of day (daytime, evening, and nighttime) vehicle splits. The daily Project truck trip-ends were assigned to the individual off-site study area roadway segments based on the Project truck trip distribution percentages documented in the *Mojave Drive Warehouse Traffic Analysis*. Using the Project truck trips in combination with the Project trip distribution, Urban Crossroads, Inc. calculated the number of additional Project truck trips and vehicle mix percentages for each of the study area roadway segments. Table 6-4 shows the traffic flow by vehicle type (vehicle mix) used for all without Project traffic scenarios, and Tables 6-5 through 6-8 show the vehicle mixes used for the with Project traffic scenarios. Due to the added Project truck trips, the increase in

Project traffic volumes and the distributions of trucks on the study area road segments, the percentage of autos, medium trucks and heavy trucks will vary for each of the traffic scenarios. This explains why the existing and future traffic volumes and vehicle mixes vary between seemingly identical study area roadway segments.

TABLE 6-3: TIME OF DAY VEHICLE SPLITS

Vehicle Type	Time of Day Splits[1]			Total of Time of Day Splits
	Daytime	Evening	Nighttime	
Autos	77.50%	12.90%	9.60%	100.00%
Medium Trucks	84.80%	4.90%	10.30%	100.00%
Heavy Trucks	86.50%	2.70%	10.80%	100.00%

[1] Typical Southern California vehicle mix.
"Daytime" = 7:00 a.m. to 7:00 p.m.; "Evening" = 7:00 p.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

TABLE 6-4: WITHOUT PROJECT VEHIVCLE MIX

Classification	Total % Traffic Flow			Total
	Autos	Medium Trucks	Heavy Trucks	
All Roadways[1]	95.48%	2.99%	1.53%	100.00%

[1] Based on an existing vehicle count taken at Hesperia Road and Nisqualli Road (Ottawa Business Center, Traffic Analysis, Urban Crossroads, Inc.). Vehicle mix percentage values rounded to the nearest one-hundredth.

TABLE 6-5: EXISTING WITH PROJECT VEHICLE MIX

ID	Roadway	Segment	With Project[1]			
			Autos	Medium Trucks	Heavy Trucks	Total[2]
1	Mesa Linda Rd.	n/o Mojave Dr.	87.96%	3.70%	8.34%	100.00%
2	Onyx Rd.	n/o Mojave Dr.	85.42%	3.53%	11.05%	100.00%
3	Cactus Rd.	e/o Highway 395	95.92%	2.70%	1.38%	100.00%
4	Mojave Dr.	w/o Highway 395	95.56%	2.94%	1.51%	100.00%
5	Mojave Dr.	e/o Highway 395	94.51%	3.00%	2.49%	100.00%
6	Mojave Dr.	e/o Mesa Linda Rd.	94.59%	3.06%	2.35%	100.00%
7	Mojave Dr.	e/o Onyx Rd.	94.95%	2.99%	2.06%	100.00%

[1] Total of vehicle mix percentage values rounded to the nearest one-hundredth.

TABLE 6-6: BACKGROUND 2024 WITH PROJECT VEHICLE MIX

ID	Roadway	Segment	With Project[1]			
			Autos	Medium Trucks	Heavy Trucks	Total[2]
1	Mesa Linda Rd.	n/o Mojave Dr.	89.72%	3.53%	6.75%	100.00%
2	Onyx Rd.	n/o Mojave Dr.	86.20%	3.48%	10.32%	100.00%
3	Cactus Rd.	e/o Highway 395	95.87%	2.73%	1.40%	100.00%
4	Mojave Dr.	w/o Highway 395	95.55%	2.94%	1.51%	100.00%
5	Mojave Dr.	e/o Highway 395	94.57%	3.00%	2.43%	100.00%
6	Mojave Dr.	e/o Mesa Linda Rd.	94.66%	3.05%	2.29%	100.00%
7	Mojave Dr.	e/o Onyx Rd.	94.94%	2.99%	2.07%	100.00%

[1] Total of vehicle mix percentage values rounded to the nearest one-hundredth.

TABLE 6-7: FUTURE YEAR 2034 WITH PROJECT VEHICLE MIX

ID	Roadway	Segment	With Project[1]			
			Autos	Medium Trucks	Heavy Trucks	Total[2]
1	Mesa Linda Rd.	n/o Mojave Dr.	90.67%	3.44%	5.89%	100.00%
2	Onyx Rd.	n/o Mojave Dr.	87.44%	3.42%	9.14%	100.00%
3	Cactus Rd.	e/o Highway 395	95.79%	2.79%	1.43%	100.00%
4	Mojave Dr.	w/o Highway 395	95.53%	2.95%	1.51%	100.00%
5	Mojave Dr.	e/o Highway 395	94.79%	3.00%	2.22%	100.00%
6	Mojave Dr.	e/o Mesa Linda Rd.	94.86%	3.04%	2.11%	100.00%
7	Mojave Dr.	e/o Onyx Rd.	95.07%	2.99%	1.95%	100.00%

[1] Total of vehicle mix percentage values rounded to the nearest one-hundredth.

TABLE 6-8: FUTURE YEAR 2044 WITH PROJECT VEHICLE MIX

ID	Roadway	Segment	With Project[1]			
			Autos	Medium Trucks	Heavy Trucks	Total[2]
1	Mesa Linda Rd.	n/o Mojave Dr.	91.09%	3.40%	5.51%	100.00%
2	Onyx Rd.	n/o Mojave Dr.	89.11%	3.33%	7.56%	100.00%
3	Cactus Rd.	e/o Highway 395	95.89%	2.72%	1.39%	100.00%
4	Mojave Dr.	w/o Highway 395	95.54%	2.95%	1.51%	100.00%
5	Mojave Dr.	e/o Highway 395	94.61%	3.00%	2.39%	100.00%
6	Mojave Dr.	e/o Mesa Linda Rd.	94.83%	3.04%	2.13%	100.00%
7	Mojave Dr.	e/o Onyx Rd.	95.06%	2.99%	1.95%	100.00%

[1] Total of vehicle mix percentage values rounded to the nearest one-hundredth.

7 OFF-SITE TRAFFIC NOISE ANALYSIS

To assess the off-site transportation CNEL noise level impacts associated with development of the proposed Project, noise contours were developed based on *Mojave Drive Warehouse Traffic Analysis* prepared by David Evans and Associates, Inc. (21)

7.1 NOISE CONTOURS

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at receiving land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area.

Tables 7-1 through 7-8 present a summary of the exterior traffic noise levels, without barrier attenuation, for the seven study area roadway segments analyzed under each traffic condition. Appendix 7.1 includes a summary of the traffic noise level contours for each of the traffic scenarios.

TABLE 7-1: EXISTING WITHOUT PROJECT CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Mesa Linda Rd.	n/o Mojave Dr.	Non-Sensitive	55.6	56	122	262
2	Onyx Rd.	n/o Mojave Dr.	Non-Sensitive	53.8	RW	111	240
3	Cactus Rd.	e/o Highway 395	Non-Sensitive	62.1	RW	75	161
4	Mojave Dr.	w/o Highway 395	Non-Sensitive	68.5	75	162	350
5	Mojave Dr.	e/o Highway 395	Non-Sensitive	70.4	75	161	347
6	Mojave Dr.	e/o Mesa Linda Rd.	Sensitive	71.4	170	367	790
7	Mojave Dr.	e/o Onyx Rd.	Sensitive	71.8	166	358	770

[1] Based on a review of existing aerial imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-2: EXISTING WITH PROJECT CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Mesa Linda Rd.	n/o Mojave Dr.	Non-Sensitive	61.8	RW	RW	42
2	Onyx Rd.	n/o Mojave Dr.	Non-Sensitive	63.0	RW	RW	51
3	Cactus Rd.	e/o Highway 395	Non-Sensitive	62.3	RW	RW	45
4	Mojave Dr.	w/o Highway 395	Non-Sensitive	68.5	RW	106	229
5	Mojave Dr.	e/o Highway 395	Non-Sensitive	71.3	76	163	352
6	Mojave Dr.	e/o Mesa Linda Rd.	Sensitive	72.1	85	184	397
7	Mojave Dr.	e/o Onyx Rd.	Sensitive	72.3	89	191	412

[1] Based on a review of existing aerial imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-3: BACKGROUND 2024 WITHOUT PROJECT CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Mesa Linda Rd.	n/o Mojave Dr.	Non-Sensitive	57.1	RW	RW	RW
2	Onyx Rd.	n/o Mojave Dr.	Non-Sensitive	54.6	RW	RW	RW
3	Cactus Rd.	e/o Highway 395	Non-Sensitive	62.6	RW	RW	48
4	Mojave Dr.	w/o Highway 395	Non-Sensitive	68.8	RW	112	240
5	Mojave Dr.	e/o Highway 395	Non-Sensitive	70.7	69	150	322
6	Mojave Dr.	e/o Mesa Linda Rd.	Sensitive	71.8	82	176	379
7	Mojave Dr.	e/o Onyx Rd.	Sensitive	71.8	82	176	379

[1] Based on a review of existing aerial imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-4: BACKGROUND 2024 WITH PROJECT CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Mesa Linda Rd.	n/o Mojave Dr.	Non-Sensitive	62.2	RW	RW	45
2	Onyx Rd.	n/o Mojave Dr.	Non-Sensitive	63.1	RW	RW	51
3	Cactus Rd.	e/o Highway 395	Non-Sensitive	62.8	RW	RW	49
4	Mojave Dr.	w/o Highway 395	Non-Sensitive	68.9	RW	112	242
5	Mojave Dr.	e/o Highway 395	Non-Sensitive	71.6	79	170	365
6	Mojave Dr.	e/o Mesa Linda Rd.	Sensitive	72.4	90	193	416
7	Mojave Dr.	e/o Onyx Rd.	Sensitive	72.3	88	190	410

[1] Based on a review of existing aerial imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-5: FUTURE YEAR 2034 WITHOUT PROJECT CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Mesa Linda Rd.	n/o Mojave Dr.	Non-Sensitive	58.1	RW	RW	RW
2	Onyx Rd.	n/o Mojave Dr.	Non-Sensitive	55.7	RW	RW	RW
3	Cactus Rd.	e/o Highway 395	Non-Sensitive	63.8	RW	RW	57
4	Mojave Dr.	w/o Highway 395	Non-Sensitive	70.0	62	134	290
5	Mojave Dr.	e/o Highway 395	Non-Sensitive	72.0	84	181	389
6	Mojave Dr.	e/o Mesa Linda Rd.	Sensitive	73.0	98	212	457
7	Mojave Dr.	e/o Onyx Rd.	Sensitive	73.0	98	211	455

[1] Based on a review of existing aerial imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-6: FUTURE YEAR 2034 WITH PROJECT CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Mesa Linda Rd.	n/o Mojave Dr.	Non-Sensitive	62.5	RW	RW	47
2	Onyx Rd.	n/o Mojave Dr.	Non-Sensitive	63.3	RW	RW	53
3	Cactus Rd.	e/o Highway 395	Non-Sensitive	63.9	RW	RW	59
4	Mojave Dr.	w/o Highway 395	Non-Sensitive	70.1	63	135	291
5	Mojave Dr.	e/o Highway 395	Non-Sensitive	72.6	92	199	429
6	Mojave Dr.	e/o Mesa Linda Rd.	Sensitive	73.5	106	228	491
7	Mojave Dr.	e/o Onyx Rd.	Sensitive	73.4	104	224	483

[1] Based on a review of existing aerial imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-7: FUTURE YEAR 2044 WITHOUT PROJECT CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Mesa Linda Rd.	n/o Mojave Dr.	Non-Sensitive	58.5	RW	RW	RW
2	Onyx Rd.	n/o Mojave Dr.	Non-Sensitive	57.3	RW	RW	RW
3	Cactus Rd.	e/o Highway 395	Non-Sensitive	62.4	RW	RW	46
4	Mojave Dr.	w/o Highway 395	Non-Sensitive	69.9	RW	131	282
5	Mojave Dr.	e/o Highway 395	Non-Sensitive	71.0	72	155	333
6	Mojave Dr.	e/o Mesa Linda Rd.	Sensitive	72.8	96	207	445
7	Mojave Dr.	e/o Onyx Rd.	Sensitive	72.9	97	209	451

[1] Based on a review of existing aerial imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-8: FUTURE YEAR 2044 WITH PROJECT CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Mesa Linda Rd.	n/o Mojave Dr.	Non-Sensitive	62.7	RW	RW	48
2	Onyx Rd.	n/o Mojave Dr.	Non-Sensitive	63.6	RW	RW	56
3	Cactus Rd.	e/o Highway 395	Non-Sensitive	62.6	RW	RW	47
4	Mojave Dr.	w/o Highway 395	Non-Sensitive	69.9	RW	131	283
5	Mojave Dr.	e/o Highway 395	Non-Sensitive	71.7	81	174	376
6	Mojave Dr.	e/o Mesa Linda Rd.	Sensitive	73.3	103	223	480
7	Mojave Dr.	e/o Onyx Rd.	Sensitive	73.3	103	222	479

[1] Based on a review of existing aerial imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

7.2 EXISTING PROJECT TRAFFIC NOISE LEVEL INCREASES

An analysis of existing traffic noise levels plus traffic noise generated by the proposed Project has been included in this report to fully analyze all the existing traffic scenarios identified in the *Mojave Drive Warehouse Traffic Analysis*. This condition is provided solely for informational purposes and will not occur, since the Project will not be fully developed and occupied under Existing conditions. Table 7-1 shows the Existing without Project conditions CNEL noise levels. The Existing without Project exterior noise levels are expected to range from 53.5 to 71.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 shows the Existing with Project conditions will range from 61.8 to 72.3 dBA CNEL. Table 7-7 shows that the Project off-site traffic noise level impacts will range from 0.0 to 9.2 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

7.3 BACKGROUND 2024 TRAFFIC NOISE LEVEL INCREASES

Table 7-3 presents the Background 2024 without Project conditions CNEL noise levels. The Background 2024 without Project exterior noise levels are expected to range from 54.6 to 71.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 shows the Background 2024 with Project conditions will range from 62.2 to 72.4 dBA CNEL. Table 7-9 shows that the Project off-site traffic noise level increases will range from 0.1 to 8.5 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

7.4 FUTURE YEAR 2034 PROJECT TRAFFIC NOISE LEVEL INCREASES

Table 7-5 presents the Future Year 2034 without Project conditions CNEL noise levels. The Future Year 2034 without Project exterior noise levels are expected to range from 55.7 to 73.0 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-6 shows the Future Year 2034 with Project conditions will range from 62.5 to 73.5 dBA CNEL. Table 7-11 shows that the Project off-site traffic noise level increases will range from 0.1 to 7.6 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

7.5 FUTURE YEAR 2044 PROJECT TRAFFIC NOISE LEVEL INCREASES

Table 7-7 presents the Future Year 2044 without Project conditions CNEL noise levels. The Future Year 2044 without Project exterior noise levels are expected to range from 57.3 to 72.9 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-8 shows the Future Year 2044 with Project conditions will range from 62.6 to 73.3 dBA CNEL. Table 7-11 shows that the Project off-site traffic noise level increases will range from 0.1 to 6.3 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

TABLE 7-9: EXISTING PROJECT TRAFFIC NOISE LEVEL INCREASES

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Mesa Linda Rd.	n/o Mojave Dr.	Non-Sensitive	55.6	61.8	6.2	n/a	No
2	Onyx Rd.	n/o Mojave Dr.	Non-Sensitive	53.8	63.0	9.2	n/a	No
3	Cactus Rd.	e/o Highway 395	Non-Sensitive	62.1	62.3	0.2	n/a	No
4	Mojave Dr.	w/o Highway 395	Non-Sensitive	68.5	68.5	0.0	n/a	No
5	Mojave Dr.	e/o Highway 395	Non-Sensitive	70.4	71.3	0.9	3.0	No
6	Mojave Dr.	e/o Mesa Linda Rd.	Sensitive	71.4	72.1	0.7	1.5	No
7	Mojave Dr.	e/o Onyx Rd.	Sensitive	71.8	72.3	0.5	1.5	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.

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

[3] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

"n/a" Per the City of Victorville General Plan Noise Element Table N-3, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the normally acceptable 70 dBA CNEL land use compatibility criteria.

TABLE 7-10: BACKGROUND 2024 TRAFFIC NOISE LEVEL INCREASES

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Mesa Linda Rd.	n/o Mojave Dr.	Non-Sensitive	57.1	62.2	5.1	n/a	No
2	Onyx Rd.	n/o Mojave Dr.	Non-Sensitive	54.6	63.1	8.5	n/a	No
3	Cactus Rd.	e/o Highway 395	Non-Sensitive	62.6	62.8	0.2	n/a	No
4	Mojave Dr.	w/o Highway 395	Non-Sensitive	68.8	68.9	0.1	n/a	No
5	Mojave Dr.	e/o Highway 395	Non-Sensitive	70.7	71.6	0.9	3.0	No
6	Mojave Dr.	e/o Mesa Linda Rd.	Sensitive	71.8	72.4	0.6	1.5	No
7	Mojave Dr.	e/o Onyx Rd.	Sensitive	71.8	72.3	0.5	1.5	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?
"n/a" Per the City of Victorville General Plan Noise Element Table N-3, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the normally acceptable 70 dBA CNEL land use compatibility criteria.

TABLE 7-11: FUTURE YEAR 2034 PROJECT TRAFFIC NOISE LEVEL INCREASES

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Mesa Linda Rd.	n/o Mojave Dr.	Non-Sensitive	58.1	62.5	4.4	n/a	No
2	Onyx Rd.	n/o Mojave Dr.	Non-Sensitive	55.7	63.3	7.6	n/a	No
3	Cactus Rd.	e/o Highway 395	Non-Sensitive	63.8	63.9	0.1	n/a	No
4	Mojave Dr.	w/o Highway 395	Non-Sensitive	70.0	70.1	0.1	n/a	No
5	Mojave Dr.	e/o Highway 395	Non-Sensitive	72.0	72.6	0.6	3.0	No
6	Mojave Dr.	e/o Mesa Linda Rd.	Sensitive	73.0	73.5	0.5	1.5	No
7	Mojave Dr.	e/o Onyx Rd.	Sensitive	73.0	73.4	0.4	1.5	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?
"n/a" Per the City of Victorville General Plan Noise Element Table N-3, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the normally acceptable 70 dBA CNEL land use compatibility criteria.

TABLE 7-12: FUTURE YEAR 2044 PROJECT TRAFFIC NOISE LEVEL INCREASES

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Mesa Linda Rd.	n/o Mojave Dr.	Non-Sensitive	58.5	62.7	4.2	n/a	No
2	Onyx Rd.	n/o Mojave Dr.	Non-Sensitive	57.3	63.6	6.3	n/a	No
3	Cactus Rd.	e/o Highway 395	Non-Sensitive	62.4	62.6	0.2	n/a	No
4	Mojave Dr.	w/o Highway 395	Non-Sensitive	69.9	69.9	0.0	n/a	No
5	Mojave Dr.	e/o Highway 395	Non-Sensitive	71.0	71.7	0.7	3.0	No
6	Mojave Dr.	e/o Mesa Linda Rd.	Sensitive	72.8	73.3	0.5	1.5	No
7	Mojave Dr.	e/o Onyx Rd.	Sensitive	72.9	73.3	0.4	1.5	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?
"n/a" Per the City of Victorville General Plan Noise Element Table N-3, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the normally acceptable 70 dBA CNEL land use compatibility criteria.

8 SENSITIVE RECEIVER LOCATIONS

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

To describe the potential off-site Project noise levels, six receiver locations in the vicinity of the Project site were identified. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA, as previously described in Section 5.2. Due to the additional attenuation from distance and the shielding of intervening structures, other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location.

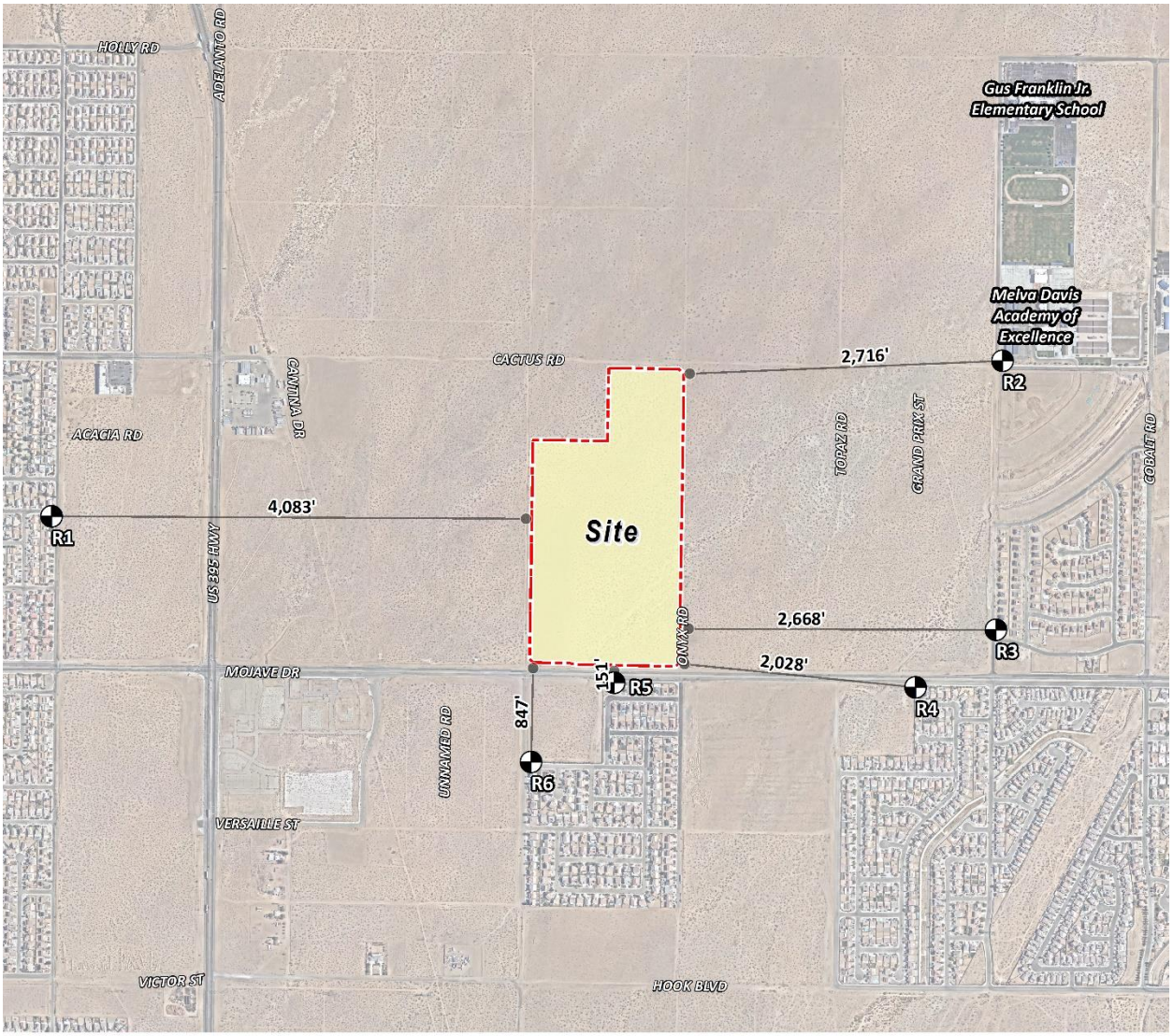
R1: Location R1 represents the existing noise sensitive residence at 15484 Peamin Street, approximately 4,083 feet west of the Project site and US 395.. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents the Melva Davis Academy of Excellence at 15831 Diamond Road, approximately 2,716 feet northeast of the Project site. Receiver R2 is placed at the southwest corner of the parking lot. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R3 represents the existing noise sensitive residence at 15359 Diamond Road, approximately 2,668 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

R4: Location R4 represents the existing noise sensitive residence at 13008 Vista Abajo Way, approximately 2,028 feet southeast of the Project site. R4 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

EXHIBIT 8-A: SENSITIVE RECEIVER LOCATIONS



R5: Location R5 represents the existing noise sensitive residence at 12619 Alveda Street, approximately 151 feet south of the Project site. R5 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

R6: Location R6 represents the existing noise sensitive residence at 15075 Mesa Linda Avenue, approximately 847 feet south of the Project site. R6 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment.

9 OPERATIONAL NOISE IMPACTS

This section analyzes the potential stationary-source operational noise impacts at the nearest receiver locations, identified in Section 8, resulting from the operation of the proposed Mojave Drive Warehouse Project. Exhibit 9-A identifies the noise source locations used to assess the operational noise levels.

9.1 OPERATIONAL NOISE SOURCES

This operational noise analysis is intended to describe noise level impacts associated with the typical daytime and nighttime activities at the Project site. The on-site Project-related noise sources are expected to include: cold storage loading dock activity, tractor trailer parking, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements.

9.2 REFERENCE NOISE LEVELS

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

9.2.1 MEASUREMENT PROCEDURES

The reference noise level measurements presented in this section were collected using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (18)

EXHIBIT 9-A: OPERATIONAL NOISE SOURCE LOCATIONS

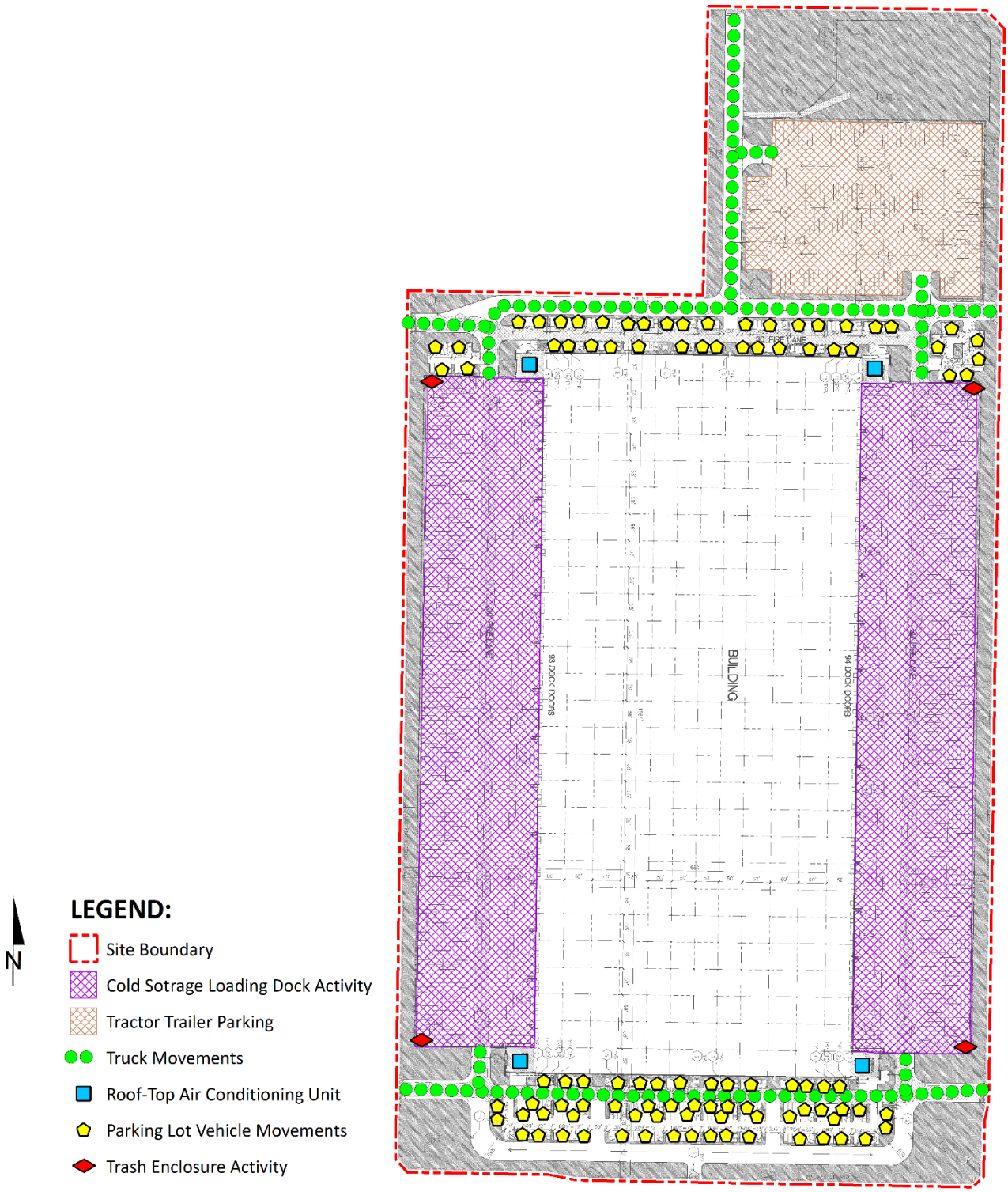


TABLE 9-1: REFERENCE NOISE LEVEL MEASUREMENTS

Noise Source[1]	Noise Source Height (Feet)	Min./ Hour[2]		Reference Noise Level (dBA L_{eq}) @ 50 Feet	Sound Power Level (dBA)[3]
		Day	Night		
Cold Storage Loading Dock Activity	8'	60	60	65.7	111.5
Tractor Trailer Parking Activity	8'	60	60	62.8	103.4
Roof-Top Air Conditioning Units	5'	39	28	57.2	88.9
Trash Enclosure Activity	5'	60	30	57.3	89.0
Parking Lot Vehicle Movements	5'	60	60	52.6	81.1
Truck Movements	8'	60	60	59.8	93.2

[1] As measured by Urban Crossroads, Inc.

[2] Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

[3] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.

9.2.2 LOADING DOCK ACTIVITY

The reference loading dock activities are intended to describe the typical outdoor operational noise activities associated with the Project. This includes truck idling, reefer activity (refrigerator truck/cold storage), deliveries, backup alarms, trailer docking including a combination of tractor trailer semi-trucks, two-axle delivery trucks, and background operation activities. Since the noise levels generated by cold storage loading dock activity can be slightly higher due to the use of refrigerated trucks or reefers this analysis conservatively assumes that all loading dock activity is associated with cold storage facilities. The reference noise level measurement was taken in the center of the loading dock activity area and represents multiple concurrent noise sources resulting in a combined noise level of 65.7 dBA L_{eq} at a uniform distance of 50 feet. Specifically, the reference noise level measurement represents one truck located approximately 30 feet from the noise level meter with another truck passing by to park roughly 20 feet away, both with their engines idling. Throughout the reference noise level measurement, a separate docked and running reefer truck was located approximately 50 feet east of the measurement location. Additional background noise sources included truck pass-by noise, truck drivers talking to each other next to docked trucks, and air brake release noise when trucks parked.

9.2.3 TRAILER ACTIVITY

To evaluate the noise levels associated with truck idling, backup alarms, trailer movements and storage activities, Urban Crossroads collected a reference noise level measurement at an existing parcel hub facility to describe the potential operational noise levels associated with Project operational activities. The measured reference noise level at 50 feet from activity was measured at 62.8 dBA L_{eq}. The reference noise level measurement includes a semi-truck with trailer pass-by event, background switcher cab trailer towing, drop-off, idling, and backup alarm events.

9.2.4 ROOF-TOP AIR CONDITIONING UNITS

The noise level measurements describe a single mechanical roof-top air conditioning unit. The reference noise level represents a Lennox SCA120 series 10-ton model packaged air conditioning unit. At the uniform reference distance of 50 feet, the reference noise levels are 57.2 dBA L_{eq}. Based on the typical operating conditions observed over a four-day measurement period, the roof-top air conditioning units are estimated to operate for and average 39 minutes per hour during the daytime hours, and 28 minutes per hour during the nighttime hours. These operating conditions reflect peak summer cooling requirements with measured temperatures approaching 96 degrees Fahrenheit (°F) with average daytime temperatures of 82°F. For this noise analysis, the air conditioning units are expected to be located on the roof of the Project building.

9.2.5 TRASH ENCLOSURE ACTIVITY

To describe the noise levels associated with a trash enclosure activity, Urban Crossroads, Inc. collected a reference noise level measurement at an existing trash enclosure containing two dumpster bins. The trash enclosure noise levels describe metal gates opening and closing, metal scraping against concrete floor sounds, dumpster movement on metal wheels, and trash dropping into the metal dumpster. The reference noise levels describe trash enclosure noise activities when trash is dropped into an empty metal dumpster, as would occur at the Project site. The measured reference noise level at the uniform 50-foot reference distance is 57.3 dBA L_{eq} for the trash enclosure activity. The reference noise level describes the expected noise source activities associated with the trash enclosures for the Project's proposed building.

9.2.6 PARKING LOT VEHICLE MOVEMENTS

To describe the on-site parking lot activity, a long-term 29-hour reference noise level measurement was collected in the center of activity within the staff parking lot of an Amazon warehouse distribution center. At 50 feet from the center of activity, the parking lot produced a reference noise level of 52.6 dBA L_{eq}. Parking activities are expected to take place during the full hour (60 minutes) throughout the daytime and evening hours. The parking lot noise levels are mainly due cars pulling in and out of parking spaces in combination with car doors opening and closing.

9.2.7 TRUCK MOVEMENTS

The truck movements reference noise level measurement was collected over a period of 1 hour and 28 minutes and represents multiple heavy trucks entering and exiting the outdoor loading dock area producing a reference noise level of 59.8 dBA L_{eq} at 50 feet. The noise sources included at this measurement location account for trucks entering and existing the Project driveways and maneuvering in and out of the outdoor loading dock activity area.

9.3 CADNAA NOISE PREDICTION MODEL

To fully describe the exterior operational noise levels from the Project, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze multiple types of noise sources using the spatially

accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels.

Using the ISO 9613-2 protocol, CadnaA will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receiver and the partial noise level contributions by noise source. Consistent with the ISO 9613-2 protocol, the CadnaA noise prediction model relies on the reference sound power level (L_w) to describe individual noise sources. While sound pressure levels (e.g., L_{eq}) quantify in decibels the intensity of given sound sources at a reference distance, sound power levels (L_w) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source and diminish because of intervening obstacles and barriers, air absorption, wind, and other factors. Sound power is the acoustical energy emitted by the sound source and is an absolute value that is not affected by the environment.

The operational noise level calculations provided in this noise study account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the CadnaA noise analysis to account for mixed ground representing a combination of hard and soft surfaces. Appendix 9.1 includes the detailed noise model inputs used to estimate the Project operational noise levels presented in this section.

9.4 PROJECT OPERATIONAL NOISE LEVELS

Using the reference noise levels to represent the proposed Project operations that include cold storage loading dock activity, tractor trailer parking, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Table 9-2 shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 36.8 to 47.6 dBA L_{eq}.

TABLE 9-2: DAYTIME PROJECT OPERATIONAL NOISE LEVELS

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Cold Storage Loading Dock Activity	36.0	38.6	39.8	41.5	41.4	45.1
Tractor Trailer Parking Activity	25.5	31.2	29.9	30.5	18.5	21.7
Roof-Top Air Conditioning Units	15.8	18.6	19.4	21.0	31.0	27.3
Trash Enclosure Activity	16.0	18.7	19.7	21.6	32.3	27.5
Parking Lot Vehicle Movements	19.4	22.7	24.3	26.5	44.1	33.9
Truck Movements	24.2	27.8	27.5	29.2	41.6	34.8
Total (All Noise Sources)	**36.8**	**39.8**	**40.6**	**42.3**	**47.6**	**45.9**

[1] See Exhibit 9-A for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1.

Tables 9-3 shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 36.7 to 47.4 dBA L_{eq}. The minor differences between the daytime and nighttime noise levels are largely related to the estimated duration of noise activity as outlined in Table 9-1 and Appendix 9.1.

TABLE 9-3: NIGHTTIME PROJECT OPERATIONAL NOISE LEVELS

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Cold Storage Loading Dock Activity	36.0	38.6	39.8	41.5	41.4	45.1
Tractor Trailer Parking Activity	25.5	31.2	29.9	30.5	18.5	21.7
Roof-Top Air Conditioning Units	13.4	16.2	16.9	18.6	28.6	24.9
Trash Enclosure Activity	12.0	14.7	15.7	17.6	28.3	23.5
Parking Lot Vehicle Movements	19.4	22.7	24.3	26.5	44.1	33.9
Truck Movements	24.2	27.8	27.5	29.2	41.6	34.8
Total (All Noise Sources)	**36.7**	**39.7**	**40.6**	**42.2**	**47.4**	**45.9**

[1] See Exhibit 9-A for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1.

9.5 PROJECT OPERATIONAL NOISE LEVEL COMPLIANCE

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against the exterior noise level thresholds adjusted to reflect the ambient noise levels at the nearest noise-sensitive receiver locations. Table 9-4 shows the operational noise levels associated with Mojave Drive Warehouse Project will not exceed the daytime and nighttime exterior noise level standards. Therefore, the operational noise impacts are considered *less than significant* at the nearby noise-sensitive receiver locations.

TABLE 9-4: OPERATIONAL NOISE LEVEL COMPLIANCE

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	36.8	36.7	65.0	55.0	No	No
R2	39.8	39.7	65.0	55.0	No	No
R3	40.6	40.6	65.0	55.0	No	No
R4	42.3	42.2	65.0	55.0	No	No
R5	47.6	47.4	65.0	55.0	No	No
R6	45.9	45.9	65.0	55.0	No	No

[1] See Exhibit 8-A for the sensitive receiver locations.
[2] Proposed Project operational noise level calculations are included in Appendix 9-1.
[3] City of Victorville Municipal Code, Section 13.01.030 (Appendix 3.1).
[4] Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

9.6 PROJECT OPERATIONAL NOISE LEVEL INCREASES

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations that may be potentially impacted by Project operational noise sources. Since the units used to measure noise, decibels (dB), are logarithmic units, the Project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations. (3) Instead, they must be logarithmically added using the following base equation:

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

where "SPL1," "SPL2," etc. are equal to the sound pressure levels being combined, or in this case, the Project-operational and existing ambient noise levels. The difference between the combined Project and ambient noise levels describes the Project noise level increases to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented on Tables 9-5 and 9-6, respectively. As indicated on Tables 9-5, the Project will generate a daytime operational noise level increases ranging from 0.0 to 0.1 dBA L_{eq} at the nearest receiver locations. Table 9-6 shows that the Project will generate a nighttime operational noise level increases ranging from 0.0 to 0.4 dBA L_{eq} at the nearest receiver locations. Project-related operational noise level increases would not exceed the operational noise level increase significance criteria presented in Table 4-1. Therefore, Project related operational noise level increases at the sensitive receiver locations will be *less than significant.*

TABLE 9-5: DAYTIME PROJECT OPERATIONAL NOISE LEVEL INCREASES

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	36.8	L1	58.2	58.2	0.0	5.0	No
R2	39.8	L2	56.6	56.7	0.1	5.0	No
R3	40.6	L3	57.5	57.6	0.1	5.0	No
R4	42.3	L4	82.3	82.3	0.0	1.5	No
R5	47.6	L5	80.7	80.7	0.0	1.5	No
R6	45.9	L6	60.8	60.9	0.1	5.0	No

[1] See Exhibit 8-A for the sensitive receiver locations.
[2] Total Project daytime operational noise levels as shown on Table 9-2.
[3] Reference noise level measurement locations as shown on Exhibit 5-A.
[4] Observed daytime ambient noise levels as shown on Table 5-1.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance increase criteria as shown on Table 4-1.

TABLE 9-6: NIGHTTIME OPERATIONAL NOISE LEVEL INCREASES

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	36.7	L1	56.0	56.1	0.1	5.0	No
R2	39.7	L2	49.6	50.0	0.4	5.0	No
R3	40.6	L3	65.8	65.8	0.0	1.5	No
R4	42.2	L4	77.3	77.3	0.0	1.5	No
R5	47.4	L5	75.5	75.5	0.0	1.5	No
R6	45.9	L6	57.1	57.4	0.3	5.0	No

[1] See Exhibit 8-A for the sensitive receiver locations.
[2] Total Project nighttime operational noise levels as shown on Table 9-3.
[3] Reference noise level measurement locations as shown on Exhibit 5-A.
[4] Observed nighttime ambient noise levels as shown on Table 5-1.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance increase criteria as shown on Table 4-1.

10 CONSTRUCTION IMPACTS

This section analyzes potential impacts resulting from the short-term construction activities associated with the development of the Project. Exhibit 10-A shows the construction noise source locations in relation to the nearest sensitive receiver locations previously described in Section 8. Section 13.01.060.9 of the City of Victorville Municipal Code, provided in Appendix 3.1, indicates that construction activity is considered exempt from the noise level standards on private properties that are determined by the director of building and safety to be essential to the completion of a project. However, neither the City of Victorville General Plan or Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers for CEQA analysis purposes, a numerical construction threshold based on Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for analysis of daytime construction impacts. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold for noise sensitive residential land use with a nighttime exterior construction noise level of 70 dBA L_{eq} (9 p. 179).

10.1 CONSTRUCTION NOISE LEVELS

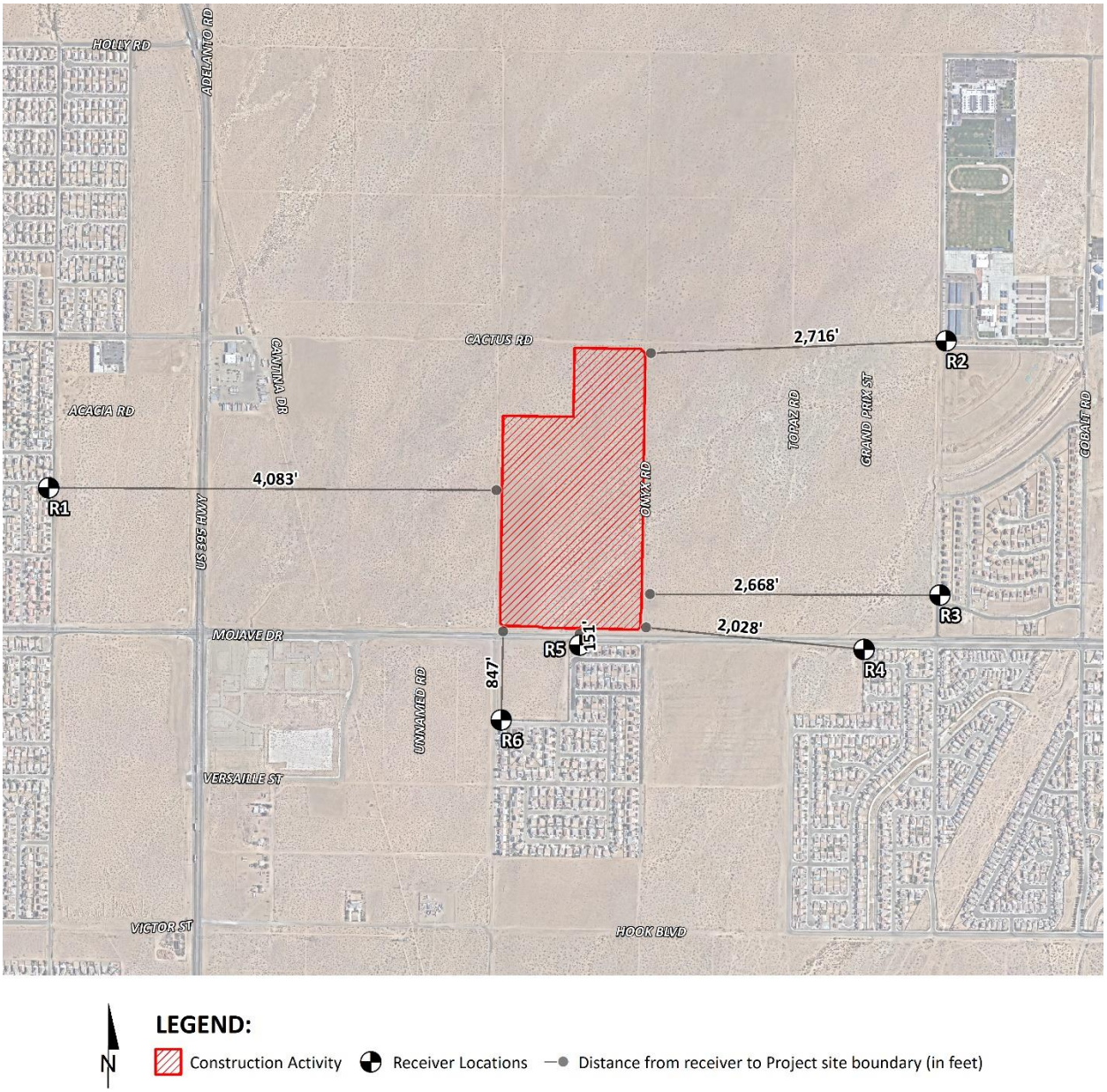
The FTA *Transit Noise and Vibration Impact Assessment Manual* recognizes that construction projects are accomplished in several different stages and outlines the procedures for assessing noise impacts during construction. Each stage has a specific equipment mix, depending on the work to be completed during that stage. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. The Project construction activities are expected to occur in the following stages:

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

10.2 CONSTRUCTION REFERENCE NOISE LEVELS

To describe construction noise activities, this construction noise analysis was prepared using reference construction equipment noise levels from the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. (23) The RCNM equipment database, provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

EXHIBIT 10-A: CONSTRUCTION NOISE SOURCE AND RECEIVER LOCATIONS



10.3 CONSTRUCTION NOISE ANALYSIS

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were completed. Consistent with FTA guidance for general construction noise assessment, Table 10-1 presents the combined noise levels for the loudest construction equipment, assuming all equipment operates at the same time. As shown on Table 10-2, the construction noise levels are expected to range from 36.7 to 66.5 dBA L_{eq} at the nearby receiver locations. Appendix 10.1 includes the detailed CadnaA construction noise model inputs.

TABLE 10-1: CONSTRUCTION REFERENCE NOISE LEVELS

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA L_{eq})[1]	Combined Noise Level (dBA L_{eq})[2]	Combined Sound Power Level (PWL)[3]
Site Preparation	Crawler Tractors	78	80	112
	Hauling Trucks	72		
	Rubber Tired Dozers	75		
Grading	Graders	81	83	115
	Excavators	77		
	Compactors	76		
Building Construction	Cranes	73	81	113
	Tractors	80		
	Welders	70		
Paving	Pavers	74	83	115
	Paving Equipment	82		
	Rollers	73		
Architectural Coating	Cranes	73	77	109
	Air Compressors	74		
	Generator Sets	70		

[1] FHWA Roadway Construction Noise Model (RCNM).

[2] Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance.

[3] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calibrated using the CadnaA noise model at the reference distance to the noise source.

TABLE 10-2: CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	39.7	42.7	40.7	42.7	36.7	42.7
R2	42.1	45.1	43.1	45.1	39.1	45.1
R3	43.8	46.8	44.8	46.8	40.8	46.8
R4	45.9	48.9	46.9	48.9	42.9	48.9
R5	63.5	66.5	64.5	66.5	60.5	66.5
R6	51.0	54.0	52.0	54.0	48.0	54.0

[1] Construction noise source and receiver locations are shown on Exhibit 10-A.

[2] Construction noise level calculations based on distance from the construction activity, which is measured from the Project site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1.

10.4 CONSTRUCTION NOISE LEVEL COMPLIANCE

To evaluate whether the Project would generate potentially significant short-term noise levels at the nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA L_{eq} is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will not exceed the reasonable daytime 80 dBA L_{eq} significance threshold during Project construction activities as shown on Table 10-3. Therefore, the noise impacts due to Project construction noise are considered *less than significant* at all receiver locations.

TABLE 10-3: CONSTRUCTION NOISE LEVEL COMPLIANCE

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	42.7	80	No
R2	45.1	80	No
R3	46.8	80	No
R4	48.9	80	No
R5	66.5	80	No
R6	54.0	80	No

[1] Construction noise source and receiver locations are shown on Exhibit 10-A.
[2] Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 10-2.
[3] Construction noise level thresholds as shown on Table 4-1.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?

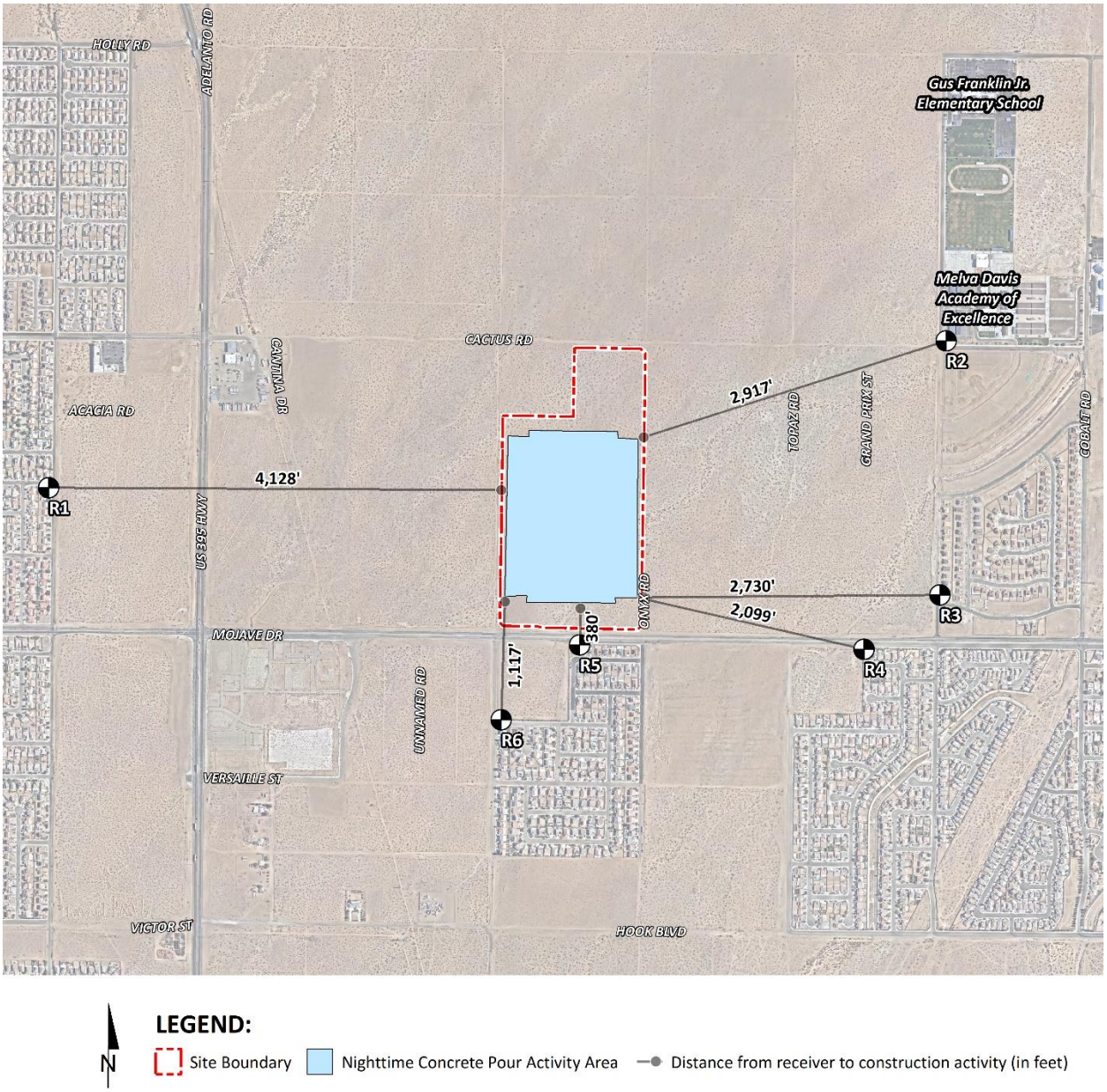
10.5 NIGHTTIME CONCRETE POUR NOISE ANALYSIS

It is our understanding that nighttime concrete pouring activities may occur as a part of Project building construction activities. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours and are generally limited to the actual building pad and loading dock areas as shown on Exhibit 10-B. Any nighttime construction noise activities shall satisfy the FTA residential 70 dBA L_{eq} noise limit outlined in Table 4-1.

10.5.1 NIGHTTIME CONCRETE POUR REFERENCE NOISE LEVEL MEASUREMENTS

To estimate the noise levels due to nighttime concrete pour activities, sample reference noise level measurements were taken during a nighttime concrete pour at an unrelated construction site. Urban Crossroads, Inc. collected short-term nighttime concrete pour reference noise level measurements during the noise-sensitive nighttime hours between 1:00 a.m. to 2:00 a.m. at 27334 San Bernardino Avenue in the City of Redlands. The reference noise levels describe the expected concrete pour noise sources that may include concrete mixer truck movements and pouring activities, concrete paving equipment, rear mounted concrete mixer truck backup alarms, engine idling, air brakes, generators, and workers communicating/whistling.

EXHIBIT 10-B: NIGHTTIME CONCRETE POUR NOISE SOURCE AND RECEIVER LOCATIONS



To describe the nighttime concrete pour noise levels associated with the construction of the Mojave Drive Warehouse, this analysis relies on reference sound pressure level of 67.7 dBA L_{eq} at 50 feet represented by a sound power level (L_w) of 100.3 dBA L_w. While the Project noise levels will depend on the actual duration of activities and specific equipment fleet in use at the time of construction, the reference sound power level of 100.3 dBA L_w is used to describe the expected Project nighttime concrete pour noise activities.

10.5.2 NIGHTTIME CONCRETE POUR NOISE LEVEL COMPLIANCE

As shown on Table 10-4, the noise levels associated with the nighttime concrete pour activities are estimated to range from 29.6 to 47.9 dBA L_{eq} and will not nighttime exterior noise level threshold at all the receiver locations. Based on the results of this analysis, all the nearest noise receiver locations will experience *less than significant* impacts due to the Project related nighttime concrete pour activities. Appendix 10.2 includes the CadnaA nighttime concrete pour noise model inputs.

TABLE 10-4: NIGHTTIME CONCRETE POUR NOISE LEVEL COMPLIANCE

Receiver Location[1]	Concrete Pour Construction Noise Levels (dBA L_{eq})		
	Exterior Noise Levels[2]	Nighttime Threshold[3]	Threshold Exceeded?[4]
R1	29.6	70	No
R2	31.9	70	No
R3	33.6	70	No
R4	35.7	70	No
R5	47.9	70	No
R6	40.2	70	No

[1] Construction noise source and receiver locations are shown on Exhibit 10-A.
[2] Nighttime Concrete Pour noise model inputs are included in Appendix 10.2.
[3] Construction noise level thresholds as shown on Table 4-1.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?

10.6 CONSTRUCTION VIBRATION ANALYSIS

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibration levels associated with various types of construction equipment are summarized on Table 10-5.

Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for human response (annoyance) and building damage using the following vibration assessment methods defined by the FTA. To describe the vibration impacts the FTA provides the following equation: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

TABLE 10-5: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

Using the vibration source level of construction equipment provided on Table 10-5 and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts. Table 10-6 presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 151 to 4,083 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.014 PPV in/sec. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage thresholds at all the noise sensitive receiver locations. Therefore, the Project-related vibration impacts are considered *less than significant* during typical construction activities at the Project site.

TABLE 10-6: PROJECT CONSTRUCTION VIBRATION LEVELS

Receiver[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]						Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	4,083'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R2	2,716'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R3	2,668'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R4	2,028'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R5	151'	0.000	0.002	0.005	0.006	0.014	0.014	0.3	No
R6	847'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No

[1] Construction noise source and receiver locations are shown on Exhibit 10-A.
[2] Distance from receiver location to Project construction boundary (Project site boundary).
[3] Based on the Vibration Source Levels of Construction Equipment (Table 10-5).
[4] Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.
[5] Does the peak vibration exceed the acceptable vibration thresholds?
"PPV" = Peak Particle Velocity

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11 REFERENCES

1. **State of California.** *California Environmental Quality Act, Appendix G.* 2018.
2. **California Department of Transportation Environmental Program.** *Technical Noise Supplement - A Technical Supplement to the Traffic Noise Analysis Protocol.* Sacramento, CA : s.n., September 2013.
3. **Environmental Protection Agency Office of Noise Abatement and Control.** *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety.* March 1974. EPA/ONAC 550/9/74-004.
4. **U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch.** *Highway Traffic Noise Analysis and Abatement Policy and Guidance.* December 2011.
5. **U.S. Department of Transportation Federal Highway Administration.** *Highway Noise Barrier Design Handbook.* 2001.
6. **U.S. Department of Transportation, Federal Highway Administration.** *Highway Traffic Noise in the United States, Problem and Response.* April 2000. p. 3.
7. **U.S. Environmental Protection Agency Office of Noise Abatement and Control.** *Noise Effects Handbook-A Desk Reference to Health and Welfare Effects of Noise.* October 1979 (revised July 1981). EPA 550/9/82/106.
8. **U.S. Department of Transportation, Federal Transit Administration.** *Transit Noise and Vibration Impact Assessment Manual.* September 2018.
9. **Office of Planning and Research.** *State of California General Plan Guidelines.* 2019.
10. **City of Victorville.** *General Plan Noise Element.* 2008.
11. —. *Municipal Code, Section 13.01.030.*
12. **California Department of Transportation.** *Transportation and Construction Vibration Guidance Manual.* April 2020.
13. **County of San Bernardino.** *Southern California Logistics Airport Comprehensive Land Use Plan.* September 2008.
14. **California Court of Appeal.** *Gray v. County of Madera, F053661.* 167 Cal.App.4th 1099; - Cal.Rptr.3d, October 2008.
15. **Federal Interagency Committee on Noise.** *Federal Agency Review of Selected Airport Noise Analysis Issues.* August 1992.
16. **California Department of Transportation.** *Technical Noise Supplement.* November 2009.
17. **American National Standards Institute (ANSI).** *Specification for Sound Level Meters ANSI S1.4-2014/IEC 61672-1:2013.*
18. **U.S. Department of Transportation, Federal Highway Administration.** *FHWA Highway Traffic Noise Prediction Model.* December 1978. FHWA-RD-77-108.
19. **California Department of Transportation Environmental Program, Office of Environmental Engineering.** *Use of California Vehicle Noise Reference Energy Mean Emission Levels (Calveno REMELs) in FHWA Highway Traffic Noise Prediction.* September 1995. TAN 95-03.
20. **California Department of Transportation.** *Traffic Noise Attenuation as a Function of Ground and Vegetation Final Report.* June 1995. FHWA/CA/TL-95/23.

21. **Davide Evans and Associates, Inc.** *Proposed Mojave Drive Warehouse Focused Traffic Analysis for General Plan Level of Service Conformance and Vehicle Miles Traveled (VMT) Analysis.* January 30, 2023.
22. **U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning.** *FHWA Roadway Construction Noise Model.* January, 2006.

12 CERTIFICATION

The contents of this noise study report represent an accurate depiction of the noise environment and impacts associated with the proposed Mojave Drive Warehouse Project. The information contained in this noise study report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (949) 584-3148.

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EDUCATION

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

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

PROFESSIONAL REGISTRATIONS

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

PROFESSIONAL AFFILIATIONS

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

PROFESSIONAL CERTIFICATIONS

Certified Acoustical Consultant – County of San Diego • March, 2018
Certified Acoustical Consultant – County of Orange • February, 2011
FHWA-NHI-142051 Highway Traffic Noise Certificate of Training • February, 2013

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APPENDIX 3.1:

CITY OF VICTORVILLE MUNICIPAL CODE

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Chapter 13.01 - NOISE CONTROL

Sections:

13.01.010 - Purpose and intent.

(a) The purpose of this chapter is to establish criteria and standards for the regulation of noise levels within the city of Victorville.

(b) The city council declares and finds that excessive noise levels are detrimental to the public health, welfare and safety and contrary to the public interest. It is the intent of this chapter to protect persons from excessive levels of noise from sources including, but not limited to; persons, animals, or fowl; automobiles, motorcycles, engines, machines, or other mechanical devices; loudspeakers, musical instruments, radios, televisions, phonographs, or other amplifying devices.

(c) This chapter includes standards for the measurement of noise levels to ensure that noise levels do not disturb and interfere with the peace, comfort or repose of the residents of the neighborhood from which the noise is emitted.

(Ord. 1962 § 2 (part), 2002)

13.01.020 - Definitions.

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

(1) "A-weighted sound level" means the sound pressure level in decibels as measured on a sound level meter using A-weighting network. The level to read is designated db(A) or dB(A).

(2) "Ambient noise level" means the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding any intrusive noise.

(3) "Cumulative period" means an additive period of time composed of individual time segments which may be continuous or interrupted.

(4) "Decibel" means a unit of measure of sound level noise.

(5) "Noise level" means the same as "sound level" and the terms may be used interchangeably herein.

(6) "Sound level" (noise level) in decibels is the quantity measured using the frequency weighting of A of a sound level meter as defined herein.

(7) "Sound level meter" means an instrument meeting American National Standard Institute's Standard S1.4-1971 for type 1 or type 2 sound level meters or an instrument and the associated recording and analyzing equipment which will provide equivalent data.

(Ord. 1962 § 2 (part), 2002)

13.01.030 - Noise measurement criteria.

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

(Ord. 1962 § 2 (part), 2002)

13.01.040 - Base ambient noise levels.

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

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

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

(Ord. 1962 § 2 (part), 2002)

13.01.050 - Noise levels prohibited.

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

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

(2) Less than 10 dB(A) for a cumulative period of more than fifteen minutes in any hour;

(3) Less than 15 dB(A) for a cumulative period of more than five minutes in any hour;

(4) Less than 20 dB(A) for a cumulative period of more than one minute in any hour;

(5) 20 dB(A) or more for any period of time.

(Ord. 1962 § 2 (part), 2002)

13.01.060 - Noise source exemptions.

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

(1) All mechanical devices, apparatus or equipment used, related to or connected with emergency machinery, vehicle or work.

(2) The provisions of this regulation shall not preclude the construction, operation, maintenance and repairs of equipment, apparatus or facilities of park and recreation projects, public works projects or essential public works services and facilities, including those utilities subject to the regulatory jurisdiction of the California Public Utilities Commission.

(3) Activities conducted on the grounds of any elementary, intermediate or secondary school or college.

(4) Outdoor gatherings, public dances and shows, provided said events are conducted pursuant to a permit as required by this code.

(5) Activities conducted in public parks and public playgrounds, provided said events are conducted pursuant to a permit as required by this code.

(6) Any activity to the extent regulation thereof has been preempted by state or federal law.

(7) Traffic on any roadway or railroad right-of-way.

(8) The operation of the Southern California Logistics Airport.

(9) Construction activity on private properties that are determined by the director of building and safety to be essential to the completion of a project.

(Ord. 1962 § 2 (part), 2002)

13.01.070 - Notice and penalties.

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

(Ord. 1962 § 2 (part), 2002)

13.01.080 - Severability.

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

(Ord. 1962 § 2 (part), 2002)

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APPENDIX 5.1:

STUDY AREA PHOTOS

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JN:15022

15022_L1_A 1.North
34, 31' 55.520000"117, 24' 13.490000"

15022_L1_A 2.South
34, 31' 55.510000"117, 24' 13.460000"

15022_L1_A 3.East
34, 31' 55.480000"117, 24' 13.460000"

15022_L1_A 4.West
34, 31' 55.230000"117, 24' 13.570000"

JN:15022

15022_L2_D 1.North
34, 32' 9.020000"117, 22' 39.010000"

15022_L2_D 2.South
34, 32' 8.940000"117, 22' 39.010000"

15022_L2_D 3.East
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15022_L2_D 4.West
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15022_L3_F 1.North
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15022_L3_F 2.South
34, 31' 45.700000"117, 22' 38.100000"

15022_L3_F 3.East
34, 31' 45.810000"117, 22' 38.130000"

15022_L3_F 4.West
34, 31' 45.800000"117, 22' 38.160000"

JN:15022

15022_L4_G 1.North
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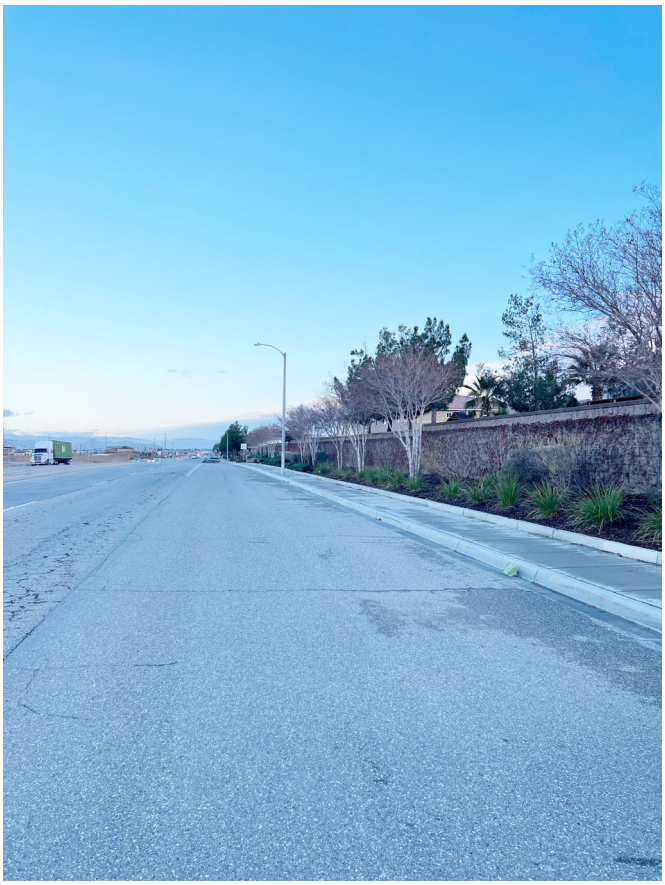
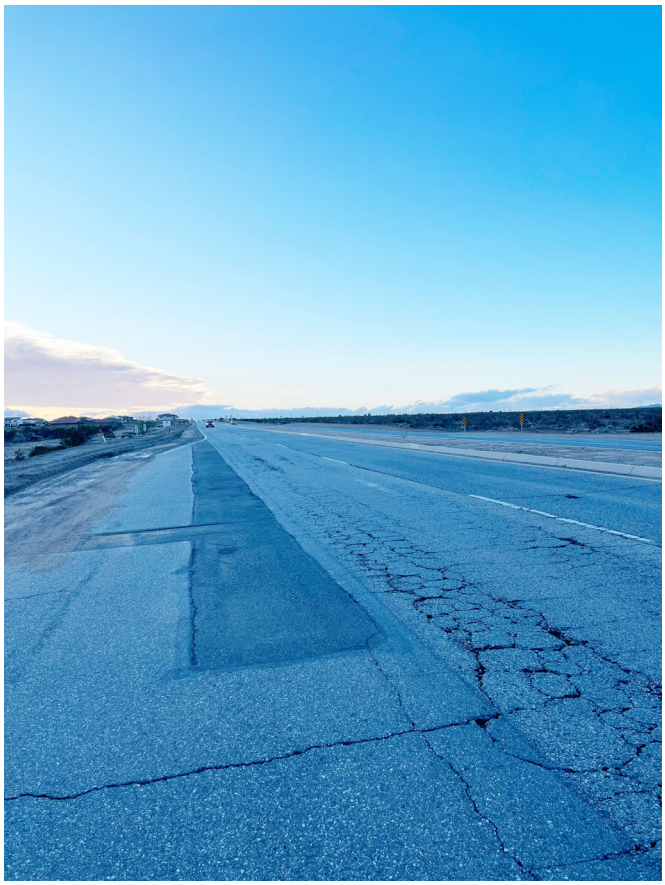


15022_L4_G 3.East
34, 31' 42.170000"117, 22' 46.120000"



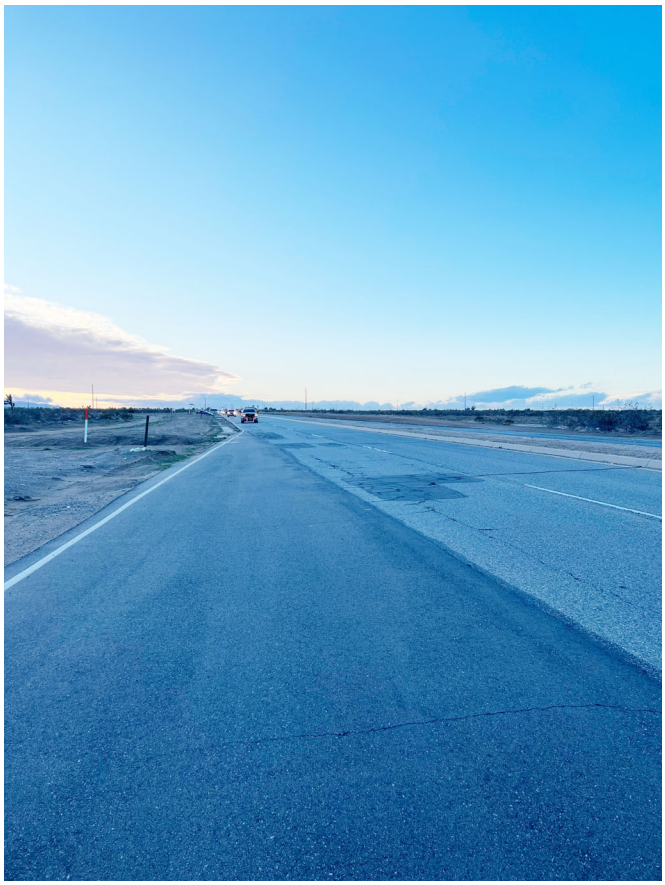
15022_L4_G 4.West
34, 31' 42.190000"117, 22' 46.180000"

JN:15022

15022_L5_H 1.North
34, 31' 42.190000"117, 23' 18.500000"

15022_L5_H 2.South
34, 31' 42.160000"117, 23' 18.560000"

15022_L5_H 3.East
34, 31' 42.200000"117, 23' 18.370000"



15022_L5_H 4.West
34, 31' 42.190000"117, 23' 18.390000"

JN:15022

15022_L6_L 1.North
34, 31' 34.950000"117, 23' 25.700000"

15022_L6_L 2.South
34, 31' 34.990000"117, 23' 25.730000"

15022_L6_L 3.East
34, 31' 34.960000"117, 23' 25.450000"

15022_L6_L 4.West
34, 31' 34.960000"117, 23' 25.510000"

APPENDIX 5.2:

NOISE LEVEL MEASUREMENT WORKSHEETS

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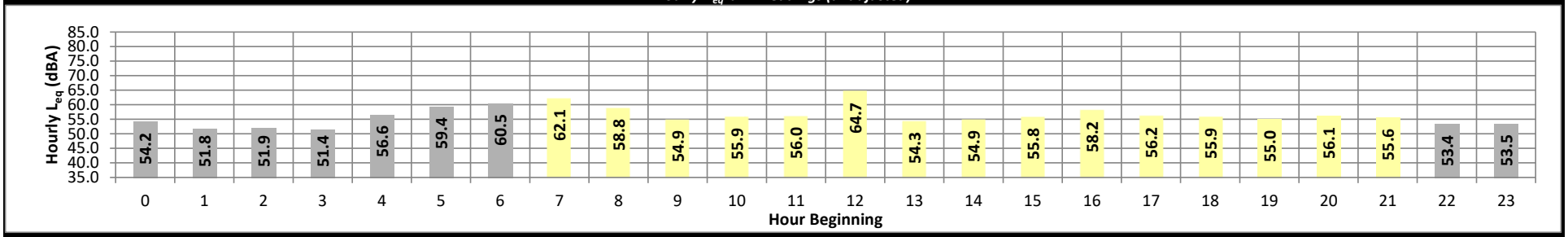
24-Hour Noise Level Measurement Summary

Date: Wednesday, January 11, 2023 *Location:* L1 - Located west of the Project site near the residence at *Meter:* Piccolo II *JN:* 15022

Project: Mojave and Onyx *Source:* 15484 Pearmin St. *Analyst:* B. Lawson

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	54.2	62.9	45.8	62.6	62.1	60.9	59.1	53.9	51.3	47.1	46.5	46.0	54.2	10.0	64.2
	1	51.8	59.3	45.5	59.0	58.6	57.3	56.1	52.2	49.9	46.8	46.2	45.7	51.8	10.0	61.8
	2	51.9	61.0	44.4	60.6	60.1	58.8	57.3	50.8	48.5	45.9	45.2	44.6	51.9	10.0	61.9
	3	51.4	59.2	45.8	58.8	58.3	56.8	55.5	51.8	49.2	46.7	46.3	45.9	51.4	10.0	61.4
	4	56.6	63.4	52.1	63.2	62.6	61.2	59.9	57.1	55.2	52.9	52.6	52.2	56.6	10.0	66.6
	5	59.4	65.6	55.2	65.3	64.9	63.5	62.3	59.9	58.3	55.9	55.6	55.3	59.4	10.0	69.4
	6	60.5	66.0	56.6	65.8	65.3	64.3	63.5	61.0	59.5	57.5	57.0	56.7	60.5	10.0	70.5
Day	7	62.1	68.6	57.3	68.3	67.8	66.6	65.7	62.8	60.7	58.2	57.8	57.4	62.1	0.0	62.1
	8	58.8	66.1	53.5	65.8	65.4	63.9	62.8	59.3	56.8	54.4	54.0	53.6	58.8	0.0	58.8
	9	54.9	63.6	46.6	63.2	62.7	61.2	59.8	55.0	51.2	47.5	47.1	46.7	54.9	0.0	54.9
	10	55.9	65.2	44.7	64.8	64.0	62.3	60.9	56.2	51.8	46.2	45.5	44.9	55.9	0.0	55.9
	11	56.0	64.9	43.9	64.5	64.0	62.8	61.4	56.5	51.8	46.5	45.8	44.2	56.0	0.0	56.0
	12	64.7	75.8	44.5	75.2	74.8	74.1	71.7	59.0	55.5	47.6	46.1	44.9	64.7	0.0	64.7
	13	54.3	63.4	43.8	63.0	62.3	60.6	59.2	54.8	50.5	45.4	44.6	44.0	54.3	0.0	54.3
	14	54.9	63.5	45.4	63.1	62.6	61.1	59.8	55.4	51.4	46.8	46.1	45.5	54.9	0.0	54.9
	15	55.8	64.3	46.3	64.0	63.4	61.9	60.5	56.2	52.6	47.9	47.1	46.5	55.8	0.0	55.8
	16	58.2	68.9	48.6	67.9	66.9	65.5	63.2	57.4	54.2	49.8	49.3	48.8	58.2	0.0	58.2
	17	56.2	63.5	49.2	63.1	62.6	61.4	60.4	57.1	54.1	50.5	49.9	49.3	56.2	0.0	56.2
	18	55.9	63.3	49.3	62.9	62.4	60.9	59.8	56.6	54.0	50.9	50.3	49.6	55.9	0.0	55.9
	19	55.0	62.9	49.1	62.6	62.1	60.6	59.2	55.2	52.6	49.9	49.6	49.2	55.0	5.0	60.0
	20	56.1	64.5	48.2	64.0	63.5	61.8	60.6	56.7	53.2	49.5	49.1	48.4	56.1	5.0	61.1
	21	55.6	65.5	46.6	65.2	64.6	62.6	60.7	54.8	51.2	47.6	47.2	46.7	55.6	5.0	60.6
Night	22	53.4	61.6	46.5	61.3	60.8	59.3	57.9	53.9	50.7	47.4	47.0	46.7	53.4	10.0	63.4
	23	53.5	63.0	44.6	62.7	62.4	60.9	59.1	51.8	49.2	45.5	45.1	44.7	53.5	10.0	63.5

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	54.3	62.9	43.8	62.6	62.1	60.6	59.2	54.8	50.5	45.4	44.6	44.0
	Max	64.7	75.8	57.3	75.2	74.8	74.1	71.7	62.8	60.7	58.2	57.8	57.4
Energy Average		58.2	Average:		65.2	64.6	63.1	61.7	56.9	53.4	49.2	48.6	48.0
Night	Min	51.4	59.2	44.4	58.8	58.3	56.8	55.5	50.8	48.5	45.5	45.1	44.6
	Max	60.5	66.0	56.6	65.8	65.3	64.3	63.5	61.0	59.5	57.5	57.0	56.7
Energy Average		56.0	Average:		62.1	61.7	60.3	59.0	54.7	52.4	49.5	49.1	48.6

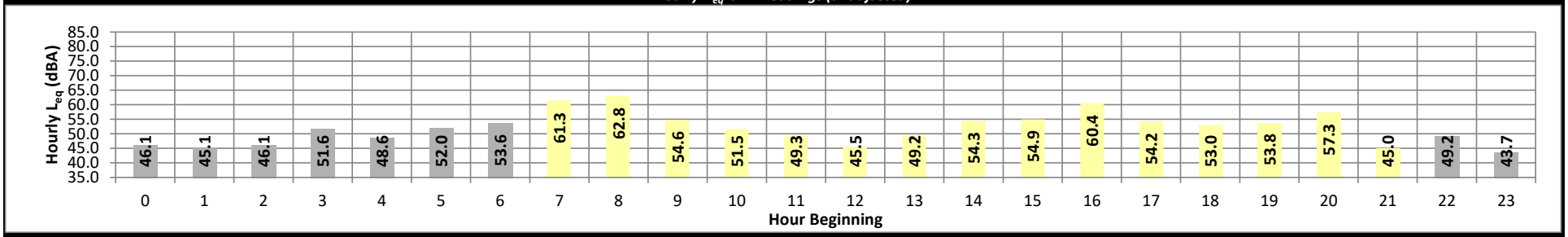
24-Hour CNEL	*Leq (dBA) Daytime (7am-10pm)*	*Leq (dBA) Nighttime (10pm-7am)*
63.0	**58.2**	**56.0**

24-Hour Noise Level Measurement Summary

Date: Wednesday, January 11, 2023 | *Location:* L2 - Located East of the Project site near the educational | *Meter:* Piccolo II | *JN:* 15022

Project: Mojave and Onyx | *Source:* facility located at 15831 Diamond Rd. | *Analyst:* B. Lawson

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	46.1	50.4	42.3	50.1	49.8	49.1	48.6	47.0	45.4	43.3	42.9	42.4	46.1	10.0	56.1
	1	45.1	49.2	41.5	48.9	48.5	47.8	47.4	46.0	44.5	42.4	42.1	41.7	45.1	10.0	55.1
	2	46.1	50.2	41.7	49.8	49.6	49.1	48.7	47.2	45.6	42.9	42.4	41.8	46.1	10.0	56.1
	3	51.6	60.3	43.4	60.2	59.9	58.7	57.0	51.0	47.5	44.2	43.9	43.5	51.6	10.0	61.6
	4	48.6	51.2	46.3	51.0	50.8	50.5	50.2	49.3	48.4	46.9	46.7	46.4	48.6	10.0	58.6
	5	52.0	57.2	48.8	57.0	56.4	55.3	54.6	52.5	51.2	49.4	49.2	48.9	52.0	10.0	62.0
	6	53.6	57.2	50.4	57.0	56.7	56.1	55.8	54.5	53.2	51.3	50.9	50.5	53.6	10.0	63.6
Day	7	61.3	69.1	56.3	68.8	68.3	66.4	64.7	61.2	59.6	57.4	56.9	56.4	61.3	0.0	61.3
	8	62.8	73.8	54.1	73.7	73.5	70.5	67.0	59.1	57.4	55.0	54.6	54.2	62.8	0.0	62.8
	9	54.6	64.4	45.4	64.2	63.9	62.6	60.6	52.2	48.4	46.5	46.1	45.6	54.6	0.0	54.6
	10	51.5	57.5	42.1	57.1	56.7	56.1	55.6	52.9	49.8	43.1	42.7	42.3	51.5	0.0	51.5
	11	49.3	56.8	39.2	56.4	55.8	54.2	53.5	50.7	46.9	41.0	40.4	39.4	49.3	0.0	49.3
	12	45.5	53.6	38.0	53.2	52.9	51.8	50.8	45.6	42.2	38.9	38.5	38.1	45.5	0.0	45.5
	13	49.2	58.9	39.3	58.6	58.2	56.9	55.4	48.2	44.2	40.4	39.9	39.4	49.2	0.0	49.2
	14	54.3	62.5	46.0	62.0	61.3	59.2	57.8	55.1	52.6	47.8	46.8	46.1	54.3	0.0	54.3
	15	54.9	65.7	40.8	65.3	64.8	61.7	59.3	54.3	49.7	43.1	41.8	41.0	54.9	0.0	54.9
	16	60.4	69.0	43.6	68.7	68.5	68.0	67.2	59.7	51.6	45.0	44.5	43.7	60.4	0.0	60.4
	17	54.2	65.2	45.1	65.0	64.3	62.2	58.7	52.4	48.7	45.9	45.6	45.3	54.2	0.0	54.2
	18	53.0	61.4	45.3	61.1	60.8	59.2	57.7	52.9	49.5	46.5	45.9	45.5	53.0	0.0	53.0
	19	53.8	65.8	42.4	65.2	64.6	62.8	59.8	48.5	45.9	43.1	42.8	42.6	53.8	5.0	58.8
	20	57.3	64.4	44.9	64.0	63.8	63.1	62.6	59.3	51.8	46.3	46.0	45.0	57.3	5.0	62.3
	21	45.0	51.9	41.9	50.9	49.9	48.0	47.5	45.8	43.9	42.6	42.3	42.0	45.0	5.0	50.0
Night	22	49.2	57.9	42.0	57.4	57.0	56.6	56.0	46.3	44.3	42.6	42.3	42.1	49.2	10.0	59.2
	23	43.7	46.8	41.5	46.5	46.3	45.8	45.5	44.4	43.4	42.0	41.8	41.6	43.7	10.0	53.7

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	45.0	51.9	38.0	50.9	49.9	48.0	47.5	45.6	42.2	38.9	38.5	38.1
	Max	62.8	73.8	56.3	73.7	73.5	70.5	67.2	61.2	59.6	57.4	56.9	56.4
Energy Average		56.6	Average:		62.3	61.8	60.2	58.5	53.2	49.5	45.5	45.0	44.4
Night	Min	43.7	46.8	41.5	46.5	46.3	45.8	45.5	44.4	43.4	42.0	41.8	41.6
	Max	53.6	60.3	50.4	60.2	59.9	58.7	57.0	54.5	53.2	51.3	50.9	50.5
Energy Average		49.6	Average:		53.1	52.8	52.1	51.5	48.7	47.1	45.0	44.7	44.3

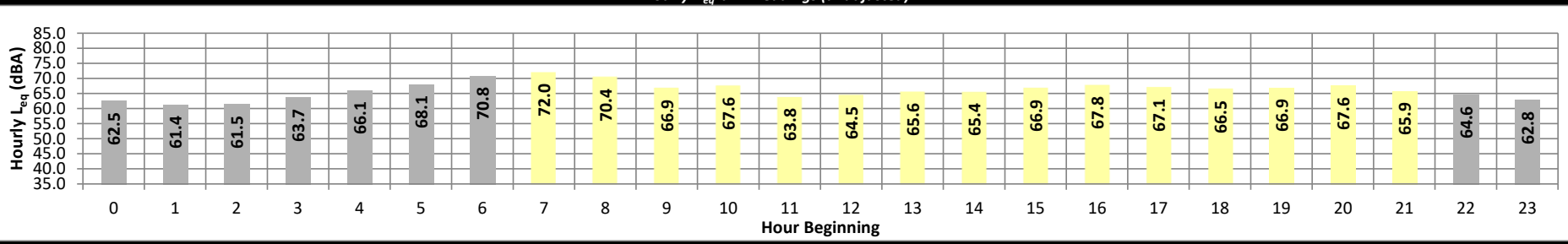
24-Hour CNEL	*Leq (dBA) Daytime (7am-10pm)*	*Leq (dBA) Nighttime (10pm-7am)*
58.5	**56.6**	**49.6**

24-Hour Noise Level Measurement Summary

Date: Wednesday, January 11, 2023 *Location:* L3 - Located East of the Project site near the residence located *Meter:* Piccolo II *JN:* 15022

Project: Mojave and Onyx *Source:* at 15359 Diamond Rd. *Analyst:* B. Lawson

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	62.5	69.4	50.2	69.2	68.9	68.3	67.3	63.8	60.0	52.4	51.3	50.4	62.5	10.0	72.5
	1	61.4	69.4	48.0	69.0	68.6	67.6	66.6	62.6	57.4	49.8	49.0	48.2	61.4	10.0	71.4
	2	61.5	68.7	46.9	68.4	68.0	67.1	66.4	63.3	58.0	48.6	47.7	47.0	61.5	10.0	71.5
	3	63.7	70.9	51.9	70.6	70.2	69.3	68.6	65.2	60.7	54.0	52.9	52.0	63.7	10.0	73.7
	4	66.1	71.9	57.8	71.7	71.4	70.8	70.1	67.5	64.6	59.7	58.8	58.0	66.1	10.0	76.1
	5	68.1	73.1	60.6	72.8	72.6	72.0	71.6	69.5	67.0	62.4	61.5	60.8	68.1	10.0	78.1
	6	70.8	76.3	64.6	76.0	75.6	74.7	74.0	71.8	70.0	66.2	65.5	64.8	70.8	10.0	80.8
Day	7	72.0	75.8	67.3	75.6	75.4	74.7	74.3	73.1	71.6	68.5	68.0	67.4	72.0	0.0	72.0
	8	70.4	75.4	64.5	75.0	74.7	74.1	73.3	71.5	69.9	66.0	65.3	64.7	70.4	0.0	70.4
	9	66.9	72.4	58.0	72.1	71.8	71.0	70.4	68.3	65.8	60.4	59.2	58.3	66.9	0.0	66.9
	10	67.6	76.1	56.1	75.7	75.3	74.1	72.5	67.4	64.8	59.1	57.6	56.4	67.6	0.0	67.6
	11	63.8	70.7	53.7	70.4	69.8	68.6	67.7	65.0	62.3	56.3	55.0	53.9	63.8	0.0	63.8
	12	64.5	70.5	55.4	70.2	69.9	68.9	68.1	65.7	63.3	57.8	56.5	55.5	64.5	0.0	64.5
	13	65.6	74.3	55.6	73.8	73.4	71.3	69.5	66.0	63.5	58.3	57.0	55.8	65.6	0.0	65.6
	14	65.4	71.0	58.1	70.7	70.2	69.2	68.6	66.6	64.7	60.2	59.2	58.3	65.4	0.0	65.4
	15	66.9	75.4	58.3	74.7	73.7	70.8	70.2	67.8	65.3	60.6	59.5	58.5	66.9	0.0	66.9
	16	67.8	76.0	58.7	75.8	75.3	73.9	72.5	68.0	65.2	60.7	59.7	58.9	67.8	0.0	67.8
	17	67.1	73.1	59.3	72.8	72.6	71.8	71.2	68.0	65.8	61.4	60.4	59.6	67.1	0.0	67.1
	18	66.5	71.7	57.9	71.5	71.2	70.7	70.2	68.0	65.5	60.1	59.3	58.1	66.5	0.0	66.5
	19	66.9	72.1	58.3	71.9	71.7	71.0	70.5	68.3	66.2	60.4	59.4	58.5	66.9	5.0	71.9
	20	67.6	72.6	59.4	72.4	72.2	71.6	71.1	69.1	66.6	61.7	60.6	59.7	67.6	5.0	72.6
	21	65.9	71.9	56.7	71.7	71.4	70.5	69.8	67.1	64.6	59.0	58.1	57.0	65.9	5.0	70.9
Night	22	64.6	71.6	53.1	71.4	71.1	70.4	69.3	65.7	62.4	55.0	54.1	53.3	64.6	10.0	74.6
	23	62.8	69.4	52.2	69.1	68.8	68.0	67.2	64.2	60.7	54.4	53.2	52.4	62.8	10.0	72.8

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	63.8	70.5	53.7	70.2	69.8	68.6	67.7	65.0	62.3	56.3	55.0	53.9
	Max	72.0	76.1	67.3	75.8	75.4	74.7	74.3	73.1	71.6	68.5	68.0	67.4
Energy Average		67.5	Average:		72.9	72.6	71.5	70.7	68.0	65.7	60.7	59.7	58.7
Night	Min	61.4	68.7	46.9	68.4	68.0	67.1	66.4	62.6	57.4	48.6	47.7	47.0
	Max	70.8	76.3	64.6	76.0	75.6	74.7	74.0	71.8	70.0	66.2	65.5	64.8
Energy Average		65.8	Average:		70.9	70.6	69.8	69.0	66.0	62.3	55.8	54.9	54.1

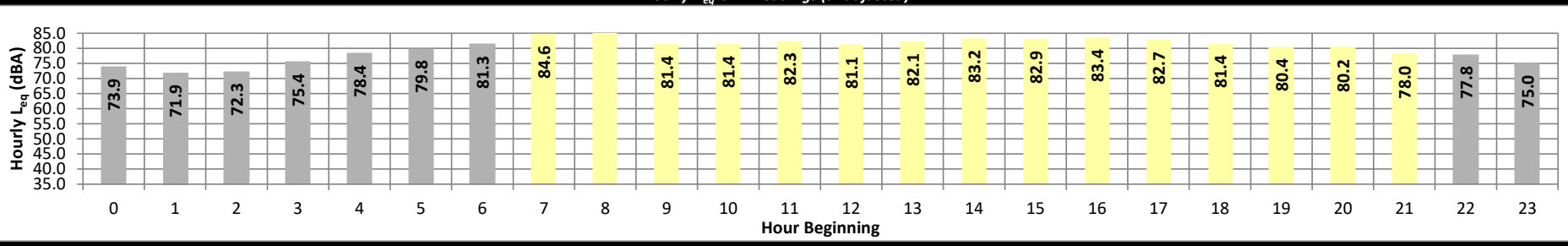
24-Hour CNEL	*Leq (dBA) Daytime (7am-10pm)*	*Leq (dBA) Nighttime (10pm-7am)*
72.8	**67.5**	**65.8**

24-Hour Noise Level Measurement Summary

Date: Wednesday, January 11, 2023 | *Location:* L4 - Located East of the Project site near the residence located | *Meter:* Piccolo II | *JN:* 15022

Project: Mojave and Onyx | *Source:* at 13008 Vista Abajo Way | *Analyst:* B. Lawson

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	73.9	84.4	53.3	84.1	83.5	81.1	79.2	73.5	67.4	56.5	54.7	53.5	73.9	10.0	83.9
	1	71.9	83.2	49.3	82.9	82.3	79.8	77.8	69.2	60.4	51.0	50.0	49.5	71.9	10.0	81.9
	2	72.3	83.9	49.9	83.6	83.0	80.1	77.6	69.8	63.1	51.9	51.0	50.1	72.3	10.0	82.3
	3	75.4	86.1	55.4	85.7	85.2	83.0	81.2	74.5	67.3	57.4	56.5	55.8	75.4	10.0	85.4
	4	78.4	87.9	61.5	87.5	86.9	85.0	83.7	78.9	73.0	63.9	62.7	61.7	78.4	10.0	88.4
	5	79.8	88.3	64.3	88.0	87.5	86.1	85.0	80.7	75.7	66.8	65.4	64.4	79.8	10.0	89.8
	6	81.3	89.3	67.6	89.0	88.5	86.9	86.0	82.4	78.5	70.2	68.8	67.8	81.3	10.0	91.3
Day	7	84.6	90.3	73.7	90.0	89.7	88.9	88.4	86.3	83.6	77.0	75.5	73.9	84.6	0.0	84.6
	8	85.1	92.0	73.9	91.7	91.2	89.7	88.7	86.3	83.8	77.8	75.9	74.2	85.1	0.0	85.1
	9	81.4	88.8	66.5	88.4	87.9	86.7	86.0	82.8	78.9	70.7	68.8	67.1	81.4	0.0	81.4
	10	81.4	90.6	64.8	90.2	89.6	87.0	85.6	82.3	78.6	68.7	66.5	65.2	81.4	0.0	81.4
	11	82.3	92.0	65.9	91.7	91.1	88.6	86.6	82.6	78.9	70.5	68.3	66.4	82.3	0.0	82.3
	12	81.1	88.0	66.6	87.7	87.3	86.2	85.5	82.6	79.1	70.1	68.5	66.8	81.1	0.0	81.1
	13	82.1	91.1	67.8	90.4	89.4	87.1	86.0	83.2	80.0	72.1	70.0	68.1	82.1	0.0	82.1
	14	83.2	89.0	72.5	88.8	88.3	87.3	86.7	84.7	82.2	76.0	74.5	72.9	83.2	0.0	83.2
	15	82.9	88.7	71.8	88.4	88.1	87.2	86.5	84.4	81.8	75.7	73.9	72.1	82.9	0.0	82.9
	16	83.4	89.6	71.9	89.4	88.9	87.8	87.1	84.9	82.2	75.6	73.7	72.1	83.4	0.0	83.4
	17	82.7	89.0	71.0	88.7	88.3	87.2	86.5	84.1	81.5	75.0	73.3	71.3	82.7	0.0	82.7
	18	81.4	88.1	67.7	87.8	87.4	86.3	85.6	82.9	79.7	71.5	69.8	68.0	81.4	0.0	81.4
	19	80.4	88.3	64.5	88.0	87.5	85.9	85.1	81.8	77.3	67.7	66.0	64.7	80.4	5.0	85.4
	20	80.2	88.2	64.4	87.8	87.3	85.7	84.9	81.6	77.4	67.9	66.1	64.6	80.2	5.0	85.2
	21	78.0	86.7	61.6	86.4	85.9	84.2	83.1	79.1	74.1	64.7	63.2	61.9	78.0	5.0	83.0
Night	22	77.8	87.9	58.1	87.7	87.1	84.9	83.1	77.8	71.8	61.0	59.5	58.3	77.8	10.0	87.8
	23	75.0	85.2	54.5	84.8	84.2	82.0	80.7	74.9	68.1	57.7	56.3	54.7	75.0	10.0	85.0

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	78.0	86.7	61.6	86.4	85.9	84.2	83.1	79.1	74.1	64.7	63.2	61.9
	Max	85.1	92.0	73.9	91.7	91.2	89.7	88.7	86.3	83.8	77.8	75.9	74.2
Energy Average		82.3	Average:		89.0	88.5	87.1	86.2	83.3	79.9	72.1	70.3	68.6
Night	Min	71.9	83.2	49.3	82.9	82.3	79.8	77.6	69.2	60.4	51.0	50.0	49.5
	Max	81.3	89.3	67.6	89.0	88.5	86.9	86.0	82.4	78.5	70.2	68.8	67.8
Energy Average		77.3	Average:		85.9	85.4	83.2	81.6	75.7	69.5	59.6	58.3	57.3

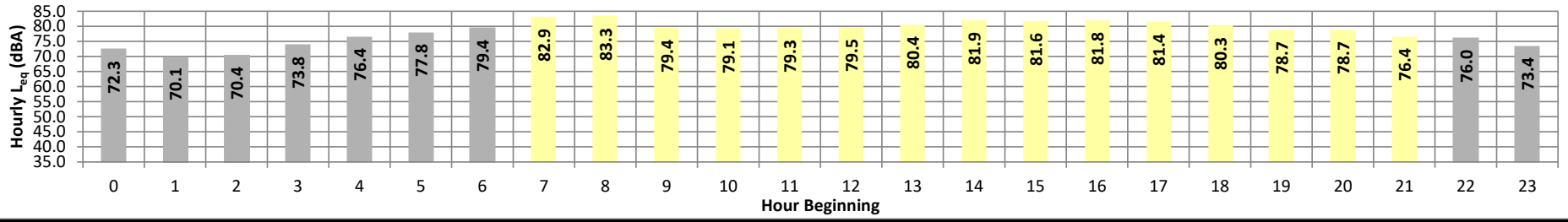
24-Hour CNEL	Leq (dBA) Daytime (7am-10pm)	Leq (dBA) Nighttime (10pm-7am)
85.2	**82.3**	**77.3**

24-Hour Noise Level Measurement Summary

Date: Wednesday, January 11, 2023 | *Location:* L5 - Located East of the Project site near the residence located | *Meter:* Piccolo II | *JN:* 15022

Project: Mojave and Onyx | *Source:* at 12619 Alveda St. | *Analyst:* B. Lawson

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	72.3	81.9	55.6	81.6	81.2	79.4	78.2	72.1	66.2	58.1	56.8	55.9	72.3	10.0	82.3
	1	70.1	80.8	51.1	80.5	80.1	77.9	76.0	68.5	61.6	52.8	52.0	51.4	70.1	10.0	80.1
	2	70.4	81.3	49.8	81.0	80.5	78.6	76.7	68.1	60.2	51.9	51.0	50.0	70.4	10.0	80.4
	3	73.8	83.3	57.5	83.0	82.7	81.0	79.6	73.6	67.6	59.3	58.5	57.6	73.8	10.0	83.8
	4	76.4	85.0	61.5	84.7	84.3	82.6	81.5	77.4	72.7	63.4	62.5	61.7	76.4	10.0	86.4
	5	77.8	85.7	63.4	85.5	85.1	84.0	83.1	78.9	74.2	66.3	64.8	63.6	77.8	10.0	87.8
	6	79.4	86.7	67.1	86.4	86.1	85.0	84.1	80.9	76.7	69.4	68.2	67.3	79.4	10.0	89.4
Day	7	82.9	88.3	72.1	88.1	87.9	87.1	86.6	84.5	82.0	75.5	73.8	72.4	82.9	0.0	82.9
	8	83.3	89.7	72.2	89.5	89.0	87.6	86.9	84.7	82.1	76.1	74.2	72.5	83.3	0.0	83.3
	9	79.4	86.3	65.6	86.1	85.8	84.8	84.0	81.0	76.9	69.1	67.6	65.9	79.4	0.0	79.4
	10	79.1	86.9	63.7	86.6	86.2	84.7	83.8	80.5	76.4	67.7	65.7	64.0	79.1	0.0	79.1
	11	79.3	85.9	65.7	85.6	85.4	84.5	83.7	80.9	77.3	69.4	67.5	66.0	79.3	0.0	79.3
	12	79.5	85.5	64.8	85.3	85.1	84.2	83.6	81.2	78.0	69.0	66.6	65.2	79.5	0.0	79.5
	13	80.4	87.7	67.9	87.3	86.7	85.1	84.3	81.7	78.7	71.1	69.7	68.2	80.4	0.0	80.4
	14	81.9	87.2	72.3	86.9	86.6	85.7	85.2	83.3	81.2	75.3	74.0	72.5	81.9	0.0	81.9
	15	81.6	86.6	71.6	86.4	86.2	85.6	85.2	83.1	80.6	74.4	73.0	71.8	81.6	0.0	81.6
	16	81.8	87.0	70.8	86.8	86.5	85.8	85.3	83.3	80.8	74.1	72.5	71.0	81.8	0.0	81.8
	17	81.4	87.3	70.7	87.1	86.8	85.8	85.2	82.8	80.2	73.9	72.6	71.1	81.4	0.0	81.4
	18	80.3	86.6	67.2	86.3	86.0	85.0	84.3	81.8	78.7	70.8	69.2	67.6	80.3	0.0	80.3
	19	78.7	85.5	64.7	85.3	85.0	84.1	83.3	80.4	76.3	67.8	66.2	64.9	78.7	5.0	83.7
	20	78.7	85.9	64.3	85.7	85.4	84.2	83.2	80.2	76.2	67.4	65.9	64.7	78.7	5.0	83.7
	21	76.4	84.1	61.5	83.8	83.5	82.4	81.4	77.6	73.3	64.3	62.8	61.7	76.4	5.0	81.4
Night	22	76.0	85.3	57.4	85.1	84.7	82.9	81.4	76.6	69.9	59.7	58.4	57.5	76.0	10.0	86.0
	23	73.4	83.0	54.8	82.7	82.3	80.5	79.1	73.6	67.0	57.6	56.2	55.1	73.4	10.0	83.4

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	76.4	84.1	61.5	83.8	83.5	82.4	81.4	77.6	73.3	64.3	62.8	61.7
	Max	83.3	89.7	72.3	89.5	89.0	87.6	86.9	84.7	82.1	76.1	74.2	72.5
Energy Average		80.7	Average:		86.5	86.1	85.1	84.4	81.8	78.6	71.1	69.4	68.0
Night	Min	70.1	80.8	49.8	80.5	80.1	77.9	76.0	68.1	60.2	51.9	51.0	50.0
	Max	79.4	86.7	67.1	86.4	86.1	85.0	84.1	80.9	76.7	69.4	68.2	67.3
Energy Average		75.5	Average:		83.4	83.0	81.3	80.0	74.4	68.5	59.8	58.7	57.8

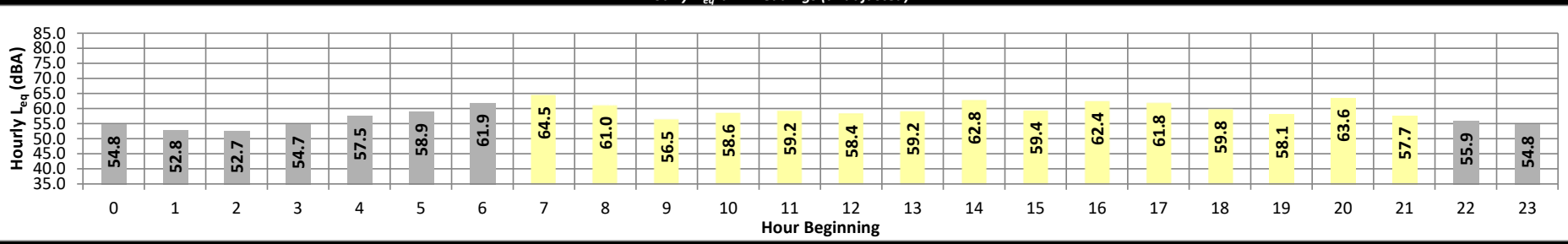
24-Hour CNEL	Leq (dBA) Daytime (7am-10pm)	Leq (dBA) Nighttime (10pm-7am)
83.5	**80.7**	**75.5**

24-Hour Noise Level Measurement Summary

Date: Wednesday, January 11, 2023 | *Location:* L6 - Located East of the Project site near the residence located | *Meter:* Piccolo II | *JN:* 15022

Project: Mojave and Onyx | *Source:* at 15075 Mesa Linda Ave. | *Analyst:* B. Lawson

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	54.8	64.0	47.4	63.6	63.0	60.8	58.9	54.8	52.5	48.6	48.1	47.5	54.8	10.0	64.8
	1	52.8	60.5	46.9	60.3	59.9	58.2	56.5	53.0	50.9	48.0	47.5	47.0	52.8	10.0	62.8
	2	52.7	62.3	46.4	62.0	61.2	58.4	56.7	52.2	49.7	47.4	46.9	46.5	52.7	10.0	62.7
	3	54.7	61.3	49.2	61.0	60.7	59.3	58.1	55.4	53.0	50.4	49.9	49.4	54.7	10.0	64.7
	4	57.5	66.1	52.4	65.9	65.3	62.5	60.8	57.4	55.8	53.4	53.0	52.5	57.5	10.0	67.5
	5	58.9	68.5	53.2	68.1	67.3	64.2	61.8	58.6	56.7	54.1	53.7	53.3	58.9	10.0	68.9
	6	61.9	70.8	55.9	70.4	69.8	67.8	65.8	61.4	59.6	57.1	56.5	56.0	61.9	10.0	71.9
Day	7	64.5	75.5	57.3	75.0	74.0	71.4	68.9	62.7	60.2	58.1	57.7	57.4	64.5	0.0	64.5
	8	61.0	71.8	52.6	71.3	70.5	67.7	65.6	59.8	56.5	53.6	53.1	52.7	61.0	0.0	61.0
	9	56.5	67.8	46.1	67.6	67.0	64.0	60.9	54.3	50.2	47.0	46.6	46.2	56.5	0.0	56.5
	10	58.6	72.4	48.1	71.1	69.7	65.4	61.8	55.6	52.7	49.1	48.7	48.2	58.6	0.0	58.6
	11	59.2	68.9	50.4	68.6	67.9	66.1	64.5	58.4	55.0	51.7	51.2	50.6	59.2	0.0	59.2
	12	58.4	70.1	48.1	69.7	69.2	65.9	62.4	55.9	52.8	49.6	48.9	48.3	58.4	0.0	58.4
	13	59.2	70.0	50.1	69.6	68.8	65.8	63.8	58.0	54.7	51.5	50.9	50.3	59.2	0.0	59.2
	14	62.8	74.0	51.3	73.7	73.2	70.9	68.2	59.8	56.8	52.9	52.2	51.5	62.8	0.0	62.8
	15	59.4	69.3	51.4	69.0	68.4	66.2	64.1	58.3	55.6	52.7	52.1	51.5	59.4	0.0	59.4
	16	62.4	70.7	55.8	70.2	69.8	68.0	66.5	62.7	60.1	57.0	56.5	55.9	62.4	0.0	62.4
	17	61.8	71.2	55.6	70.7	69.9	67.3	66.0	61.3	59.4	56.7	56.2	55.7	61.8	0.0	61.8
	18	59.8	67.9	54.0	67.6	67.1	65.1	63.6	59.8	57.7	55.2	54.7	54.2	59.8	0.0	59.8
	19	58.1	65.9	52.6	65.7	65.2	63.4	61.6	58.1	56.3	53.6	53.1	52.8	58.1	5.0	63.1
	20	63.6	69.9	52.1	69.7	69.4	68.3	67.5	65.1	61.8	56.2	53.2	52.3	63.6	5.0	68.6
	21	57.7	65.7	50.4	65.5	65.1	63.3	61.5	57.9	55.8	51.9	51.3	50.6	57.7	5.0	62.7
Night	22	55.9	77.4	48.0	75.1	72.8	66.5	61.9	56.2	53.8	49.6	48.8	48.1	55.9	10.0	65.9
	23	54.8	62.5	48.4	62.3	62.0	60.3	58.9	55.1	52.8	49.7	49.1	48.6	54.8	10.0	64.8

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	56.5	65.7	46.1	65.5	65.1	63.3	60.9	54.3	50.2	47.0	46.6	46.2
	Max	64.5	75.5	57.3	75.0	74.0	71.4	68.9	65.1	61.8	58.1	57.7	57.4
Energy Average		60.8	Average:		69.7	69.0	66.6	64.5	59.2	56.4	53.1	52.4	51.9
Night	Min	52.7	60.5	46.4	60.3	59.9	58.2	56.5	52.2	49.7	47.4	46.9	46.5
	Max	61.9	77.4	55.9	75.1	72.8	67.8	65.8	61.4	59.6	57.1	56.5	56.0
Energy Average		57.1	Average:		65.4	64.7	62.0	59.9	56.0	53.9	50.9	50.4	49.9

24-Hour CNEL	*Leq (dBA) Daytime (7am-10pm)*	*Leq (dBA) Nighttime (10pm-7am)*
64.7	**60.8**	**57.1**

APPENDIX 7.1:

OFF-SITE TRAFFIC NOISE LEVEL CALCULATIONS

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Mesa Linda Rd.
Road Segment: n/o Mojave Dr.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	1,190 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	119 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	58.73	-8.73	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	70.80	-23.78	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	77.97	-26.68	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	51.7	49.8	48.0	42.0	50.6	51.2
Medium Trucks:	48.8	47.2	40.9	39.3	47.8	48.0
Heavy Trucks:	53.0	51.6	42.6	43.8	52.2	52.3
Vehicle Noise:	56.3	54.7	49.7	46.8	55.3	55.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	3	7	16	34
CNEL:	4	8	16	35

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Mesa Linda Rd.
Road Segment: n/o Mojave Dr.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	1,599 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	160 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	87.96%
Medium Trucks:	84.8%	4.9%	10.3%	3.70%
Heavy Trucks:	86.5%	2.7%	10.8%	8.34%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	58.73	-7.80	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	70.80	-21.57	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	77.97	-18.03	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	52.6	50.7	48.9	42.9	51.5	52.1
Medium Trucks:	51.0	49.5	43.1	41.6	50.0	50.2
Heavy Trucks:	61.7	60.3	51.2	52.5	60.8	60.9
Vehicle Noise:	62.5	61.0	53.6	53.2	61.6	61.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	9	19	41	88
CNEL:	9	20	42	91

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2024
Road Name: Mesa Linda Rd.
Road Segment: n/o Mojave Dr.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	1,680 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	168 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	58.73	-7.23	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	70.80	-22.28	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	77.97	-25.19	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	53.2	51.3	49.5	43.5	52.1	52.7
Medium Trucks:	50.3	48.7	42.4	40.8	49.3	49.5
Heavy Trucks:	54.5	53.1	44.1	45.3	53.7	53.8
Vehicle Noise:	57.8	56.2	51.2	48.3	56.8	57.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	4	9	20	42
CNEL:	4	10	21	44

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2024+P
Road Name: Mesa Linda Rd.
Road Segment: n/o Mojave Dr.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	2,089 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	209 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	89.72%
Medium Trucks:	84.8%	4.9%	10.3%	3.53%
Heavy Trucks:	86.5%	2.7%	10.8%	6.75%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	58.73	-6.56	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	70.80	-20.61	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	77.97	-17.80	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	53.9	52.0	50.2	44.1	52.8	53.4
Medium Trucks:	51.9	50.4	44.1	42.5	51.0	51.2
Heavy Trucks:	61.9	60.5	51.5	52.7	61.1	61.2
Vehicle Noise:	62.9	61.4	54.3	53.6	62.0	62.2

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	9	20	44	94
CNEL:	10	21	45	97

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2034 | Project Name: Mojave Dr. Warehouse
Road Name: Mesa Linda Rd. | Job Number: 15022
Road Segment: n/o Mojave Dr.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	2,090 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	209 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	58.73	-6.28	2.88	-1.20	-4.51	0.000	0.000
Medium Trucks:	70.80	-21.33	2.94	-1.20	-4.86	0.000	0.000
Heavy Trucks:	77.97	-24.24	2.93	-1.20	-5.72	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.1	52.2	50.5	44.4	53.0	53.6
Medium Trucks:	51.2	49.7	43.3	41.8	50.3	50.5
Heavy Trucks:	55.5	54.0	45.0	46.3	54.6	54.7
Vehicle Noise:	58.7	57.1	52.2	49.3	57.8	58.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	5	11	23	49
CNEL:	5	11	24	51

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2034+P | Project Name: Mojave Dr. Warehouse
Road Name: Mesa Linda Rd. | Job Number: 15022
Road Segment: n/o Mojave Dr.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	2,499 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	250 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	90.67%
Medium Trucks:	84.8%	4.9%	10.3%	3.44%
Heavy Trucks:	86.5%	2.7%	10.8%	5.89%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	58.73	-5.73	2.88	-1.20	-4.51	0.000	0.000
Medium Trucks:	70.80	-19.94	2.94	-1.20	-4.86	0.000	0.000
Heavy Trucks:	77.97	-17.61	2.93	-1.20	-5.72	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.7	52.8	51.0	45.0	53.6	54.2
Medium Trucks:	52.6	51.1	44.7	43.2	51.6	51.9
Heavy Trucks:	62.1	60.7	51.6	52.9	61.2	61.4
Vehicle Noise:	63.2	61.7	54.8	53.9	62.3	62.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	10	21	46	98
CNEL:	10	22	47	102

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2044 | Project Name: Mojave Dr. Warehouse
Road Name: Mesa Linda Rd. | Job Number: 15022
Road Segment: n/o Mojave Dr.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	2,330 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	233 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	58.73	-5.81	2.88	-1.20	-4.51	0.000	0.000
Medium Trucks:	70.80	-20.86	2.94	-1.20	-4.86	0.000	0.000
Heavy Trucks:	77.97	-23.77	2.93	-1.20	-5.72	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.6	52.7	50.9	44.9	53.5	54.1
Medium Trucks:	51.7	50.2	43.8	42.3	50.7	51.0
Heavy Trucks:	55.9	54.5	45.5	46.7	55.1	55.2
Vehicle Noise:	59.2	57.6	52.6	49.8	58.2	58.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	5	11	24	53
CNEL:	6	12	26	55

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2044+P | Project Name: Mojave Dr. Warehouse
Road Name: Mesa Linda Rd. | Job Number: 15022
Road Segment: n/o Mojave Dr.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	2,739 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	274 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	91.09%
Medium Trucks:	84.8%	4.9%	10.3%	3.40%
Heavy Trucks:	86.5%	2.7%	10.8%	5.51%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	58.73	-5.31	2.88	-1.20	-4.51	0.000	0.000
Medium Trucks:	70.80	-19.59	2.94	-1.20	-4.86	0.000	0.000
Heavy Trucks:	77.97	-17.50	2.93	-1.20	-5.72	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.1	53.2	51.4	45.4	54.0	54.6
Medium Trucks:	52.9	51.4	45.1	43.5	52.0	52.2
Heavy Trucks:	62.2	60.8	51.7	53.0	61.4	61.5
Vehicle Noise:	63.4	61.9	55.1	54.1	62.5	62.7

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	10	22	47	101
CNEL:	10	22	48	104

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Onyx Rd.
Road Segment: n/o Mojave Dr.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	790 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	79 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	58.73	-10.51	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	70.80	-25.56	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	77.97	-28.46	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	49.9	48.0	46.2	40.2	48.8	49.4
Medium Trucks:	47.0	45.5	39.1	37.6	46.0	46.3
Heavy Trucks:	51.2	49.8	40.8	42.0	50.4	50.5
Vehicle Noise:	54.5	52.9	47.9	45.1	53.5	53.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	3	6	12	26
CNEL:	3	6	12	27

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Onyx Rd.
Road Segment: n/o Mojave Dr.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	1,673 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	167 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	85.42%
Medium Trucks:	84.8%	4.9%	10.3%	3.53%
Heavy Trucks:	86.5%	2.7%	10.8%	11.05%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	58.73	-7.73	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	70.80	-21.58	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	77.97	-16.62	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	52.7	50.8	49.0	43.0	51.6	52.2
Medium Trucks:	51.0	49.4	43.1	41.5	50.0	50.2
Heavy Trucks:	63.1	61.7	52.6	53.9	62.2	62.4
Vehicle Noise:	63.7	62.2	54.5	54.4	62.8	63.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	11	23	49	106
CNEL:	11	24	51	109

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2024
Road Name: Onyx Rd.
Road Segment: n/o Mojave Dr.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	930 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	93 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	58.73	-9.80	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	70.80	-24.85	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	77.97	-27.75	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	50.6	48.7	47.0	40.9	49.5	50.1
Medium Trucks:	47.7	46.2	39.8	38.3	46.7	47.0
Heavy Trucks:	52.0	50.5	41.5	42.7	51.1	51.2
Vehicle Noise:	55.2	53.6	48.6	45.8	54.2	54.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	3	6	13	28
CNEL:	3	6	14	30

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2024+P
Road Name: Onyx Rd.
Road Segment: n/o Mojave Dr.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	1,813 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	181 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	86.20%
Medium Trucks:	84.8%	4.9%	10.3%	3.48%
Heavy Trucks:	86.5%	2.7%	10.8%	10.32%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	58.73	-7.35	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	70.80	-21.28	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	77.97	-16.57	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	53.1	51.2	49.4	43.3	52.0	52.6
Medium Trucks:	51.3	49.7	43.4	41.8	50.3	50.5
Heavy Trucks:	63.1	61.7	52.7	53.9	62.3	62.4
Vehicle Noise:	63.8	62.3	54.7	54.5	62.9	63.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	11	23	50	108
CNEL:	11	24	51	111

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2034 | *Project Name:* Mojave Dr. Warehouse
Road Name: Onyx Rd. | *Job Number:* 15022
Road Segment: n/o Mojave Dr.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	1,210 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	121 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	58.73	-8.66	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	70.80	-23.71	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	77.97	-26.61	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	51.8	49.9	48.1	42.0	50.7	51.3
Medium Trucks:	48.8	47.3	41.0	39.4	47.9	48.1
Heavy Trucks:	53.1	51.7	42.6	43.9	52.2	52.4
Vehicle Noise:	56.3	54.7	49.8	46.9	55.4	55.7

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	3	7	16	34
CNEL:	4	8	17	36

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2034+P | *Project Name:* Mojave Dr. Warehouse
Road Name: Onyx Rd. | *Job Number:* 15022
Road Segment: n/o Mojave Dr.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	2,093 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	209 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	87.44%
Medium Trucks:	84.8%	4.9%	10.3%	3.42%
Heavy Trucks:	86.5%	2.7%	10.8%	9.14%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	58.73	-6.66	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	70.80	-20.74	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	77.97	-16.47	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	53.8	51.9	50.1	44.0	52.7	53.3
Medium Trucks:	51.8	50.3	43.9	42.4	50.8	51.1
Heavy Trucks:	63.2	61.8	52.8	54.0	62.4	62.5
Vehicle Noise:	64.0	62.5	55.0	54.7	63.1	63.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	11	24	51	111
CNEL:	11	25	53	114

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2044 | *Project Name:* Mojave Dr. Warehouse
Road Name: Onyx Rd. | *Job Number:* 15022
Road Segment: n/o Mojave Dr.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	1,760 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	176 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	58.73	-7.03	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	70.80	-22.08	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	77.97	-24.98	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	53.4	51.5	49.7	43.7	52.3	52.9
Medium Trucks:	50.5	48.9	42.6	41.0	49.5	49.7
Heavy Trucks:	54.7	53.3	44.3	45.5	53.9	54.0
Vehicle Noise:	58.0	56.4	51.4	48.5	57.0	57.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	4	9	20	44
CNEL:	5	10	21	46

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2044+P | *Project Name:* Mojave Dr. Warehouse
Road Name: Onyx Rd. | *Job Number:* 15022
Road Segment: n/o Mojave Dr.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	2,643 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	264 vehicles
Vehicle Speed:	25 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	89.11%
Medium Trucks:	84.8%	4.9%	10.3%	3.33%
Heavy Trucks:	86.5%	2.7%	10.8%	7.56%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	58.73	-5.56	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	70.80	-19.84	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	77.97	-16.28	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	54.9	53.0	51.2	45.1	53.8	54.4
Medium Trucks:	52.7	51.2	44.8	43.3	51.7	52.0
Heavy Trucks:	63.4	62.0	53.0	54.2	62.6	62.7
Vehicle Noise:	64.3	62.8	55.6	55.0	63.4	63.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	12	25	54	116
CNEL:	12	26	56	120

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Cactus Rd.
Road Segment: e/o Highway 395
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	2,520 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	252 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-6.93	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	75.75	-21.98	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	81.57	-24.89	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	59.1	57.2	55.4	49.3	58.0	58.6
Medium Trucks:	55.5	54.0	47.6	46.1	54.6	54.8
Heavy Trucks:	58.4	57.0	48.0	49.2	57.6	57.7
Vehicle Noise:	62.7	61.0	56.7	53.2	61.7	62.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	9	19	42	90
CNEL:	9	20	44	95

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Cactus Rd.
Road Segment: e/o Highway 395
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	2,790 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	279 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.92%
Medium Trucks:	84.8%	4.9%	10.3%	2.70%
Heavy Trucks:	86.5%	2.7%	10.8%	1.38%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-6.47	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	75.75	-21.98	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	81.57	-24.89	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	59.5	57.6	55.8	49.8	58.4	59.0
Medium Trucks:	55.5	54.0	47.6	46.1	54.6	54.8
Heavy Trucks:	58.4	57.0	48.0	49.2	57.6	57.7
Vehicle Noise:	62.9	61.2	57.0	53.4	61.9	62.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	9	20	43	92
CNEL:	10	21	45	98

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2024
Road Name: Cactus Rd.
Road Segment: e/o Highway 395
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	2,870 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	287 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-6.37	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	75.75	-21.42	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	81.57	-24.32	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	59.6	57.7	56.0	49.9	58.5	59.1
Medium Trucks:	56.1	54.6	48.2	46.7	55.1	55.4
Heavy Trucks:	59.0	57.6	48.5	49.8	58.1	58.3
Vehicle Noise:	63.2	61.6	57.2	53.8	62.3	62.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	10	21	45	98
CNEL:	10	22	48	103

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2024+P
Road Name: Cactus Rd.
Road Segment: e/o Highway 395
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	3,140 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	314 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.87%
Medium Trucks:	84.8%	4.9%	10.3%	2.73%
Heavy Trucks:	86.5%	2.7%	10.8%	1.40%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-5.96	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	75.75	-21.42	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	81.57	-24.32	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	60.0	58.1	56.4	50.3	58.9	59.5
Medium Trucks:	56.1	54.6	48.2	46.7	55.1	55.4
Heavy Trucks:	59.0	57.6	48.5	49.8	58.1	58.3
Vehicle Noise:	63.4	61.8	57.6	54.0	62.4	62.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	10	22	47	100
CNEL:	11	23	49	106

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2034 | *Project Name:* Mojave Dr. Warehouse
Road Name: Cactus Rd. | *Job Number:* 15022
Road Segment: e/o Highway 395

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	3,760 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	376 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-5.19	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	75.75	-20.24	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	81.57	-23.15	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	60.8	58.9	57.1	51.1	59.7	60.3
Medium Trucks:	57.2	55.7	49.4	47.8	56.3	56.5
Heavy Trucks:	60.2	58.7	49.7	50.9	59.3	59.4
Vehicle Noise:	64.4	62.8	58.4	55.0	63.4	63.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	12	25	54	117
CNEL:	12	27	57	123

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2034+P | *Project Name:* Mojave Dr. Warehouse
Road Name: Cactus Rd. | *Job Number:* 15022
Road Segment: e/o Highway 395

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	4,030 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	403 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.79%
Medium Trucks:	84.8%	4.9%	10.3%	2.79%
Heavy Trucks:	86.5%	2.7%	10.8%	1.43%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-4.88	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	75.75	-20.24	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	81.57	-23.15	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	61.1	59.2	57.4	51.4	60.0	60.6
Medium Trucks:	57.2	55.7	49.4	47.8	56.3	56.5
Heavy Trucks:	60.2	58.7	49.7	50.9	59.3	59.4
Vehicle Noise:	64.6	62.9	58.7	55.1	63.6	63.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	12	26	55	119
CNEL:	13	27	59	126

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2044 | *Project Name:* Mojave Dr. Warehouse
Road Name: Cactus Rd. | *Job Number:* 15022
Road Segment: e/o Highway 395

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	2,710 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	271 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-6.62	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	75.75	-21.66	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	81.57	-24.57	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	59.4	57.5	55.7	49.6	58.3	58.9
Medium Trucks:	55.8	54.3	48.0	46.4	54.9	55.1
Heavy Trucks:	58.7	57.3	48.3	49.5	57.9	58.0
Vehicle Noise:	63.0	61.4	57.0	53.5	62.0	62.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	9	20	44	94
CNEL:	10	21	46	99

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2044+P | *Project Name:* Mojave Dr. Warehouse
Road Name: Cactus Rd. | *Job Number:* 15022
Road Segment: e/o Highway 395

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	2,980 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	298 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	14 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	32.0 feet
Centerline Dist. to Observer:	32.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.89%
Medium Trucks:	84.8%	4.9%	10.3%	2.72%
Heavy Trucks:	86.5%	2.7%	10.8%	1.39%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	31.623
Medium Trucks:	31.342
Heavy Trucks:	31.369

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-6.19	2.88	-1.20	*-4.51*	0.000	0.000
Medium Trucks:	75.75	-21.66	2.94	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	81.57	-24.57	2.93	-1.20	*-5.72*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	59.8	57.9	56.1	50.1	58.7	59.3
Medium Trucks:	55.8	54.3	48.0	46.4	54.9	55.1
Heavy Trucks:	58.7	57.3	48.3	49.5	57.9	58.0
Vehicle Noise:	63.2	61.5	57.3	53.7	62.2	62.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	10	21	45	97
CNEL:	10	22	47	102

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Mojave Dr.
Road Segment: w/o Highway 395
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	12,650 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,265 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-1.02	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	79.45	-16.06	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-18.97	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.0	64.1	62.4	56.3	64.9	65.6
Medium Trucks:	62.0	60.5	54.1	52.6	61.1	61.3
Heavy Trucks:	63.9	62.5	53.4	54.7	63.1	63.2
Vehicle Noise:	69.1	67.4	63.4	59.6	68.1	68.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	46	99	214	461
CNEL:	49	105	227	490

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Mojave Dr.
Road Segment: w/o Highway 395
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	12,852 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,285 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	95.56%
Medium Trucks:	84.8%	4.9%	10.3%	2.94%
Heavy Trucks:	86.5%	2.7%	10.8%	1.51%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.95	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	79.45	-16.06	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-18.97	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.1	64.2	62.5	56.4	65.0	65.6
Medium Trucks:	62.0	60.5	54.1	52.6	61.1	61.3
Heavy Trucks:	63.9	62.5	53.4	54.7	63.1	63.2
Vehicle Noise:	69.1	67.4	63.5	59.6	68.1	68.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	46	100	215	464
CNEL:	49	106	229	492

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2024
Road Name: Mojave Dr.
Road Segment: w/o Highway 395
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	13,770 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,377 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.65	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	79.45	-15.70	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-18.60	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.4	64.5	62.7	56.7	65.3	65.9
Medium Trucks:	62.4	60.9	54.5	53.0	61.4	61.7
Heavy Trucks:	64.3	62.9	53.8	55.1	63.4	63.5
Vehicle Noise:	69.4	67.8	63.8	59.9	68.4	68.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	49	105	227	488
CNEL:	52	112	240	518

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2024+P
Road Name: Mojave Dr.
Road Segment: w/o Highway 395
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	13,972 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,397 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	95.55%
Medium Trucks:	84.8%	4.9%	10.3%	2.94%
Heavy Trucks:	86.5%	2.7%	10.8%	1.51%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.58	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	79.45	-15.70	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-18.60	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.5	64.6	62.8	56.8	65.4	66.0
Medium Trucks:	62.4	60.9	54.5	53.0	61.4	61.7
Heavy Trucks:	64.3	62.9	53.8	55.1	63.4	63.5
Vehicle Noise:	69.5	67.8	63.9	60.0	68.5	68.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	49	106	228	491
CNEL:	52	112	242	521

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2034 | Project Name: Mojave Dr. Warehouse
Road Name: Mojave Dr. | Job Number: 15022
Road Segment: w/o Highway 395

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	18,200 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,820 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.56	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	79.45	-14.48	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-17.39	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.6	65.7	64.0	57.9	66.5	67.1
Medium Trucks:	63.6	62.1	55.7	54.2	62.6	62.9
Heavy Trucks:	65.5	64.1	55.0	56.3	64.6	64.8
Vehicle Noise:	70.6	69.0	65.0	61.2	69.7	70.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	59	127	273	588
CNEL:	62	134	290	624

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2034+P | Project Name: Mojave Dr. Warehouse
Road Name: Mojave Dr. | Job Number: 15022
Road Segment: w/o Highway 395

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	18,402 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,840 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	95.53%
Medium Trucks:	84.8%	4.9%	10.3%	2.95%
Heavy Trucks:	86.5%	2.7%	10.8%	1.51%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.61	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	79.45	-14.48	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-17.39	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.7	65.8	64.0	58.0	66.6	67.2
Medium Trucks:	63.6	62.1	55.7	54.2	62.6	62.9
Heavy Trucks:	65.5	64.1	55.0	56.3	64.6	64.8
Vehicle Noise:	70.7	69.0	65.1	61.2	69.7	70.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	59	127	274	590
CNEL:	63	135	291	626

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2044 | Project Name: Mojave Dr. Warehouse
Road Name: Mojave Dr. | Job Number: 15022
Road Segment: w/o Highway 395

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	17,500 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,750 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.39	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	79.45	-14.66	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-17.56	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.5	65.6	63.8	57.7	66.4	67.0
Medium Trucks:	63.4	61.9	55.6	54.0	62.5	62.7
Heavy Trucks:	65.3	63.9	54.9	56.1	64.5	64.6
Vehicle Noise:	70.5	68.8	64.9	61.0	69.5	69.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	57	123	266	573
CNEL:	61	131	282	608

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2044+P | Project Name: Mojave Dr. Warehouse
Road Name: Mojave Dr. | Job Number: 15022
Road Segment: w/o Highway 395

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	17,702 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,770 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	95.54%
Medium Trucks:	84.8%	4.9%	10.3%	2.95%
Heavy Trucks:	86.5%	2.7%	10.8%	1.51%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.44	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	79.45	-14.66	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-17.56	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.5	65.6	63.8	57.8	66.4	67.0
Medium Trucks:	63.4	61.9	55.6	54.0	62.5	62.7
Heavy Trucks:	65.3	63.9	54.9	56.1	64.5	64.6
Vehicle Noise:	70.5	68.8	64.9	61.0	69.5	69.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	58	124	267	575
CNEL:	61	131	283	610

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Mojave Dr.
Road Segment: e/o Highway 395
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	10,080 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,008 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-3.25	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-18.30	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-21.21	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	68.6	66.7	64.9	58.9	67.5	68.1
Medium Trucks:	64.0	62.5	56.1	54.6	63.1	63.3
Heavy Trucks:	64.7	63.3	54.3	55.5	63.9	64.0
Vehicle Noise:	71.0	69.3	65.8	61.5	70.0	70.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	62	134	289	622
CNEL:	66	143	308	664

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Mojave Dr.
Road Segment: e/o Highway 395
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	10,826 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,083 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	94.51%
Medium Trucks:	84.8%	4.9%	10.3%	3.00%
Heavy Trucks:	86.5%	2.7%	10.8%	2.49%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-2.99	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-17.97	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-18.78	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	68.8	66.9	65.2	59.1	67.7	68.3
Medium Trucks:	64.3	62.8	56.5	54.9	63.4	63.6
Heavy Trucks:	67.2	65.7	56.7	58.0	66.3	66.4
Vehicle Noise:	71.9	70.3	66.2	62.4	70.9	71.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	72	154	332	716
CNEL:	76	163	352	759

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2024
Road Name: Mojave Dr.
Road Segment: e/o Highway 395
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	10,780 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,078 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-2.96	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-18.01	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-20.92	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	68.9	67.0	65.2	59.1	67.8	68.4
Medium Trucks:	64.3	62.8	56.4	54.9	63.3	63.6
Heavy Trucks:	65.0	63.6	54.6	55.8	64.2	64.3
Vehicle Noise:	71.3	69.6	66.1	61.8	70.3	70.7

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	65	140	302	651
CNEL:	69	150	322	694

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2024+P
Road Name: Mojave Dr.
Road Segment: e/o Highway 395
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	11,526 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,153 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	94.57%
Medium Trucks:	84.8%	4.9%	10.3%	3.00%
Heavy Trucks:	86.5%	2.7%	10.8%	2.43%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-2.71	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-17.70	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-18.61	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	69.1	67.2	65.4	59.4	68.0	68.6
Medium Trucks:	64.6	63.1	56.7	55.2	63.7	63.9
Heavy Trucks:	67.3	65.9	56.9	58.1	66.5	66.6
Vehicle Noise:	72.2	70.5	66.5	62.7	71.2	71.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	74	160	344	742
CNEL:	79	170	365	787

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2034 | Project Name: Mojave Dr. Warehouse
Road Name: Mojave Dr. | Job Number: 15022
Road Segment: e/o Highway 395

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	14,310 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,431 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	73.22	-1.73	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	83.68	-16.78	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	87.33	-19.69	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	70.1	68.2	66.4	60.4	69.0	69.6
Medium Trucks:	65.5	64.0	57.7	56.1	64.6	64.8
Heavy Trucks:	66.3	64.8	55.8	57.1	65.4	65.5
Vehicle Noise:	72.6	70.9	67.3	63.0	71.5	72.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	79	169	365	786
CNEL:	84	181	389	838

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2034+P | Project Name: Mojave Dr. Warehouse
Road Name: Mojave Dr. | Job Number: 15022
Road Segment: e/o Highway 395

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	15,056 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,506 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	94.79%
Medium Trucks:	84.8%	4.9%	10.3%	3.00%
Heavy Trucks:	86.5%	2.7%	10.8%	2.22%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	73.22	-1.54	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	83.68	-16.55	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	87.33	-17.85	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	70.3	68.4	66.6	60.6	69.2	69.8
Medium Trucks:	65.8	64.3	57.9	56.4	64.8	65.0
Heavy Trucks:	68.1	66.7	57.6	58.9	67.2	67.4
Vehicle Noise:	73.2	71.5	67.6	63.7	72.2	72.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	87	187	404	870
CNEL:	92	199	429	924

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2044 | Project Name: Mojave Dr. Warehouse
Road Name: Mojave Dr. | Job Number: 15022
Road Segment: e/o Highway 395

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	11,330 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,133 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	73.22	-2.75	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	83.68	-17.79	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	87.33	-20.70	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	69.1	67.2	65.4	59.4	68.0	68.6
Medium Trucks:	64.5	63.0	56.6	55.1	63.6	63.8
Heavy Trucks:	65.2	63.8	54.8	56.0	64.4	64.5
Vehicle Noise:	71.5	69.8	66.3	62.0	70.5	71.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	67	145	312	673
CNEL:	72	155	333	718

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2044+P | Project Name: Mojave Dr. Warehouse
Road Name: Mojave Dr. | Job Number: 15022
Road Segment: e/o Highway 395

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	12,076 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,208 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	94.61%
Medium Trucks:	84.8%	4.9%	10.3%	3.00%
Heavy Trucks:	86.5%	2.7%	10.8%	2.39%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	73.22	-2.51	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	83.68	-17.50	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	87.33	-18.49	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	69.3	67.4	65.7	59.6	68.2	68.8
Medium Trucks:	64.8	63.3	56.9	55.4	63.9	64.1
Heavy Trucks:	67.5	66.0	57.0	58.3	66.6	66.7
Vehicle Noise:	72.3	70.7	66.7	62.8	71.4	71.7

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	76	164	354	763
CNEL:	81	174	376	809

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Mojave Dr.
Road Segment: e/o Mesa Linda Rd.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	12,650 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,265 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-2.27	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-17.31	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-20.22	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	69.6	67.7	65.9	59.8	68.5	69.1
Medium Trucks:	65.0	63.5	57.1	55.6	64.0	64.3
Heavy Trucks:	65.7	64.3	55.3	56.5	64.9	65.0
Vehicle Noise:	72.0	70.3	66.8	62.5	71.0	71.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	72	156	336	724
CNEL:	77	166	358	772

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Mojave Dr.
Road Segment: e/o Mesa Linda Rd.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	13,126 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,313 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	94.59%
Medium Trucks:	84.8%	4.9%	10.3%	3.06%
Heavy Trucks:	86.5%	2.7%	10.8%	2.35%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-2.15	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-17.05	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-18.19	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	69.7	67.8	66.0	60.0	68.6	69.2
Medium Trucks:	65.3	63.8	57.4	55.8	64.3	64.5
Heavy Trucks:	67.8	66.3	57.3	58.5	66.9	67.0
Vehicle Noise:	72.7	71.0	67.1	63.2	71.7	72.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	81	174	374	805
CNEL:	85	184	397	854

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2024
Road Name: Mojave Dr.
Road Segment: e/o Mesa Linda Rd.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	13,770 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,377 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-1.90	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-16.95	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-19.85	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	69.9	68.0	66.3	60.2	68.8	69.4
Medium Trucks:	65.4	63.9	57.5	56.0	64.4	64.6
Heavy Trucks:	66.1	64.7	55.6	56.9	65.2	65.4
Vehicle Noise:	72.4	70.7	67.1	62.9	71.4	71.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	77	165	356	766
CNEL:	82	176	379	817

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2024+P
Road Name: Mojave Dr.
Road Segment: e/o Mesa Linda Rd.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	14,246 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,425 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	94.66%
Medium Trucks:	84.8%	4.9%	10.3%	3.05%
Heavy Trucks:	86.5%	2.7%	10.8%	2.29%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-1.79	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-16.70	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-17.96	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	70.0	68.1	66.4	60.3	68.9	69.5
Medium Trucks:	65.6	64.1	57.7	56.2	64.7	64.9
Heavy Trucks:	68.0	66.6	57.5	58.8	67.1	67.3
Vehicle Noise:	73.0	71.3	67.4	63.5	72.0	72.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	85	182	392	845
CNEL:	90	193	416	897

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2034 | Project Name: Mojave Dr. Warehouse
Road Name: Mojave Dr. | Job Number: 15022
Road Segment: e/o Mesa Linda Rd.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	18,190 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,819 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	73.22	-0.69	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	83.68	-15.74	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	87.33	-18.64	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	71.1	69.2	67.5	61.4	70.0	70.6
Medium Trucks:	66.6	65.1	58.7	57.2	65.6	65.9
Heavy Trucks:	67.3	65.9	56.8	58.1	66.5	66.6
Vehicle Noise:	73.6	71.9	68.3	64.1	72.6	73.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	92	199	428	923
CNEL:	98	212	457	984

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2034+P | Project Name: Mojave Dr. Warehouse
Road Name: Mojave Dr. | Job Number: 15022
Road Segment: e/o Mesa Linda Rd.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	18,666 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,867 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	94.86%
Medium Trucks:	84.8%	4.9%	10.3%	3.04%
Heavy Trucks:	86.5%	2.7%	10.8%	2.11%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	73.22	-0.61	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	83.68	-15.55	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	87.33	-17.14	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	71.2	69.3	67.6	61.5	70.1	70.7
Medium Trucks:	66.8	65.3	58.9	57.3	65.8	66.0
Heavy Trucks:	68.8	67.4	58.4	59.6	68.0	68.1
Vehicle Noise:	74.1	72.4	68.5	64.6	73.1	73.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	100	214	462	995
CNEL:	106	228	491	1,057

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2044 | Project Name: Mojave Dr. Warehouse
Road Name: Mojave Dr. | Job Number: 15022
Road Segment: e/o Mesa Linda Rd.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	17,500 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,750 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	73.22	-0.86	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	83.68	-15.90	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	87.33	-18.81	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	71.0	69.1	67.3	61.2	69.9	70.5
Medium Trucks:	66.4	64.9	58.5	57.0	65.5	65.7
Heavy Trucks:	67.1	65.7	56.7	57.9	66.3	66.4
Vehicle Noise:	73.4	71.7	68.2	63.9	72.4	72.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	90	194	417	899
CNEL:	96	207	445	959

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2044+P | Project Name: Mojave Dr. Warehouse
Road Name: Mojave Dr. | Job Number: 15022
Road Segment: e/o Mesa Linda Rd.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	17,976 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,798 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	77.5%	12.9%	9.6%	94.83%
Medium Trucks:	84.8%	4.9%	10.3%	3.04%
Heavy Trucks:	86.5%	2.7%	10.8%	2.13%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	73.22	-0.77	-0.20	-1.20	-4.70	0.000	0.000
Medium Trucks:	83.68	-15.71	-0.17	-1.20	-4.88	0.000	0.000
Heavy Trucks:	87.33	-17.26	-0.18	-1.20	-5.32	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	71.1	69.2	67.4	61.3	70.0	70.6
Medium Trucks:	66.6	65.1	58.7	57.2	65.6	65.9
Heavy Trucks:	68.7	67.3	58.2	59.5	67.8	68.0
Vehicle Noise:	73.9	72.3	68.4	64.4	72.9	73.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	97	210	451	973
CNEL:	103	223	480	1,033

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Mojave Dr.
Road Segment: e/o Onyx Rd.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	13,910 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,391 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-1.85	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-16.90	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-19.81	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	70.0	68.1	66.3	60.2	68.9	69.5
Medium Trucks:	65.4	63.9	57.5	56.0	64.5	64.7
Heavy Trucks:	66.1	64.7	55.7	56.9	65.3	65.4
Vehicle Noise:	72.4	70.7	67.2	62.9	71.4	71.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	77	166	358	771
CNEL:	82	177	382	823

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Mojave Dr.
Road Segment: e/o Onyx Rd.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	14,486 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,449 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	94.95%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	2.06%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-1.70	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-16.72	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-18.33	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	70.1	68.2	66.5	60.4	69.0	69.6
Medium Trucks:	65.6	64.1	57.7	56.2	64.6	64.9
Heavy Trucks:	67.6	66.2	57.2	58.4	66.8	66.9
Vehicle Noise:	72.9	71.3	67.4	63.4	71.9	72.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	84	180	388	836
CNEL:	89	191	412	888

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2024
Road Name: Mojave Dr.
Road Segment: e/o Onyx Rd.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	13,770 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,377 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-1.90	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-16.95	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-19.85	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	69.9	68.0	66.3	60.2	68.8	69.4
Medium Trucks:	65.4	63.9	57.5	56.0	64.4	64.6
Heavy Trucks:	66.1	64.7	55.6	56.9	65.2	65.4
Vehicle Noise:	72.4	70.7	67.1	62.9	71.4	71.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	77	165	356	766
CNEL:	82	176	379	817

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2024+P
Road Name: Mojave Dr.
Road Segment: e/o Onyx Rd.
Project Name: Mojave Dr. Warehouse
Job Number: 15022

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	14,346 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,435 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	94.94%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	2.07%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-1.75	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-16.76	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-18.36	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	70.1	68.2	66.4	60.4	69.0	69.6
Medium Trucks:	65.5	64.0	57.7	56.1	64.6	64.8
Heavy Trucks:	67.6	66.2	57.1	58.4	66.7	66.9
Vehicle Noise:	72.9	71.2	67.4	63.4	71.9	72.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	83	179	386	831
CNEL:	88	190	410	883

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2034 | *Project Name:* Mojave Dr. Warehouse
Road Name: Mojave Dr. | *Job Number:* 15022
Road Segment: e/o Onyx Rd.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	18,080 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,808 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-0.72	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-15.76	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-18.67	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	71.1	69.2	67.4	61.4	70.0	70.6
Medium Trucks:	66.5	65.0	58.7	57.1	65.6	65.8
Heavy Trucks:	67.3	65.9	56.8	58.1	66.4	66.6
Vehicle Noise:	73.6	71.9	68.3	64.0	72.6	73.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	92	198	426	919
CNEL:	98	211	455	980

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2034+P | *Project Name:* Mojave Dr. Warehouse
Road Name: Mojave Dr. | *Job Number:* 15022
Road Segment: e/o Onyx Rd.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	18,656 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,866 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.07%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.95%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-0.60	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-15.62	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-17.49	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	71.2	69.3	67.6	61.5	70.1	70.7
Medium Trucks:	66.7	65.2	58.8	57.3	65.7	66.0
Heavy Trucks:	68.5	67.0	58.0	59.3	67.6	67.7
Vehicle Noise:	74.0	72.3	68.5	64.5	73.0	73.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	98	211	454	978
CNEL:	104	224	483	1,040

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2044 | *Project Name:* Mojave Dr. Warehouse
Road Name: Mojave Dr. | *Job Number:* 15022
Road Segment: e/o Onyx Rd.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	17,850 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,785 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.48%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.53%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-0.77	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-15.82	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-18.73	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	71.1	69.2	67.4	61.3	70.0	70.6
Medium Trucks:	66.5	65.0	58.6	57.1	65.5	65.8
Heavy Trucks:	67.2	65.8	56.8	58.0	66.4	66.5
Vehicle Noise:	73.5	71.8	68.2	64.0	72.5	72.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	91	196	423	911
CNEL:	97	209	451	972

Tuesday, February 14, 2023

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: 2044+P | *Project Name:* Mojave Dr. Warehouse
Road Name: Mojave Dr. | *Job Number:* 15022
Road Segment: e/o Onyx Rd.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	18,426 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	1,843 vehicles
Vehicle Speed:	60 mph
Near/Far Lane Distance:	72 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	62.0 feet
Centerline Dist. to Observer:	62.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	77.5%	12.9%	9.6%	95.06%
Medium Trucks:	84.8%	4.9%	10.3%	2.99%
Heavy Trucks:	86.5%	2.7%	10.8%	1.95%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	50.725
Medium Trucks:	50.550
Heavy Trucks:	50.567

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	73.22	-0.65	-0.20	-1.20	*-4.70*	0.000	0.000
Medium Trucks:	83.68	-15.68	-0.17	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	87.33	-17.53	-0.18	-1.20	*-5.32*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	71.2	69.3	67.5	61.5	70.1	70.7
Medium Trucks:	66.6	65.1	58.8	57.2	65.7	65.9
Heavy Trucks:	68.4	67.0	58.0	59.2	67.6	67.7
Vehicle Noise:	73.9	72.2	68.5	64.4	72.9	73.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	97	209	450	970
CNEL:	103	222	479	1,032

Tuesday, February 14, 2023

APPENDIX 9.1:

CADNAA OPERATIONAL NOISE MODEL INPUTS

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15022 - Mojave Drive Warehouse

CadnaA Noise Prediction Model: 15022-02.cna
Date: 15.02.23
Analyst: B. Lawson

Calculation Configuration

Configuration	
Parameter	**Value**
General	
Max. Error (dB)	**0.00**
Max. Search Radius (#(Unit,LEN))	**2000.01**
Min. Dist Src to Rcvr	**0.00**
Partition	
Raster Factor	**0.50**
Max. Length of Section (#(Unit,LEN))	**999.99**
Min. Length of Section (#(Unit,LEN))	**1.01**
Min. Length of Section (%)	**0.00**
Proj. Line Sources	**On**
Proj. Area Sources	**On**
Ref. Time	
Reference Time Day (min)	**960.00**
Reference Time Night (min)	**480.00**
Daytime Penalty (dB)	**0.00**
Recr. Time Penalty (dB)	**5.00**
Night-time Penalty (dB)	**10.00**
DTM	
Standard Height (m)	**0.00**
Model of Terrain	**Triangulation**
Reflection	
max. Order of Reflection	**2**
Search Radius Src	**100.00**
Search Radius Rcvr	**100.00**
Max. Distance Source - Rcvr	**1000.00 1000.00**
Min. Distance Rvcr - Reflector	**1.00 1.00**
Min. Distance Source - Reflector	**0.10**
Industrial (ISO 9613)	
Lateral Diffraction	**some Obj**
Obst. within Area Src do not shield	**On**
Screening	**Incl. Ground Att. over Barrier**
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	**3.0 20.0 0.0**
Temperature (#(Unit,TEMP))	**10**
rel. Humidity (%)	**70**
Ground Absorption G	**0.50**
Wind Speed for Dir. (#(Unit,SPEED))	**3.0**
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
RECEIVERS		R1	36.8	36.7	43.4	65.0	55.0	0.0				5.00	a	6214032.43	2503081.51	5.00
RECEIVERS		R2	39.8	39.8	46.4	65.0	55.0	0.0				5.00	a	6222119.23	2504404.28	5.00
RECEIVERS		R3	40.6	40.6	47.3	65.0	55.0	0.0				5.00	a	6222063.04	2502115.19	5.00
RECEIVERS		R4	42.3	42.2	48.9	65.0	55.0	0.0				5.00	a	6221379.45	2501623.65	5.00
RECEIVERS		R5	47.5	47.4	54.1	65.0	55.0	0.0				5.00	a	6218816.52	2501663.80	5.00
RECEIVERS		R6	45.9	45.8	52.5	65.0	55.0	0.0				5.00	a	6218109.41	2500989.90	5.00

Point Source(s)

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
POINTSOURCE		AC01	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6218366.96	2502075.75	50.00
POINTSOURCE		AC02	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6219101.26	2502066.69	50.00
POINTSOURCE		AC03	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6219128.45	2503562.47	50.00
POINTSOURCE		AC04	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6218386.91	2503571.53	50.00
POINTSOURCE		CAR01	81.1	81.1	81.1	Lw	81.1					5.00	a	6219151.77	2501933.51	5.00
POINTSOURCE		CAR02	81.1	81.1	81.1	Lw	81.1					5.00	a	6219153.63	2501963.33	5.00
POINTSOURCE		CAR03	81.1	81.1	81.1	Lw	81.1					5.00	a	6219018.19	2501911.15	5.00
POINTSOURCE		CAR04	81.1	81.1	81.1	Lw	81.1					5.00	a	6219056.09	2501910.53	5.00
POINTSOURCE		CAR05	81.1	81.1	81.1	Lw	81.1					5.00	a	6219108.28	2501909.90	5.00
POINTSOURCE		CAR06	81.1	81.1	81.1	Lw	81.1					5.00	a	6219095.85	2501972.03	5.00
POINTSOURCE		CAR07	81.1	81.1	81.1	Lw	81.1					5.00	a	6219058.57	2501973.28	5.00
POINTSOURCE		CAR08	81.1	81.1	81.1	Lw	81.1					5.00	a	6219041.18	2501952.77	5.00

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
POINTSOURCE		CAR09	81.1	81.1	81.1	Lw	81.1					5.00	a	6219013.84	2501972.03	5.00
POINTSOURCE		CAR10	81.1	81.1	81.1	Lw	81.1					5.00	a	6219052.98	2502022.36	5.00
POINTSOURCE		CAR11	81.1	81.1	81.1	Lw	81.1					5.00	a	6219019.43	2502022.36	5.00
POINTSOURCE		CAR12	81.1	81.1	81.1	Lw	81.1					5.00	a	6218967.87	2501909.90	5.00
POINTSOURCE		CAR13	81.1	81.1	81.1	Lw	81.1					5.00	a	6218945.50	2501957.12	5.00
POINTSOURCE		CAR14	81.1	81.1	81.1	Lw	81.1					5.00	a	6218977.81	2501972.65	5.00
POINTSOURCE		CAR15	81.1	81.1	81.1	Lw	81.1					5.00	a	6218981.54	2502022.98	5.00
POINTSOURCE		CAR16	81.1	81.1	81.1	Lw	81.1					5.00	a	6218951.09	2502024.84	5.00
POINTSOURCE		CAR17	81.1	81.1	81.1	Lw	81.1					5.00	a	6218858.52	2501914.25	5.00
POINTSOURCE		CAR18	81.1	81.1	81.1	Lw	81.1					5.00	a	6218875.30	2501957.12	5.00
POINTSOURCE		CAR19	81.1	81.1	81.1	Lw	81.1					5.00	a	6218854.17	2501975.76	5.00
POINTSOURCE		CAR20	81.1	81.1	81.1	Lw	81.1					5.00	a	6218862.87	2502026.08	5.00
POINTSOURCE		CAR21	81.1	81.1	81.1	Lw	81.1					5.00	a	6218809.44	2501917.36	5.00
POINTSOURCE		CAR22	81.1	81.1	81.1	Lw	81.1					5.00	a	6218775.89	2501916.12	5.00
POINTSOURCE		CAR23	81.1	81.1	81.1	Lw	81.1					5.00	a	6218811.93	2502026.71	5.00
POINTSOURCE		CAR24	81.1	81.1	81.1	Lw	81.1					5.00	a	6218812.55	2501978.87	5.00
POINTSOURCE		CAR25	81.1	81.1	81.1	Lw	81.1					5.00	a	6218798.88	2501957.12	5.00
POINTSOURCE		CAR26	81.1	81.1	81.1	Lw	81.1					5.00	a	6218775.89	2501978.87	5.00
POINTSOURCE		CAR27	81.1	81.1	81.1	Lw	81.1					5.00	a	6218777.76	2502027.95	5.00
POINTSOURCE		CAR28	81.1	81.1	81.1	Lw	81.1					5.00	a	6218741.10	2501981.97	5.00
POINTSOURCE		CAR29	81.1	81.1	81.1	Lw	81.1					5.00	a	6218710.66	2502030.43	5.00
POINTSOURCE		CAR30	81.1	81.1	81.1	Lw	81.1					5.00	a	6218691.40	2501981.35	5.00
POINTSOURCE		CAR31	81.1	81.1	81.1	Lw	81.1					5.00	a	6218725.57	2501961.47	5.00
POINTSOURCE		CAR32	81.1	81.1	81.1	Lw	81.1					5.00	a	6218735.51	2501916.12	5.00
POINTSOURCE		CAR33	81.1	81.1	81.1	Lw	81.1					5.00	a	6218696.99	2501916.12	5.00
POINTSOURCE		CAR34	81.1	81.1	81.1	Lw	81.1					5.00	a	6218636.11	2501915.50	5.00
POINTSOURCE		CAR35	81.1	81.1	81.1	Lw	81.1					5.00	a	6218660.96	2501958.99	5.00
POINTSOURCE		CAR36	81.1	81.1	81.1	Lw	81.1					5.00	a	6218614.36	2501960.23	5.00
POINTSOURCE		CAR37	81.1	81.1	81.1	Lw	81.1					5.00	a	6218642.32	2501980.11	5.00
POINTSOURCE		CAR38	81.1	81.1	81.1	Lw	81.1					5.00	a	6218661.58	2502027.95	5.00
POINTSOURCE		CAR39	81.1	81.1	81.1	Lw	81.1					5.00	a	6218624.30	2502029.19	5.00
POINTSOURCE		CAR40	81.1	81.1	81.1	Lw	81.1					5.00	a	6218585.78	2501916.74	5.00
POINTSOURCE		CAR41	81.1	81.1	81.1	Lw	81.1					5.00	a	6218570.87	2501980.11	5.00
POINTSOURCE		CAR42	81.1	81.1	81.1	Lw	81.1					5.00	a	6218577.08	2502029.81	5.00
POINTSOURCE		CAR43	81.1	81.1	81.1	Lw	81.1					5.00	a	6218406.23	2501917.36	5.00
POINTSOURCE		CAR44	81.1	81.1	81.1	Lw	81.1					5.00	a	6218371.44	2501919.22	5.00
POINTSOURCE		CAR45	81.1	81.1	81.1	Lw	81.1					5.00	a	6218318.01	2501951.53	5.00
POINTSOURCE		CAR46	81.1	81.1	81.1	Lw	81.1					5.00	a	6218318.01	2501979.49	5.00
POINTSOURCE		CAR47	81.1	81.1	81.1	Lw	81.1					5.00	a	6218373.31	2501961.47	5.00
POINTSOURCE		CAR48	81.1	81.1	81.1	Lw	81.1					5.00	a	6218393.19	2501985.70	5.00
POINTSOURCE		CAR49	81.1	81.1	81.1	Lw	81.1					5.00	a	6218416.79	2501963.96	5.00
POINTSOURCE		CAR50	81.1	81.1	81.1	Lw	81.1					5.00	a	6218458.42	2501917.36	5.00
POINTSOURCE		CAR51	81.1	81.1	81.1	Lw	81.1					5.00	a	6218504.39	2501915.50	5.00
POINTSOURCE		CAR52	81.1	81.1	81.1	Lw	81.1					5.00	a	6218481.41	2501959.61	5.00
POINTSOURCE		CAR53	81.1	81.1	81.1	Lw	81.1					5.00	a	6218455.94	2501981.97	5.00
POINTSOURCE		CAR54	81.1	81.1	81.1	Lw	81.1					5.00	a	6218501.91	2501981.97	5.00
POINTSOURCE		CAR55	81.1	81.1	81.1	Lw	81.1					5.00	a	6218503.15	2502032.92	5.00
POINTSOURCE		CAR56	81.1	81.1	81.1	Lw	81.1					5.00	a	6218464.01	2502032.30	5.00
POINTSOURCE		CAR57	81.1	81.1	81.1	Lw	81.1					5.00	a	6218418.04	2502033.54	5.00
POINTSOURCE		CAR58	81.1	81.1	81.1	Lw	81.1					5.00	a	6218254.03	2503563.21	5.00
POINTSOURCE		CAR59	81.1	81.1	81.1	Lw	81.1					5.00	a	6218235.28	2503608.52	5.00
POINTSOURCE		CAR60	81.1	81.1	81.1	Lw	81.1					5.00	a	6218198.82	2503560.09	5.00
POINTSOURCE		CAR61	81.1	81.1	81.1	Lw	81.1					5.00	a	6218184.76	2503609.57	5.00
POINTSOURCE		CAR62	81.1	81.1	81.1	Lw	81.1					5.00	a	6218363.40	2503662.69	5.00
POINTSOURCE		CAR63	81.1	81.1	81.1	Lw	81.1					5.00	a	6218408.20	2503664.25	5.00
POINTSOURCE		CAR64	81.1	81.1	81.1	Lw	81.1					5.00	a	6218440.49	2503613.21	5.00
POINTSOURCE		CAR65	81.1	81.1	81.1	Lw	81.1					5.00	a	6218454.03	2503664.25	5.00
POINTSOURCE		CAR66	81.1	81.1	81.1	Lw	81.1					5.00	a	6218470.70	2503611.65	5.00
POINTSOURCE		CAR67	81.1	81.1	81.1	Lw	81.1					5.00	a	6218491.53	2503664.25	5.00
POINTSOURCE		CAR68	81.1	81.1	81.1	Lw	81.1					5.00	a	6218520.17	2503612.17	5.00
POINTSOURCE		CAR69	81.1	81.1	81.1	Lw	81.1					5.00	a	6218544.13	2503662.69	5.00
POINTSOURCE		CAR70	81.1	81.1	81.1	Lw	81.1					5.00	a	6218561.84	2503609.57	5.00
POINTSOURCE		CAR71	81.1	81.1	81.1	Lw	81.1					5.00	a	6218621.74	2503610.09	5.00
POINTSOURCE		CAR72	81.1	81.1	81.1	Lw	81.1					5.00	a	6218598.82	2503658.52	5.00
POINTSOURCE		CAR73	81.1	81.1	81.1	Lw	81.1					5.00	a	6218632.67	2503659.05	5.00
POINTSOURCE		CAR74	81.1	81.1	81.1	Lw	81.1					5.00	a	6218682.67	2503659.05	5.00
POINTSOURCE		CAR75	81.1	81.1	81.1	Lw	81.1					5.00	a	6218716.53	2503658.00	5.00
POINTSOURCE		CAR76	81.1	81.1	81.1	Lw	81.1					5.00	a	6218770.70	2503660.09	5.00
POINTSOURCE		CAR77	81.1	81.1	81.1	Lw	81.1					5.00	a	6218713.92	2503610.09	5.00
POINTSOURCE		CAR78	81.1	81.1	81.1	Lw	81.1					5.00	a	6218758.20	2503610.09	5.00
POINTSOURCE		CAR79	81.1	81.1	81.1	Lw	81.1					5.00	a	6218788.92	2503609.57	5.00
POINTSOURCE		CAR80	81.1	81.1	81.1	Lw	81.1					5.00	a	6218845.17	2503608.00	5.00
POINTSOURCE		CAR81	81.1	81.1	81.1	Lw	81.1					5.00	a	6218850.90	2503657.48	5.00
POINTSOURCE		CAR82	81.1	81.1	81.1	Lw	81.1					5.00	a	6218902.99	2503656.44	5.00
POINTSOURCE		CAR83	81.1	81.1	81.1	Lw	81.1					5.00	a	6218877.47	2503607.48	5.00
POINTSOURCE		CAR84	81.1	81.1	81.1	Lw	81.1					5.00	a	6218923.30	2503606.44	5.00
POINTSOURCE		CAR85	81.1	81.1	81.1	Lw	81.1					5.00	a	6218988.40	2503604.88	5.00

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
POINTSOURCE		CAR86	81.1	81.1	81.1	Lw	81.1					5.00	a	6218964.97	2503656.44	5.00
POINTSOURCE		CAR87	81.1	81.1	81.1	Lw	81.1					5.00	a	6219007.15	2503656.44	5.00
POINTSOURCE		CAR88	81.1	81.1	81.1	Lw	81.1					5.00	a	6219067.57	2503654.36	5.00
POINTSOURCE		CAR89	81.1	81.1	81.1	Lw	81.1					5.00	a	6219041.01	2503603.84	5.00
POINTSOURCE		CAR90	81.1	81.1	81.1	Lw	81.1					5.00	a	6219078.51	2503603.84	5.00
POINTSOURCE		CAR91	81.1	81.1	81.1	Lw	81.1					5.00	a	6219130.07	2503652.27	5.00
POINTSOURCE		CAR92	81.1	81.1	81.1	Lw	81.1					5.00	a	6219163.40	2503652.80	5.00
POINTSOURCE		CAR93	81.1	81.1	81.1	Lw	81.1					5.00	a	6219288.92	2503547.59	5.00
POINTSOURCE		CAR94	81.1	81.1	81.1	Lw	81.1					5.00	a	6219325.38	2503549.67	5.00
POINTSOURCE		CAR95	81.1	81.1	81.1	Lw	81.1					5.00	a	6219351.42	2503583.00	5.00
POINTSOURCE		CAR96	81.1	81.1	81.1	Lw	81.1					5.00	a	6219348.30	2503623.63	5.00
POINTSOURCE		CAR97	81.1	81.1	81.1	Lw	81.1					5.00	a	6219293.09	2503648.63	5.00
POINTSOURCE		CAR98	81.1	81.1	81.1	Lw	81.1					5.00	a	6219263.40	2503609.05	5.00
POINTSOURCE		TRASH01	89.0	89.0	89.0	Lw	89		900.00	0.00	270.00	5.00	a	6218176.74	2503534.27	5.00
POINTSOURCE		TRASH02	89.0	89.0	89.0	Lw	89		900.00	0.00	270.00	5.00	a	6218155.19	2502121.23	5.00
POINTSOURCE		TRASH03	89.0	89.0	89.0	Lw	89		900.00	0.00	270.00	5.00	a	6219322.67	2502106.46	5.00
POINTSOURCE		TRASH04	89.0	89.0	89.0	Lw	89		900.00	0.00	270.00	5.00	a	6219339.97	2503519.46	5.00

Line Source(s)

Name	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Operating Time			Moving Pt. Src				Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	Number			Speed		
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	Day	Evening	Night	(mph)	(ft)	
LINESOURCE		TRUCK01	93.2	93.2	93.2	79.0	79.0	79.0	Lw	93.2									8	a
LINESOURCE		TRUCK02	93.2	93.2	93.2	67.3	67.3	67.3	Lw	93.2									8	a
LINESOURCE		TRUCK03	93.2	93.2	93.2	78.5	78.5	78.5	Lw	93.2									8	a
LINESOURCE		TRUCK04	93.2	93.2	93.2	78.9	78.9	78.9	Lw	93.2									8	a
LINESOURCE		TRUCK05	93.2	93.2	93.2	67.4	67.4	67.4	Lw	93.2									8	a
LINESOURCE		TRUCK06	93.2	93.2	93.2	74.5	74.5	74.5	Lw	93.2									8	a
LINESOURCE		TRUCK07	93.2	93.2	93.2	75.9	75.9	75.9	Lw	93.2									8	a
LINESOURCE		TRUCK08	93.2	93.2	93.2	70.2	70.2	70.2	Lw	93.2									8	a

Name	ID	Height				Coordinates			
		Begin		End		x	y	z	Ground
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
LINESOURCE	TRUCK01	8.00	a			6218907.99	2504026.60	8.00	0.00
						6218822.27	2504024.90	8.00	0.00
LINESOURCE	TRUCK02	8.00	a			6219372.98	2502015.90	8.00	0.00
						6219168.34	2502001.42	8.00	0.00
						6218599.04	2502001.42	8.00	0.00
						6218100.74	2502016.10	8.00	0.00
LINESOURCE	TRUCK03	8.00	a			6218281.77	2502107.86	8.00	0.00
						6218276.16	2502010.93	8.00	0.00
LINESOURCE	TRUCK04	8.00	a			6219193.72	2502092.07	8.00	0.00
						6219192.05	2502003.09	8.00	0.00
LINESOURCE	TRUCK05	8.00	a			6219397.12	2503685.44	8.00	0.00
						6218318.76	2503698.01	8.00	0.00
						6218299.36	2503653.51	8.00	0.00
						6218300.25	2503542.98	8.00	0.00
LINESOURCE	TRUCK06	8.00	a			6219229.18	2503772.24	8.00	0.00
						6219229.23	2503530.50	8.00	0.00
LINESOURCE	TRUCK07	8.00	a			6218299.36	2503653.51	8.00	0.00
						6218124.24	2503661.56	8.00	0.00
LINESOURCE	TRUCK08	8.00	a			6218825.81	2504339.65	8.00	0.00
						6218818.52	2503691.65	8.00	0.00

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Operating Time			Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)		
AREASOURCE		COLD01	111.5	111.5	111.5	66.2	66.2	66.2	Lw	111.5					8	a
AREASOURCE		COLD02	111.5	111.5	111.5	66.3	66.3	66.3	Lw	111.5					8	a
AREASOURCE		DRY01	103.4	103.4	103.4	61.3	61.3	61.3	Lw	103.4					8	a

Name	ID	Height				Coordinates			
		Begin		End		x	y	z	Ground
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
AREASOURCE	COLD01	8.00	a			6218169.34	2503547.96	8.00	0.00
						6218359.71	2503540.71	8.00	0.00
						6218415.92	2503542.52	8.00	0.00
						6218397.79	2502104.76	8.00	0.00
						6218339.77	2502108.39	8.00	0.00
						6218142.14	2502106.57	8.00	0.00
AREASOURCE	COLD02	8.00	a			6219099.44	2503531.64	8.00	0.00
						6219159.27	2503529.83	8.00	0.00
						6219347.83	2503531.64	8.00	0.00

Name	ID	Height				Coordinates			
		Begin		End		x	y	z	Ground
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
						6219333.33	2502092.07	8.00	0.00
						6219135.70	2502092.07	8.00	0.00
						6219081.31	2502099.32	8.00	0.00
AREASOURCE	DRY01	8.00	a			6218908.89	2504094.82	8.00	0.00
						6219358.26	2504086.87	8.00	0.00
						6219354.55	2503717.61	8.00	0.00
						6219268.60	2503718.67	8.00	0.00
						6219268.07	2503771.72	8.00	0.00
						6219188.49	2503772.78	8.00	0.00
						6219186.37	2503719.73	8.00	0.00
						6218906.24	2503722.91	8.00	0.00
						6218907.30	2503774.91	8.00	0.00
						6218849.47	2503775.97	8.00	0.00
						6218853.72	2503974.39	8.00	0.00
						6218907.30	2503973.86	8.00	0.00

Building(s)

Name	Sel.	M.	ID	RB	Residents	Absorption	Height		Coordinates			
							Begin		x	y	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
BUILDING			BUILDING00001	x	0		45.00	a	6218359.71	2503596.92	45.00	0.00
									6219157.46	2503587.85	45.00	0.00
									6219159.27	2503529.83	45.00	0.00
									6219099.44	2503531.64	45.00	0.00
									6219081.31	2502099.32	45.00	0.00
									6219135.70	2502092.07	45.00	0.00
									6219137.52	2502041.30	45.00	0.00
									6218336.14	2502048.56	45.00	0.00
									6218339.77	2502108.39	45.00	0.00
									6218397.79	2502104.76	45.00	0.00
									6218415.92	2503542.52	45.00	0.00
									6218359.71	2503540.71	45.00	0.00

APPENDIX 10.1:

CADNAA CONSTRUCTION NOISE MODEL INPUTS

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15022 - Mojave Drive Warehouse

CadnaA Noise Prediction Model: 15022-02_Construction.cna
Date: 15.02.23
Analyst: B. Lawson

Calculation Configuration

Configuration	
Parameter	**Value**
General	
Max. Error (dB)	**0.00**
Max. Search Radius (#(Unit,LEN))	**2000.01**
Min. Dist Src to Rcvr	**0.00**
Partition	
Raster Factor	**0.50**
Max. Length of Section (#(Unit,LEN))	**999.99**
Min. Length of Section (#(Unit,LEN))	**1.01**
Min. Length of Section (%)	**0.00**
Proj. Line Sources	**On**
Proj. Area Sources	**On**
Ref. Time	
Reference Time Day (min)	**960.00**
Reference Time Night (min)	**480.00**
Daytime Penalty (dB)	**0.00**
Recr. Time Penalty (dB)	**5.00**
Night-time Penalty (dB)	**10.00**
DTM	
Standard Height (m)	**0.00**
Model of Terrain	**Triangulation**
Reflection	
max. Order of Reflection	**2**
Search Radius Src	**100.00**
Search Radius Rcvr	**100.00**
Max. Distance Source - Rcvr	**1000.00 1000.00**
Min. Distance Rvcr - Reflector	**1.00 1.00**
Min. Distance Source - Reflector	**0.10**
Industrial (ISO 9613)	
Lateral Diffraction	**some Obj**
Obst. within Area Src do not shield	**On**
Screening	**Incl. Ground Att. over Barrier**
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	**3.0 20.0 0.0**
Temperature (#(Unit,TEMP))	**10**
rel. Humidity (%)	**70**
Ground Absorption G	**0.50**
Wind Speed for Dir. (#(Unit,SPEED))	**3.0**
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
RECEIVERS		R1	42.7	42.7	49.4	65.0	55.0	0.0				5.00	a	6214032.43	2503081.51	5.00
RECEIVERS		R2	45.1	45.1	51.7	65.0	55.0	0.0				5.00	a	6222119.23	2504404.28	5.00
RECEIVERS		R3	46.8	46.8	53.5	65.0	55.0	0.0				5.00	a	6222063.04	2502115.19	5.00
RECEIVERS		R4	48.9	48.9	55.6	65.0	55.0	0.0				5.00	a	6221379.45	2501623.65	5.00
RECEIVERS		R5	66.5	66.5	73.2	65.0	55.0	0.0				5.00	a	6218816.52	2501663.80	5.00
RECEIVERS		R6	54.0	54.0	60.7	65.0	55.0	0.0				5.00	a	6218109.41	2500989.90	5.00

Point Source(s)

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
		CONSTRUCTION01	115.0	115.0	115.0	Lw	115					5.00	a	6218837.38	2501872.73	5.00
		CONSTRUCTION02	115.0	115.0	115.0	Lw	115					5.00	a	6219336.42	2502111.59	5.00
		CONSTRUCTION03	115.0	115.0	115.0	Lw	115					5.00	a	6218129.34	2502947.58	5.00

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Operating Time			Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)		
SITEBOUNDARY		CONSTRUCTION	115.0	115.0	115.0	60.8	60.8	60.8	Lw	115					8	a

Name	ID	Height				Coordinates			
		Begin		End		x	y	z	Ground
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
SITEBOUNDARY	CONSTRUCTION	8.00	a			6218769.85	2504340.44	8.00	0.00
						6219367.34	2504332.00	8.00	0.00
						6219405.89	2504291.90	8.00	0.00
						6219372.55	2501986.69	8.00	0.00
						6219363.70	2501946.59	8.00	0.00
						6219362.14	2501828.36	8.00	0.00
						6219338.18	2501805.44	8.00	0.00
						6218681.93	2501816.90	8.00	0.00
						6218487.66	2501820.55	8.00	0.00
						6218428.28	2501832.52	8.00	0.00
						6218125.16	2501837.21	8.00	0.00
						6218098.59	2501865.86	8.00	0.00
						6218125.21	2503729.46	8.00	0.00
						6218759.30	2503720.00	8.00	0.00

APPENDIX 10.2:

CADNAA CONCRETE POUR NOISE MODEL INPUTS

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15022 - Mojave Drive Warehouse

CadnaA Noise Prediction Model: 15022-02_Concrete.cna
Date: 15.02.23
Analyst: B. Lawson

Calculation Configuration

Configuration	
Parameter	**Value**
General	
Max. Error (dB)	**0.00**
Max. Search Radius (#(Unit,LEN))	**2000.01**
Min. Dist Src to Rcvr	**0.00**
Partition	
Raster Factor	**0.50**
Max. Length of Section (#(Unit,LEN))	**999.99**
Min. Length of Section (#(Unit,LEN))	**1.01**
Min. Length of Section (%)	**0.00**
Proj. Line Sources	**On**
Proj. Area Sources	**On**
Ref. Time	
Reference Time Day (min)	**960.00**
Reference Time Night (min)	**480.00**
Daytime Penalty (dB)	**0.00**
Recr. Time Penalty (dB)	**5.00**
Night-time Penalty (dB)	**10.00**
DTM	
Standard Height (m)	**0.00**
Model of Terrain	**Triangulation**
Reflection	
max. Order of Reflection	**2**
Search Radius Src	**100.00**
Search Radius Rcvr	**100.00**
Max. Distance Source - Rcvr	**1000.00 1000.00**
Min. Distance Rvcr - Reflector	**1.00 1.00**
Min. Distance Source - Reflector	**0.10**
Industrial (ISO 9613)	
Lateral Diffraction	**some Obj**
Obst. within Area Src do not shield	**On**
Screening	**Incl. Ground Att. over Barrier**
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	**3.0 20.0 0.0**
Temperature (#(Unit,TEMP))	**10**
rel. Humidity (%)	**70**
Ground Absorption G	**0.50**
Wind Speed for Dir. (#(Unit,SPEED))	**3.0**
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
RECEIVERS		R1	29.6	28.2	35.0	65.0	55.0	0.0				5.00	a	6214032.43	2503081.51	5.00
RECEIVERS		R2	31.9	30.3	37.2	65.0	55.0	0.0				5.00	a	6222119.23	2504404.28	5.00
RECEIVERS		R3	33.6	32.4	39.2	65.0	55.0	0.0				5.00	a	6222063.04	2502115.19	5.00
RECEIVERS		R4	35.7	34.5	41.3	65.0	55.0	0.0				5.00	a	6221379.45	2501623.65	5.00
RECEIVERS		R5	47.9	47.1	53.9	65.0	55.0	0.0				5.00	a	6218816.52	2501663.80	5.00
RECEIVERS		R6	40.2	39.1	45.9	65.0	55.0	0.0				5.00	a	6218109.41	2500989.90	5.00

Point Source(s)

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
		CONCRETE01	100.3	100.3	100.3	Lw	100.3					8.00	a	6218837.48	2502102.95	8.00
		CONCRETE02	100.3	100.3	100.3	Lw	100.3					8.00	a	6219306.66	2502260.76	8.00
		CONCRETE03	100.3	100.3	100.3	Lw	100.3					8.00	a	6218180.63	2502887.76	8.00

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Operating Time			Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)		
CONCRETE		CONCRETE	107.3	0.3	0.3	55.1	-51.9	-51.9	PWL-Pt	100.3					0	a

Name	ID	Height				Coordinates			
		Begin		End		x	y	z	Ground
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
CONCRETE	CONCRETE	0.00	a			6218359.71	2503596.92	0.00	0.00
						6219157.46	2503587.85	0.00	0.00
						6219159.27	2503529.83	0.00	0.00
						6219339.97	2503519.46	0.00	0.00
						6219333.33	2502092.07	0.00	0.00
						6219135.70	2502092.07	0.00	0.00
						6219137.52	2502041.30	0.00	0.00
						6218336.14	2502048.56	0.00	0.00
						6218339.77	2502108.39	0.00	0.00
						6218142.14	2502106.57	0.00	0.00
						6218169.34	2503547.96	0.00	0.00
						6218359.71	2503540.71	0.00	0.00