

Site Number: 1 (SCLA002)			
Recorded By: Winnie Woo			
Job Number: 175536			
Date: 11/6/2019			
Time: 10:51 a.m.			
Location: Along Innovation Drive, About 150 feet South of the Southwest corner of basketball court			
Source of Peak Noise: Plane, Noise form warehouse across the street			
Noise Data			
Leq (dB)	Lmax(dB)	Lmin (dB)	Peak (dB)
78.6	115.1	28.5	144.5

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	3011133	04/08/2019	
	Microphone	Brüel & Kjær	4189	3086765	04/08/2019	
	Preamp	Brüel & Kjær	ZC 0032	25380	04/08/2019	
	Calibrator	Brüel & Kjær	4231	2545667	04/08/2019	
Weather Data						
Est.	Duration: 10 minutes			Sky: Sunny		
	Note: dBA Offset =			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (inches)	
	N 1 mph		73 F		29.98 inHG	

Photo of Measurement Location



2250

Instrument:		2250
Application:		BZ7225 Version 4.7.4
Start Time:		11/06/2019 10:51:00
End Time:		11/06/2019 11:01:00
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.09

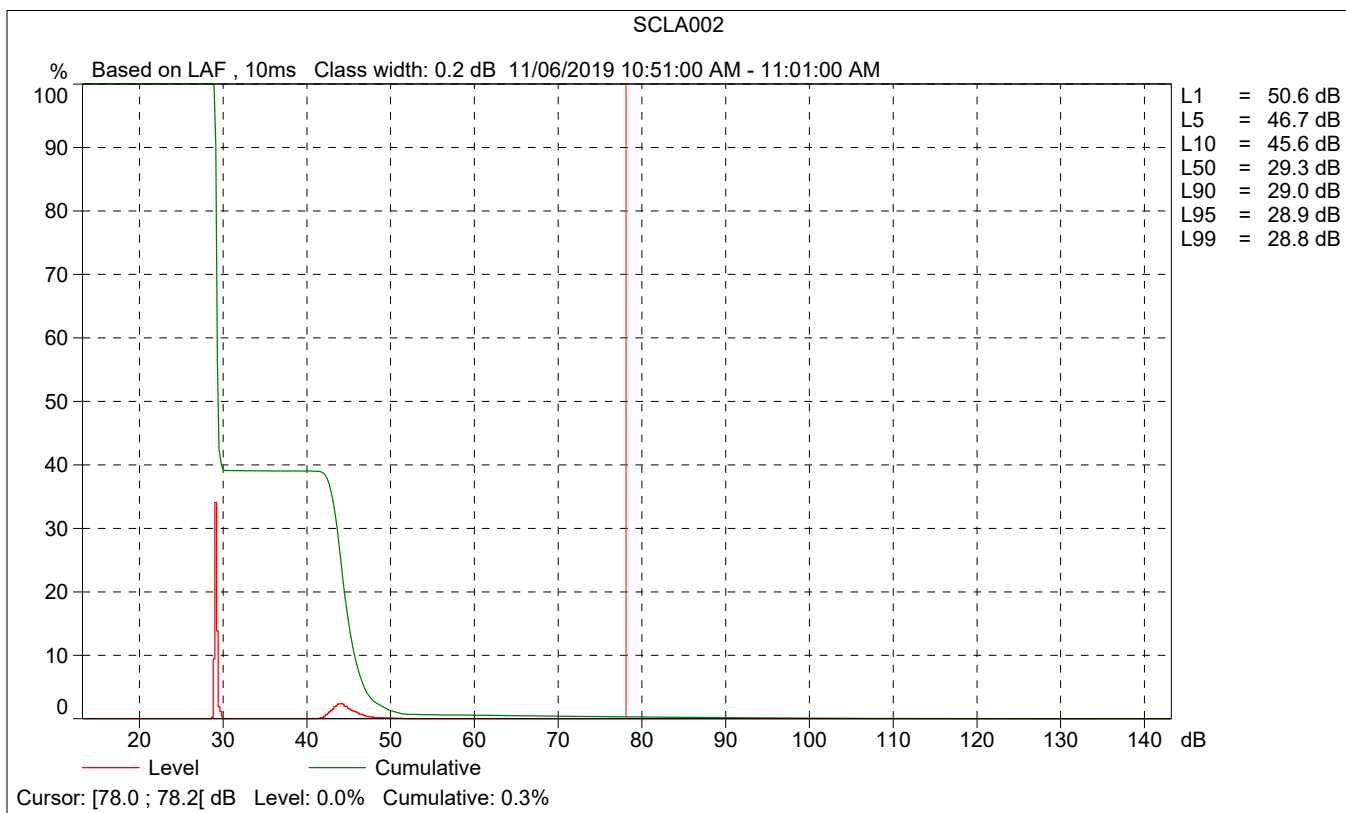
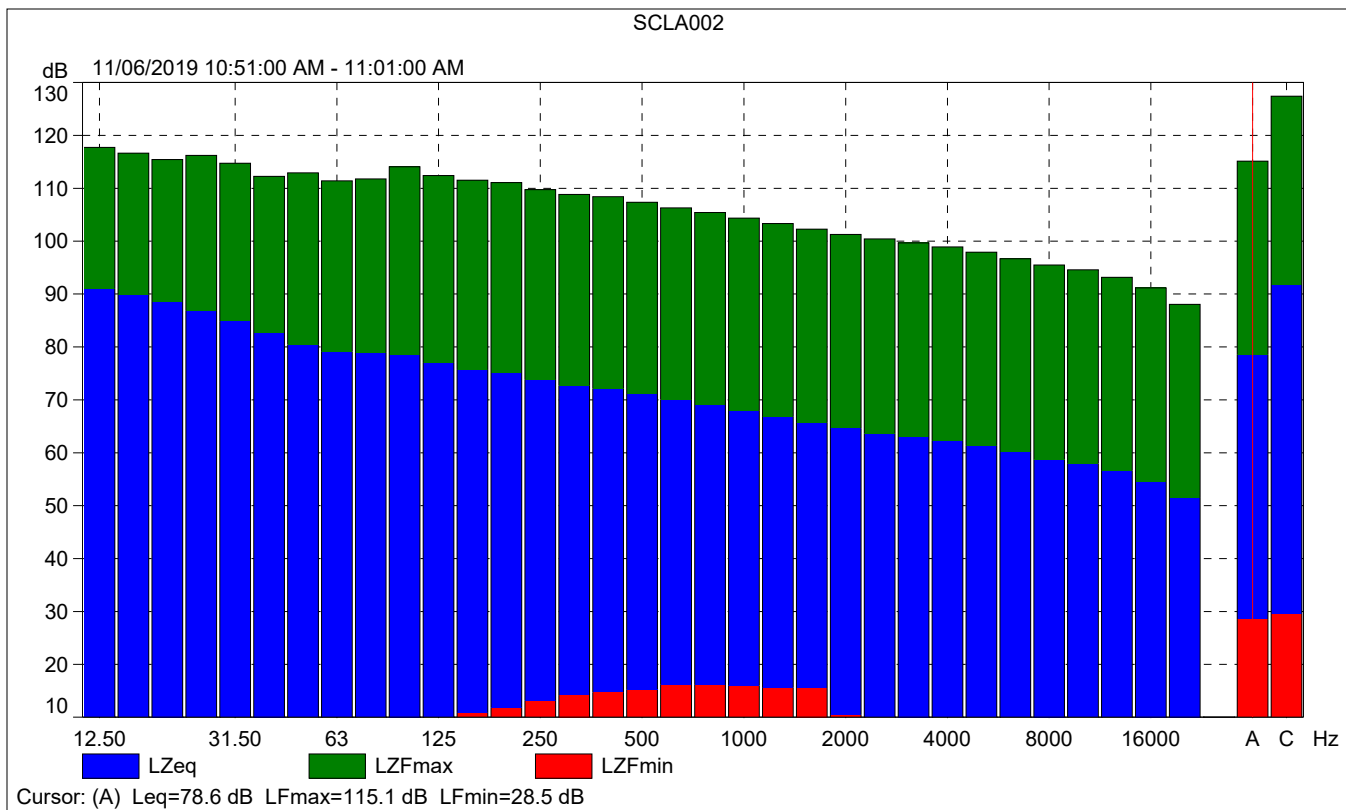
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

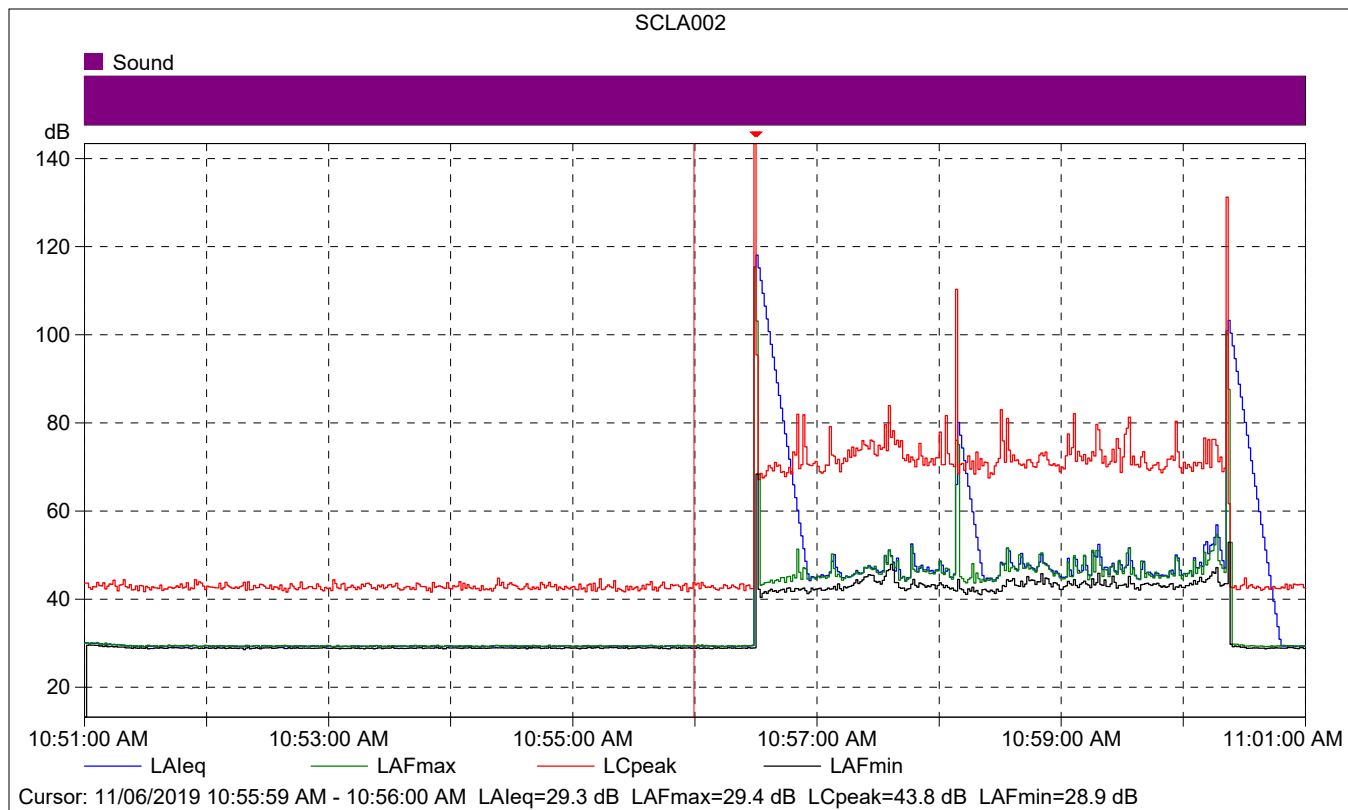
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

Calibration Time:		11/06/2019 08:05:54
Calibration Type:		External reference
Sensitivity:		43.8000895082951 mV/Pa

SCLA002

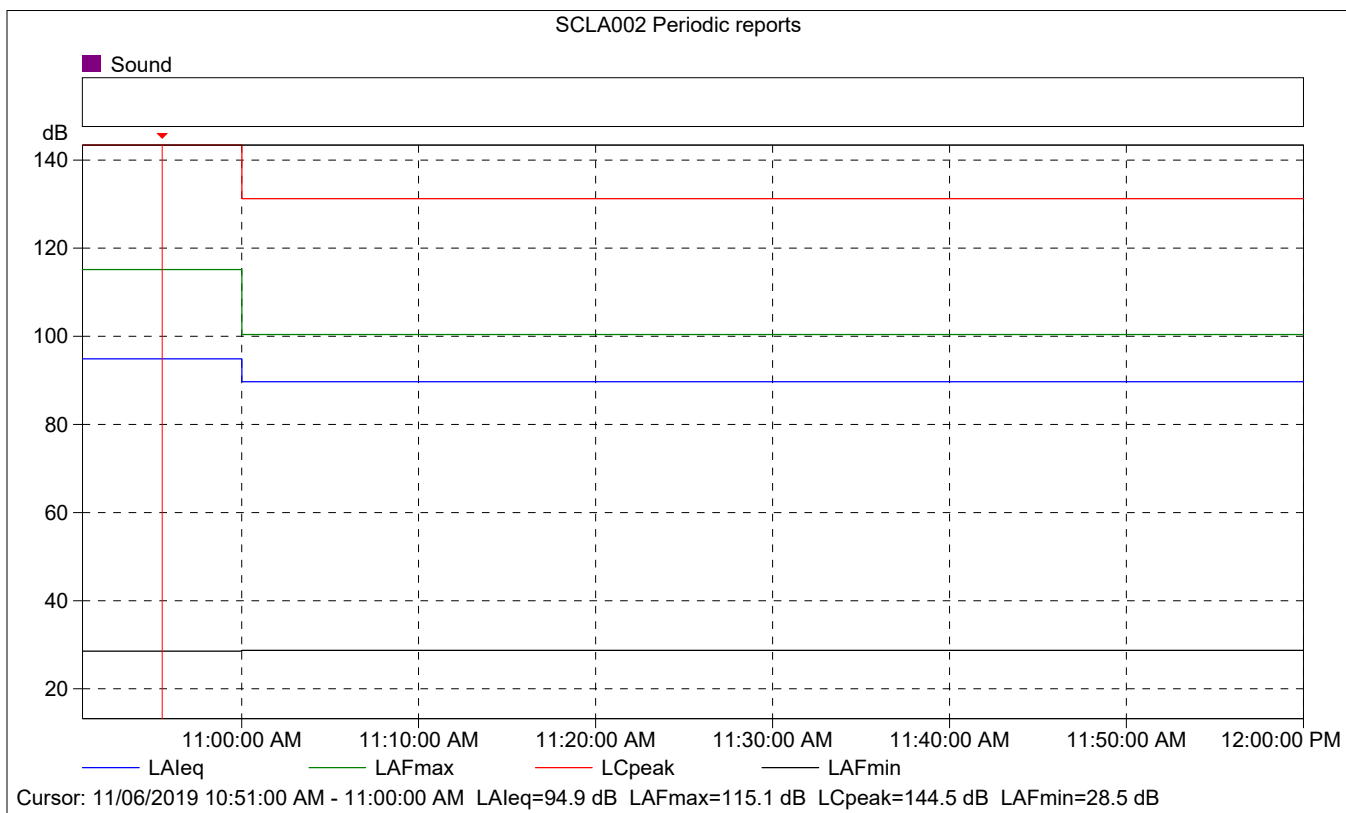
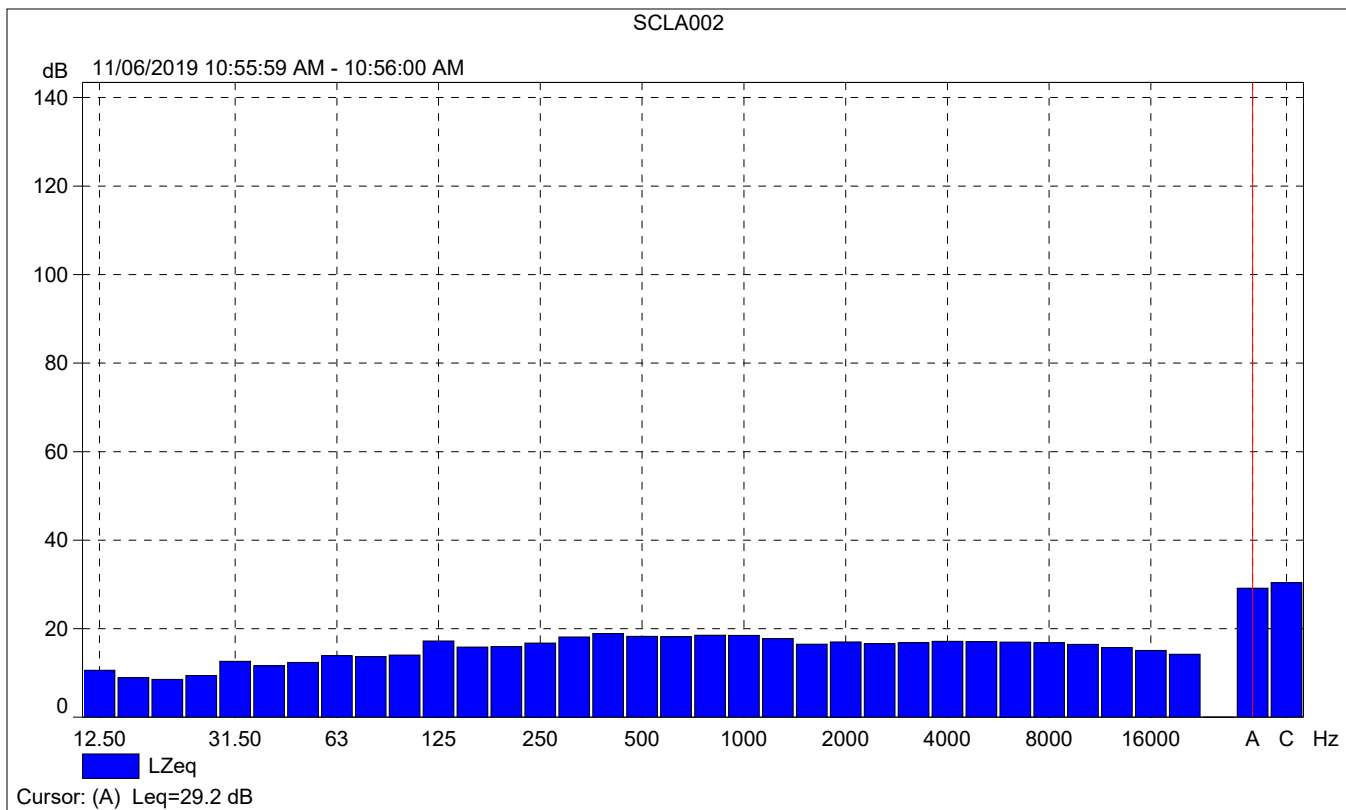
	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.13	78.6	115.1	28.5
Time	10:51:00 AM	11:01:00 AM	0:10:00				
Date	11/06/2019	11/06/2019					





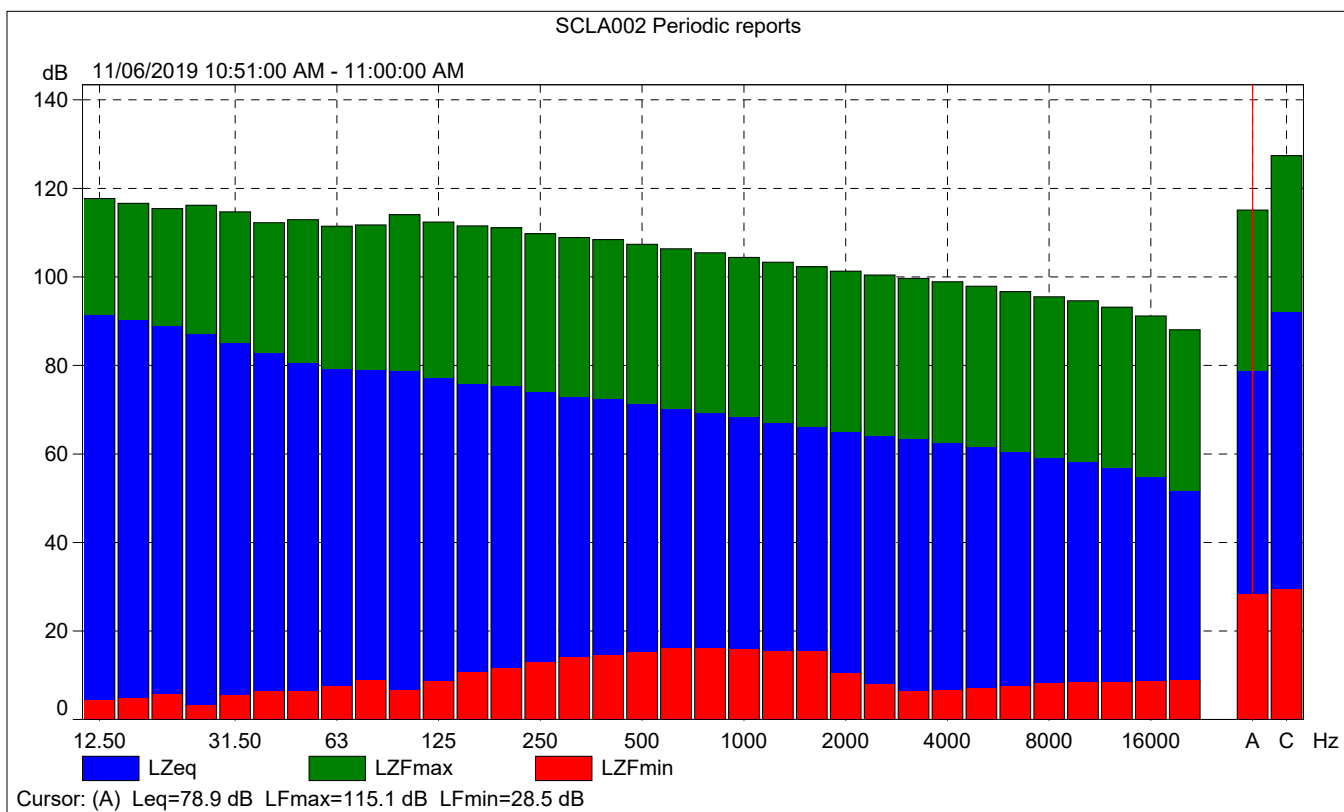
SCLA002

	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			29.3	29.4	28.9
Time	10:55:59 AM	0:00:01			
Date	11/06/2019				



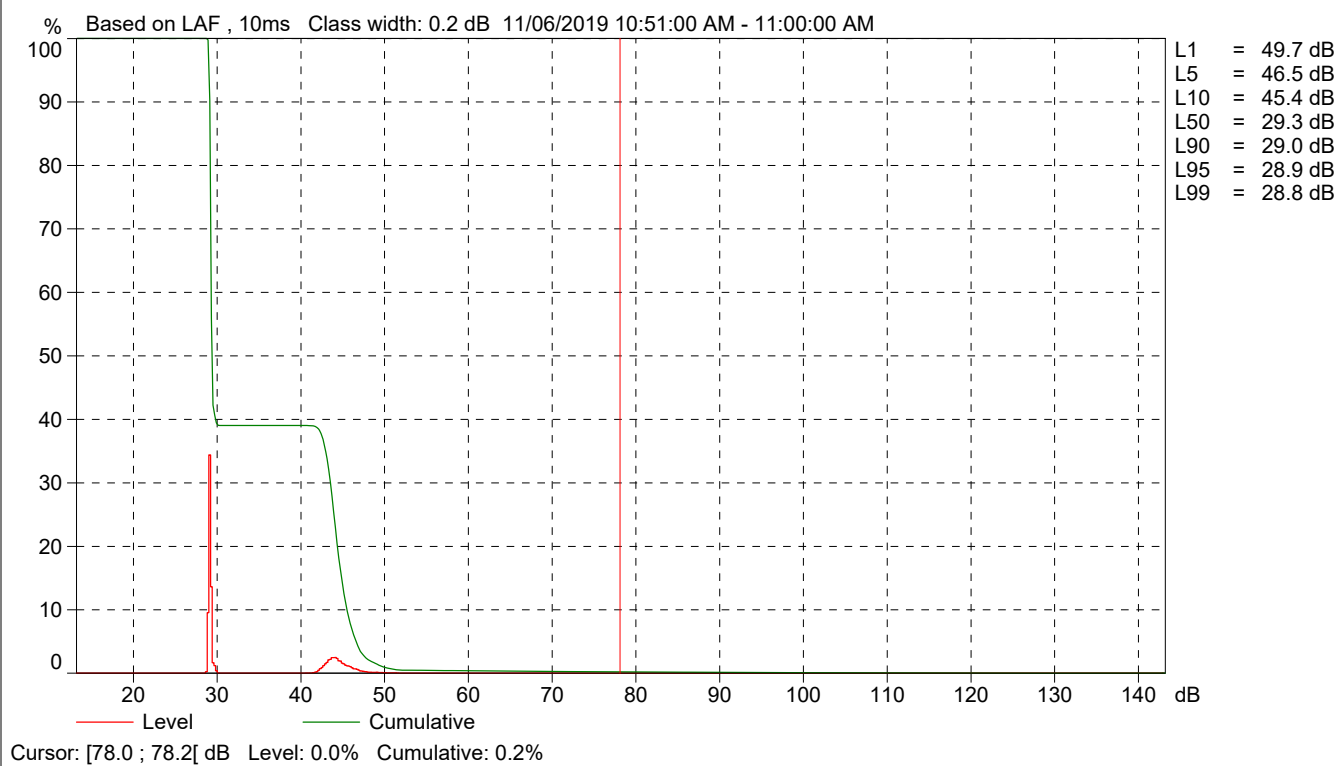
SCLA002 Periodic reports

	Start time	Elapsed time	Overload [%]	LALeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.14	94.9	115.1	28.5
Time	10:51:00 AM	0:09:00				
Date	11/06/2019					





SCLA002 Periodic reports



Site Number: 2 (SCLA003)			
Recorded By: Winnie Woo			
Job Number: 175536			
Date: 11/6/2019			
Time: 11:07 a.m.			
Location: Northwest corner of Innovation Way & Phantom West			
Source of Peak Noise: Traffic (truck), Plane			
Noise Data			
Leq (dB)	Lmax(dB)	Lmin (dB)	Peak (dB)
62.5	79.2	46.4	97.4

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	3011133	04/08/2019	
	Microphone	Brüel & Kjær	4189	3086765	04/08/2019	
	Preamp	Brüel & Kjær	ZC 0032	25380	04/08/2019	
	Calibrator	Brüel & Kjær	4231	2545667	04/08/2019	
Weather Data						
Est.	Duration: 10 minutes			Sky: Sunny		
	Note: dBA Offset =			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (inches)	
	SE 2 mph1		74 F		29.96 inHG	

Photo of Measurement Location



2250

Instrument:		2250
Application:		BZ7225 Version 4.7.4
Start Time:		11/06/2019 11:07:21
End Time:		11/06/2019 11:17:21
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.09

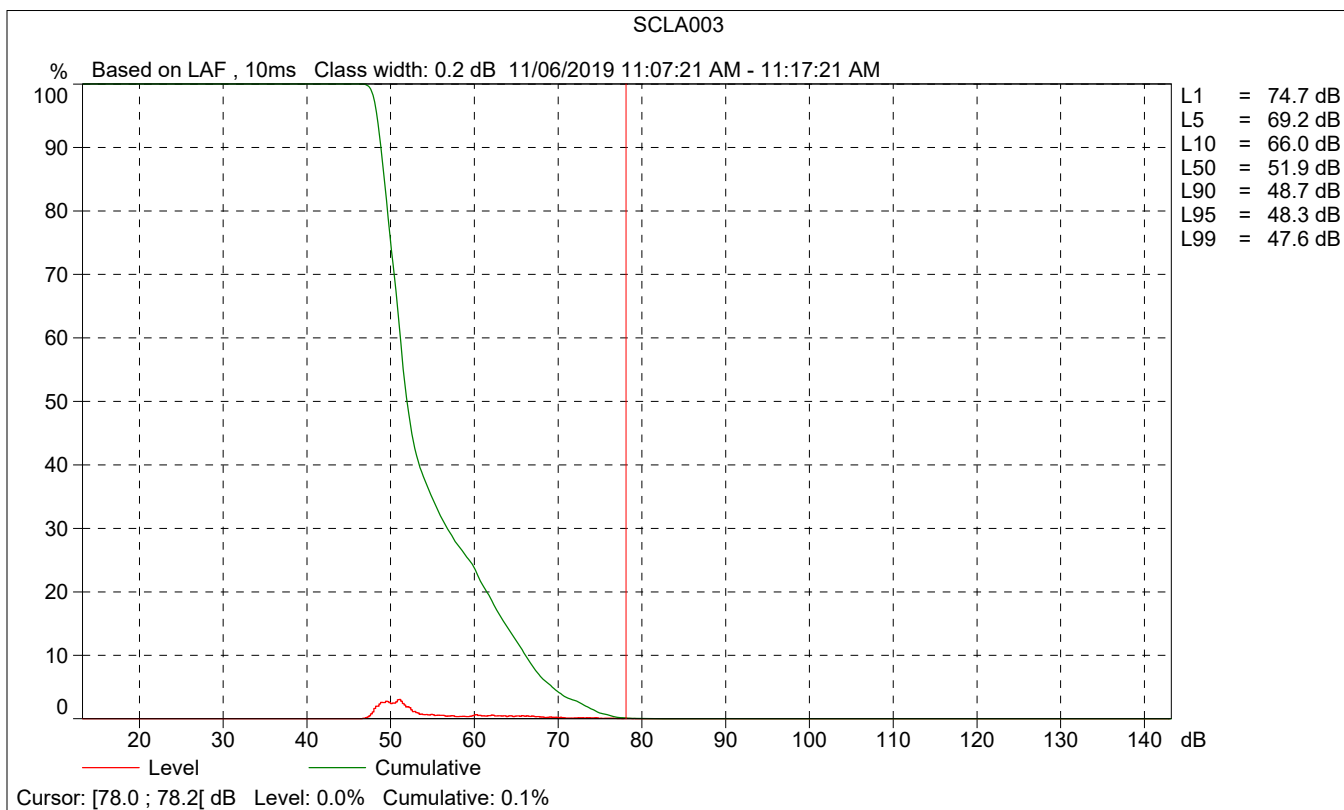
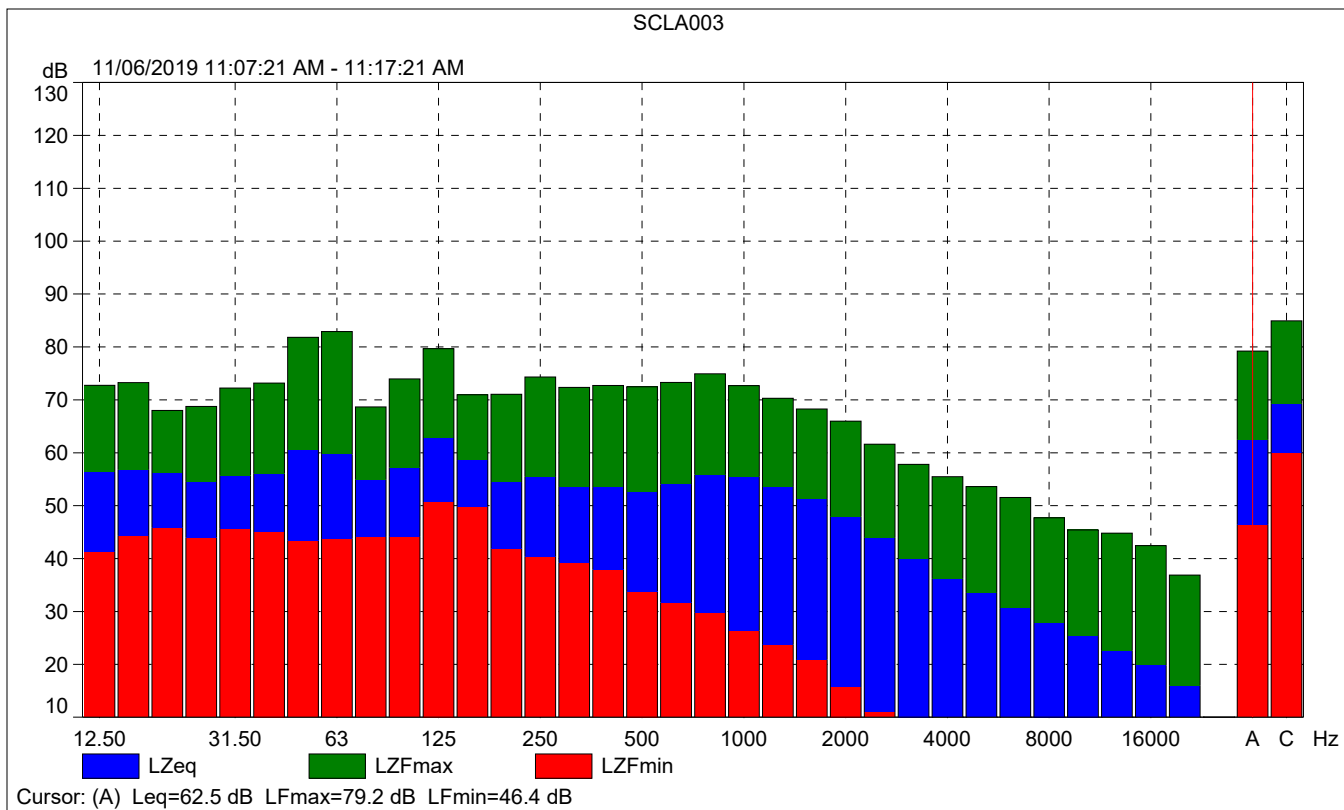
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

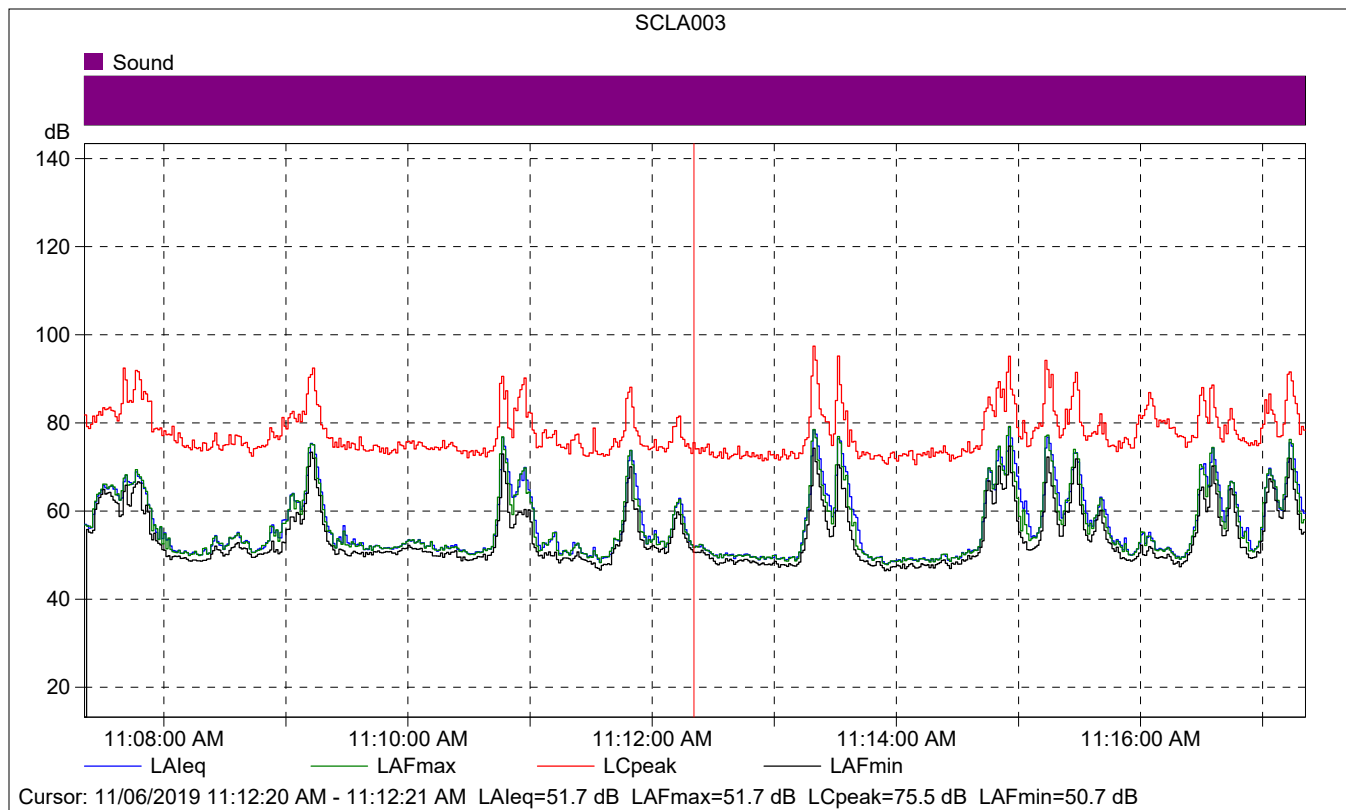
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

Calibration Time:		11/06/2019 08:05:54
Calibration Type:		External reference
Sensitivity:		43.8000895082951 mV/Pa

SCLA003

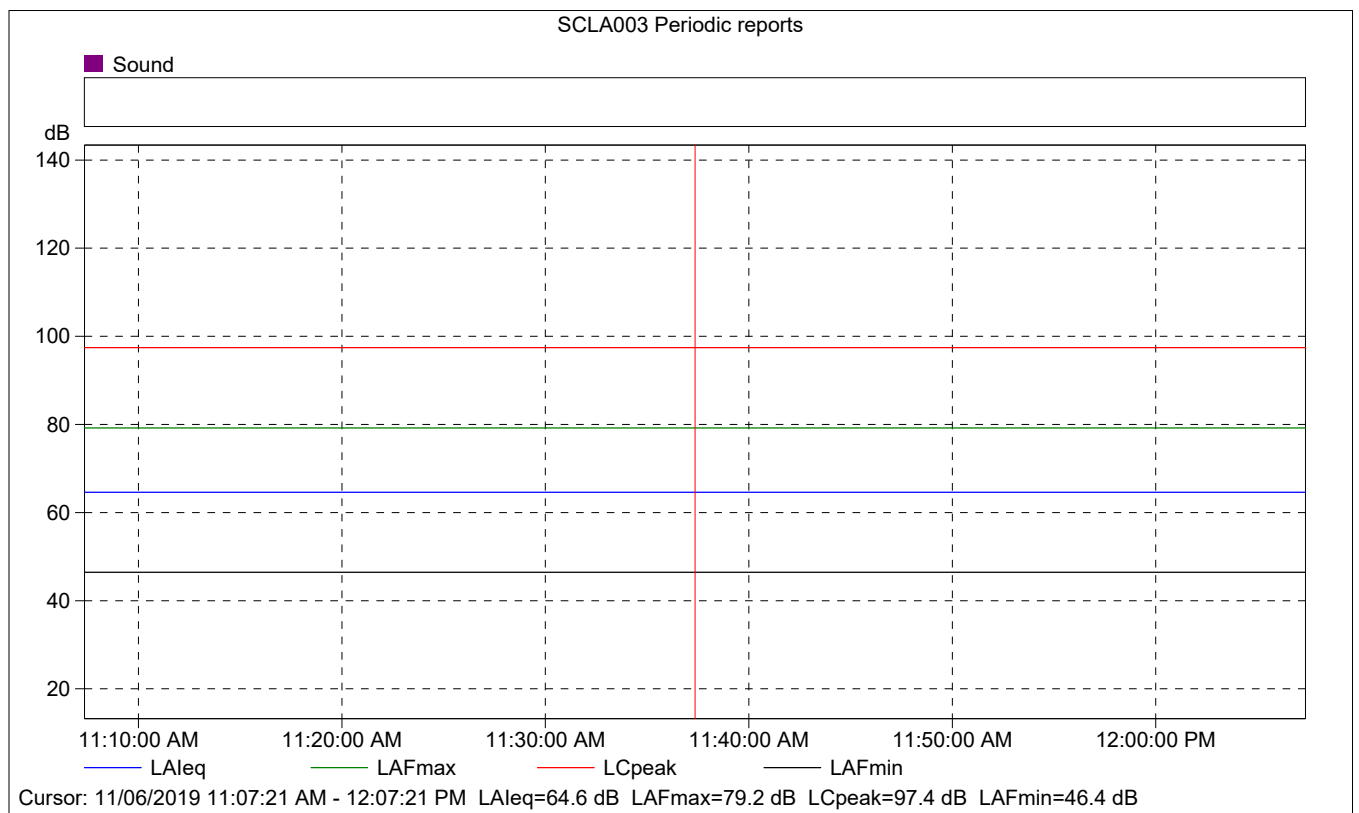
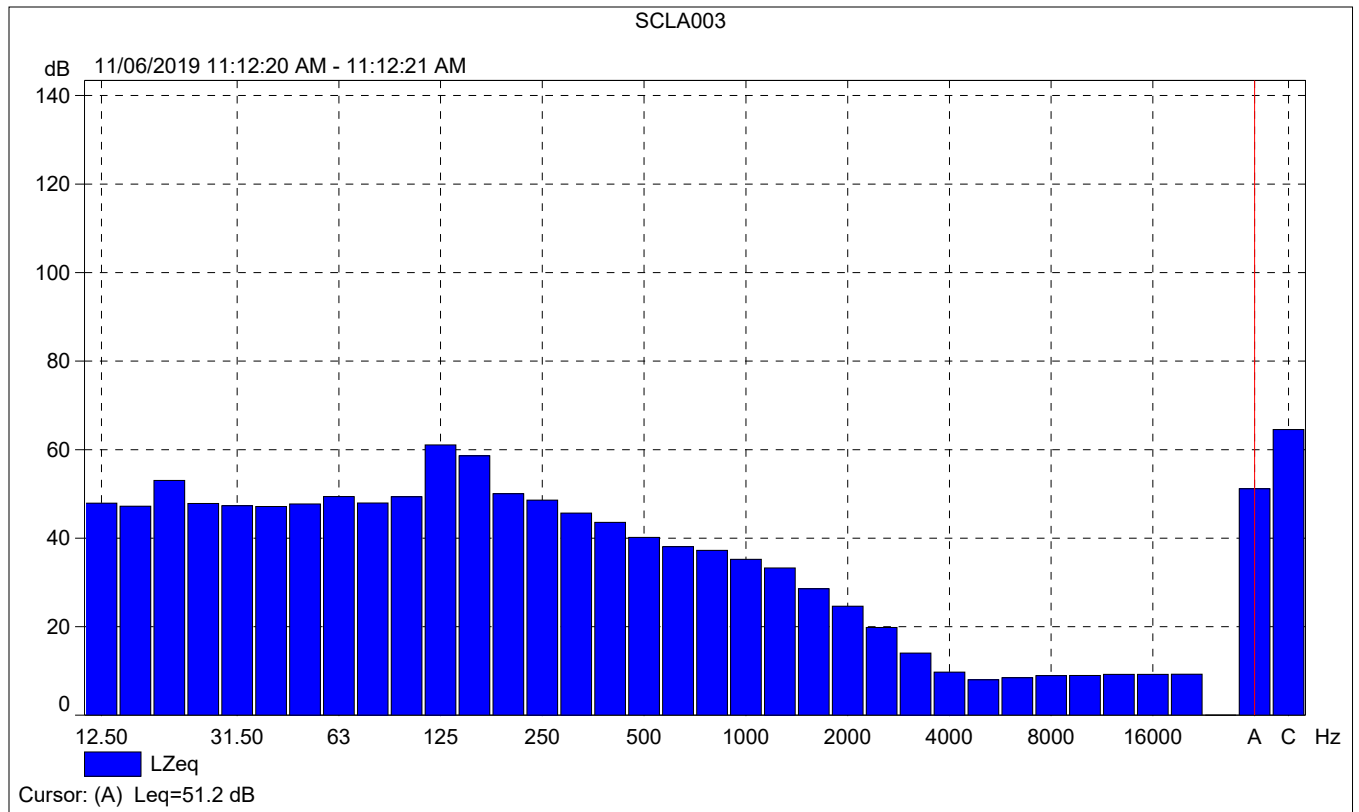
	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	62.5	79.2	46.4
Time	11:07:21 AM	11:17:21 AM	0:10:00				
Date	11/06/2019	11/06/2019					





SCLA003

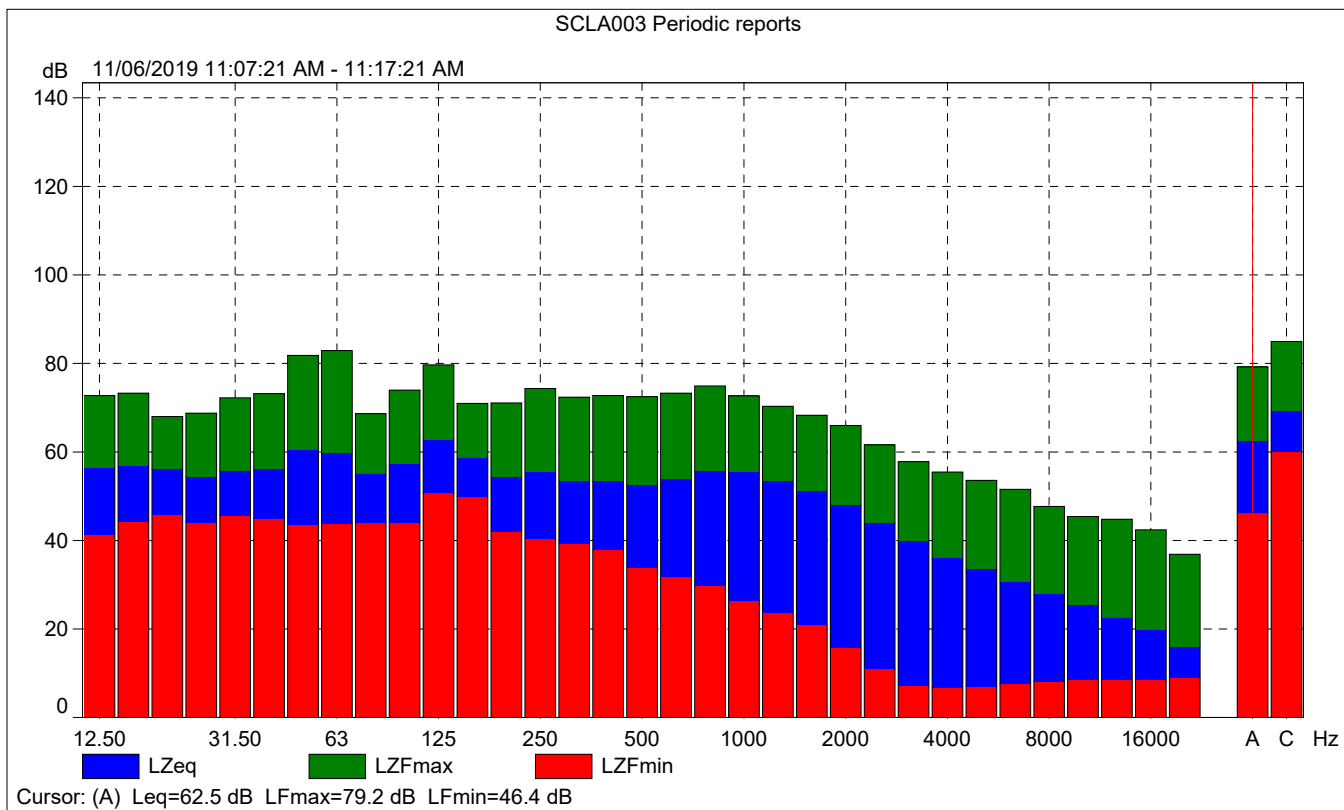
	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			51.7	51.7	50.7
Time	11:12:20 AM	0:00:01			
Date	11/06/2019				





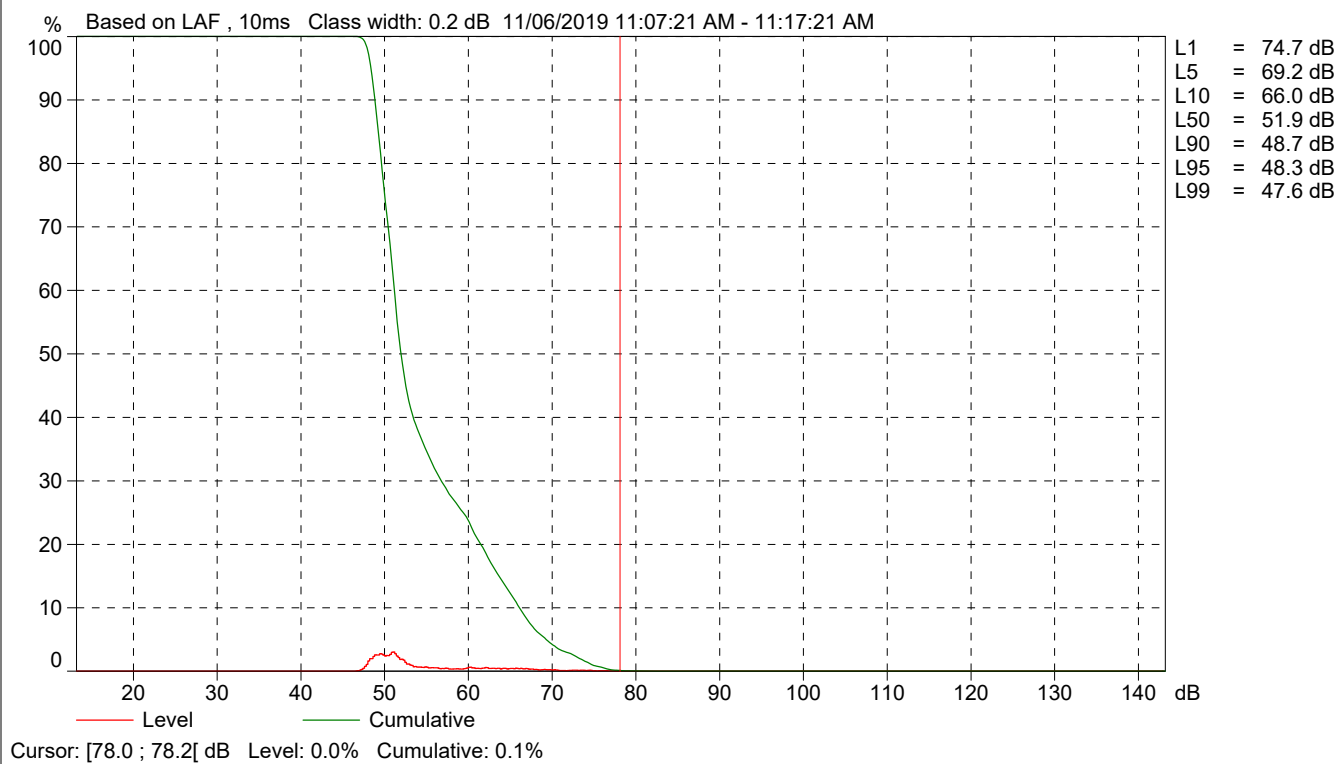
SCLA003 Periodic reports

	Start time	Elapsed time	Overload [%]	LALeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	64.6	79.2	46.4
Time	11:07:21 AM	0:10:00				
Date	11/06/2019					





SCLA003 Periodic reports



Site Number: 3 (SCLA004)			
Recorded By: Winnie Woo			
Job Number: 175536			
Date: 11/6/2019			
Time: 11:23 a.m.			
Location: Northwest corner of Phantom West & Air Expy intersection			
Source of Peak Noise: Traffic, Vacuum truck 100 feet away			
Noise Data			
Leq (dB)	Lmax(dB)	Lmin (dB)	Peak (dB)
75.3	91.7	62.6	111.7

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	3011133	04/08/2019	
	Microphone	Brüel & Kjær	4189	3086765	04/08/2019	
	Preamp	Brüel & Kjær	ZC 0032	25380	04/08/2019	
	Calibrator	Brüel & Kjær	4231	2545667	04/08/2019	
Weather Data						
Est.	Duration: 10 minutes			Sky: Sunny		
	Note: dBA Offset =			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (inches)	
	SSE 2 mph		76 F		29.95 inHG	

Photo of Measurement Location



2250

Instrument:		2250
Application:		BZ7225 Version 4.7.4
Start Time:		11/06/2019 11:23:58
End Time:		11/06/2019 11:33:58
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.09

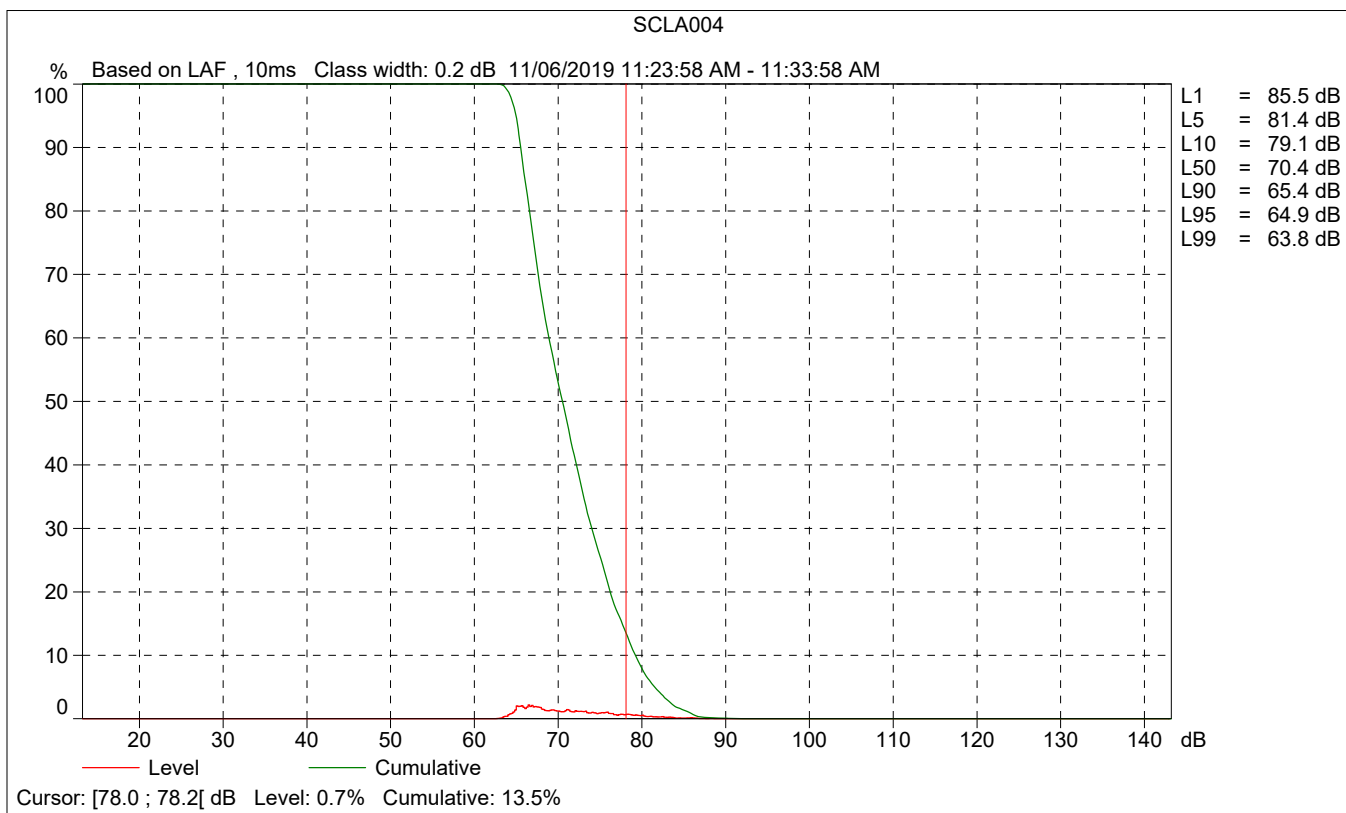
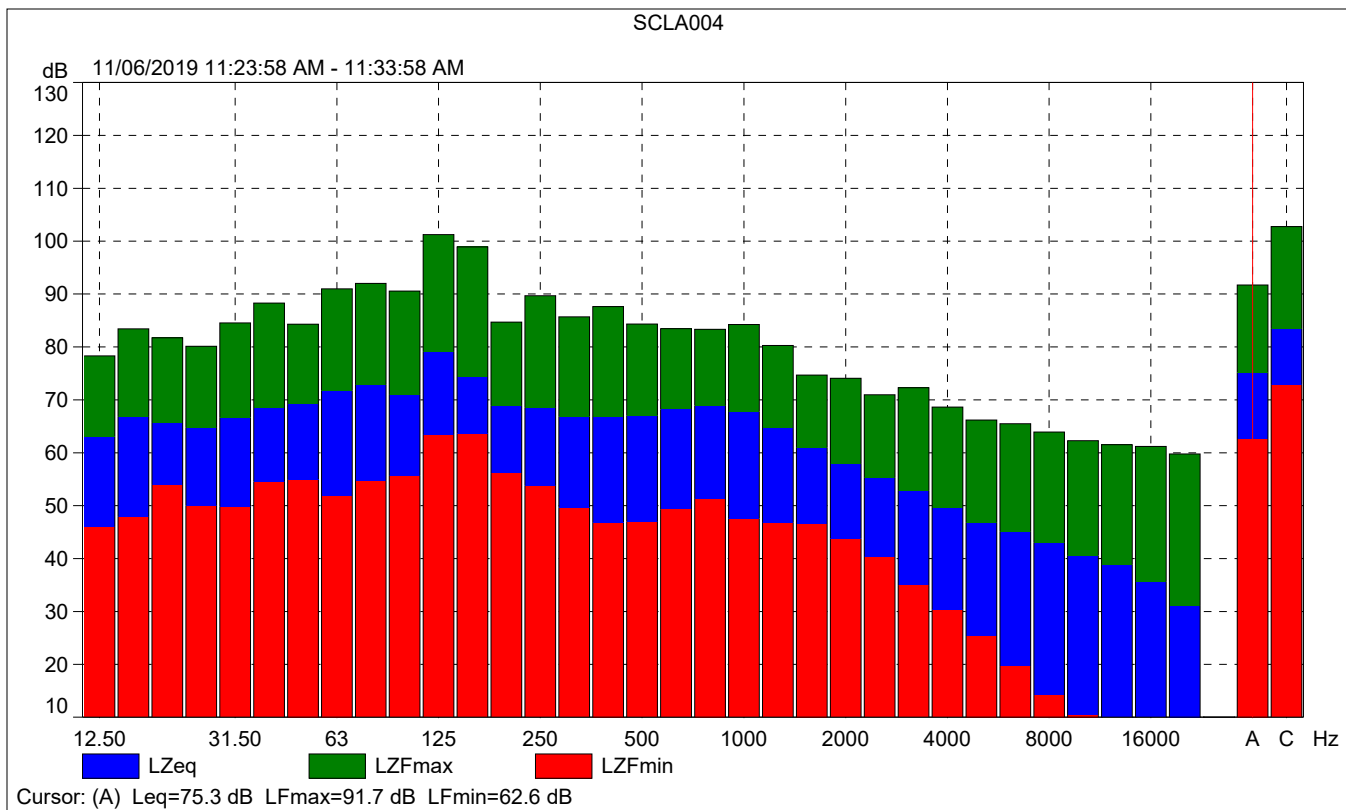
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

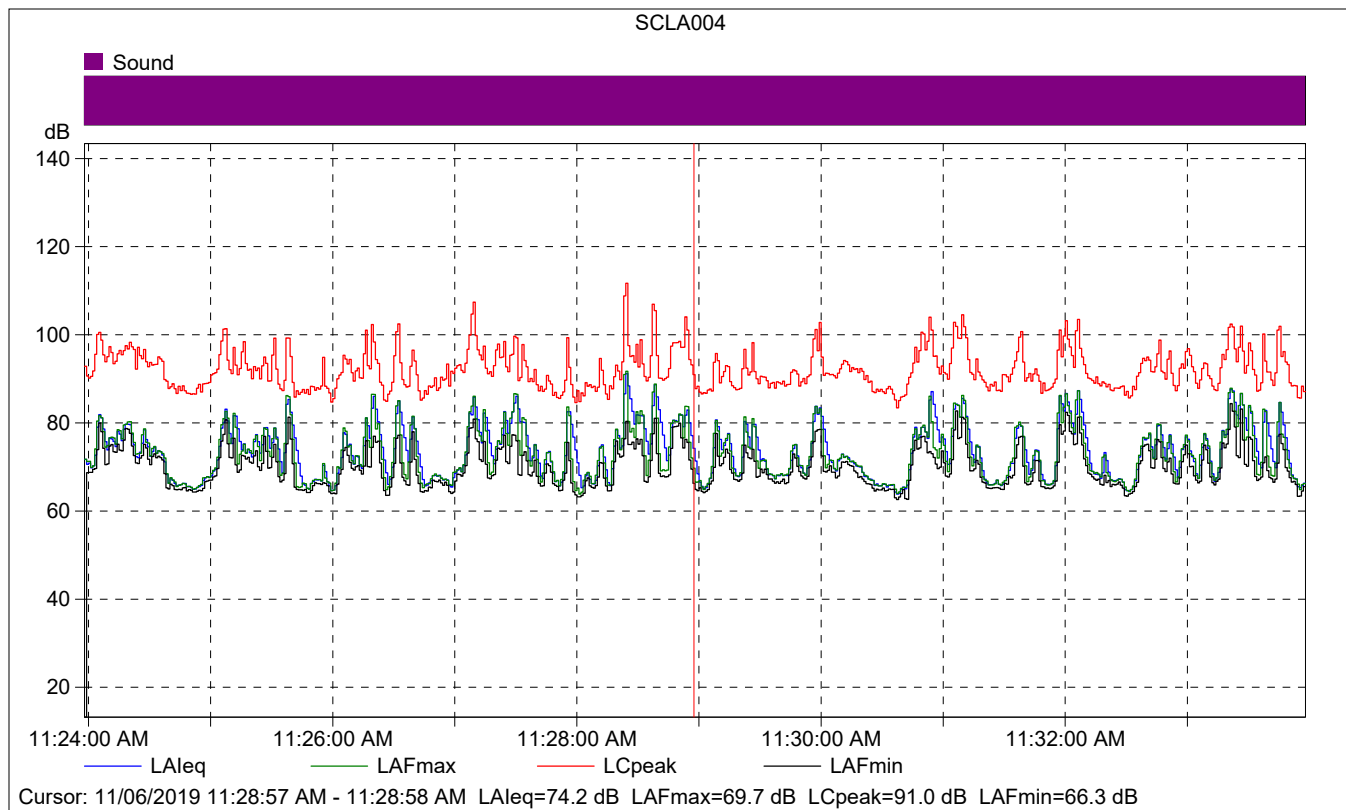
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

Calibration Time:		11/06/2019 08:05:54
Calibration Type:		External reference
Sensitivity:		43.8000895082951 mV/Pa

SCLA004

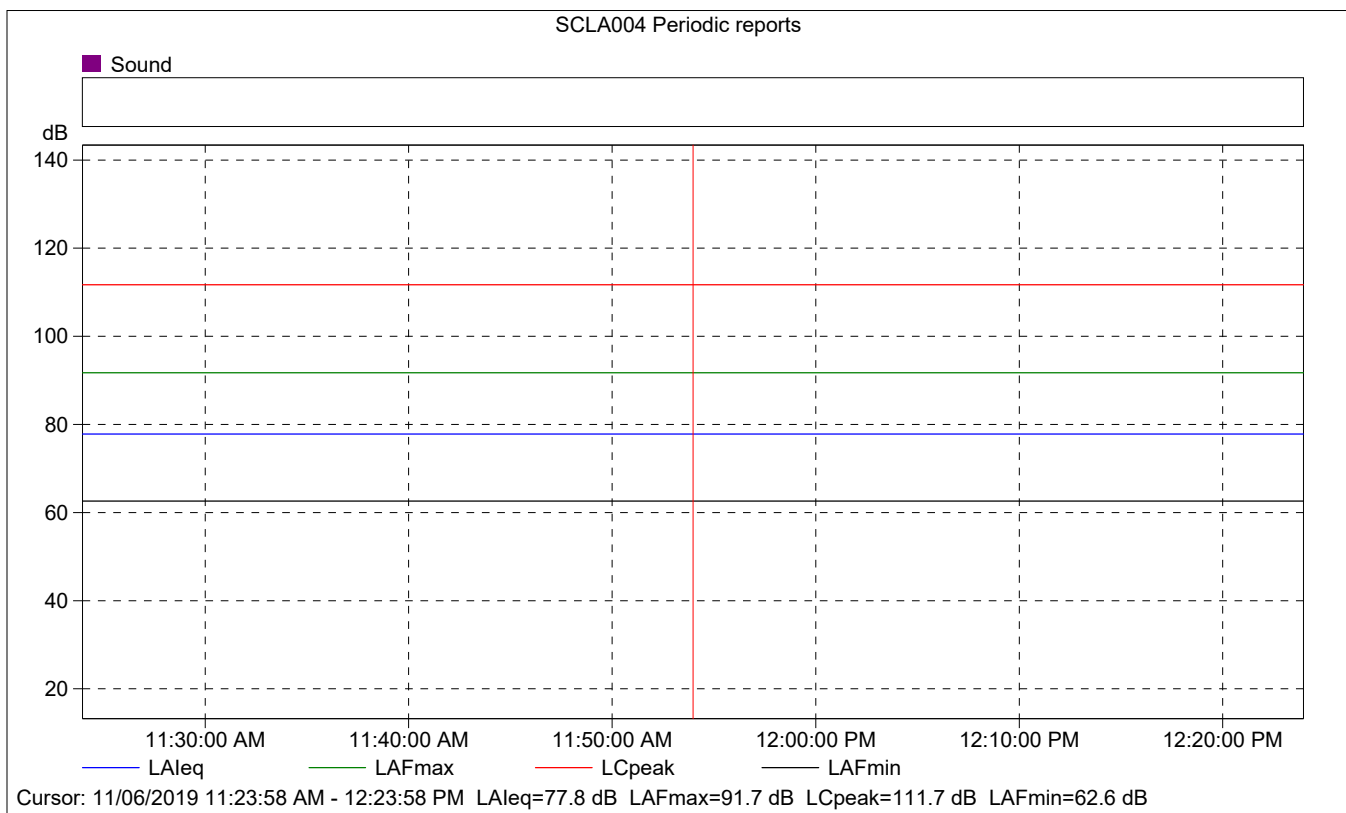
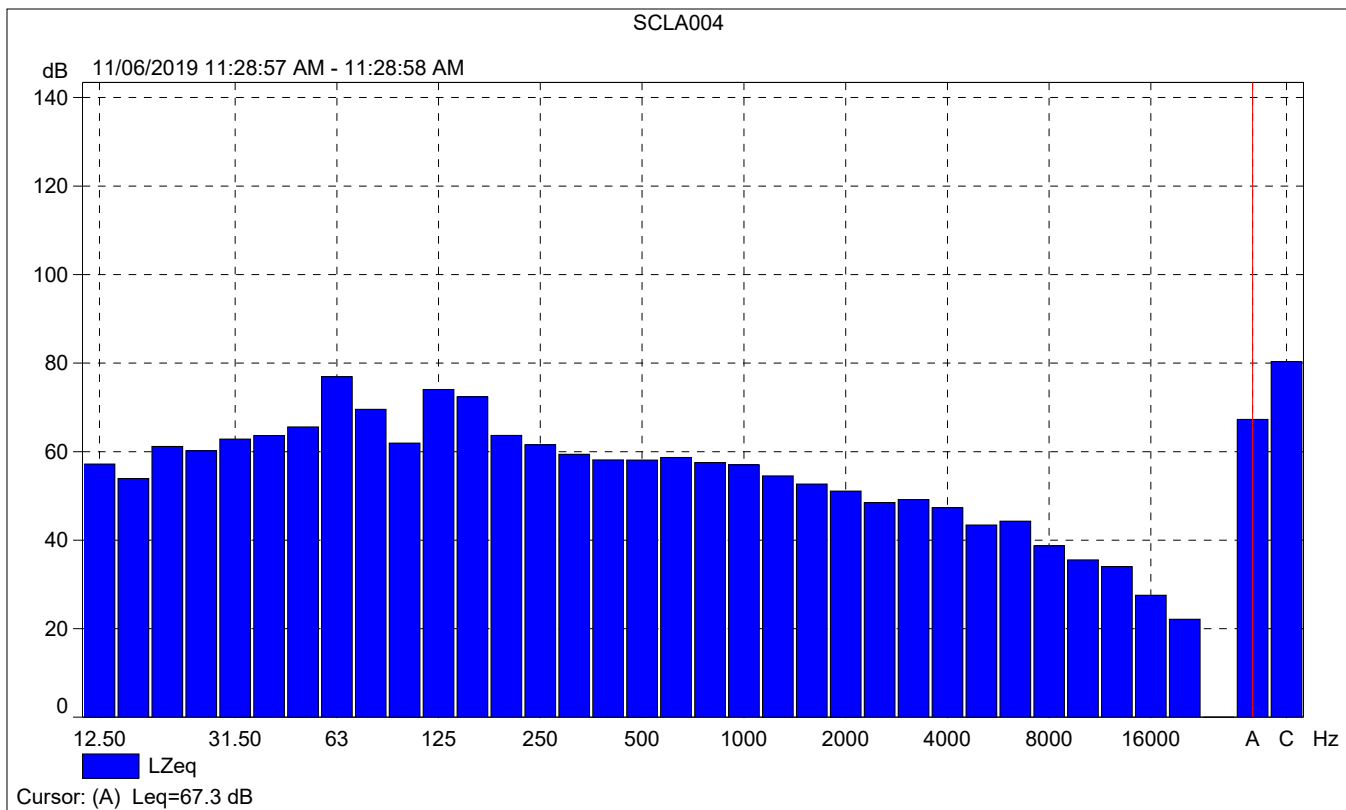
	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	75.3	91.7	62.6
Time	11:23:58 AM	11:33:58 AM	0:10:00				
Date	11/06/2019	11/06/2019					





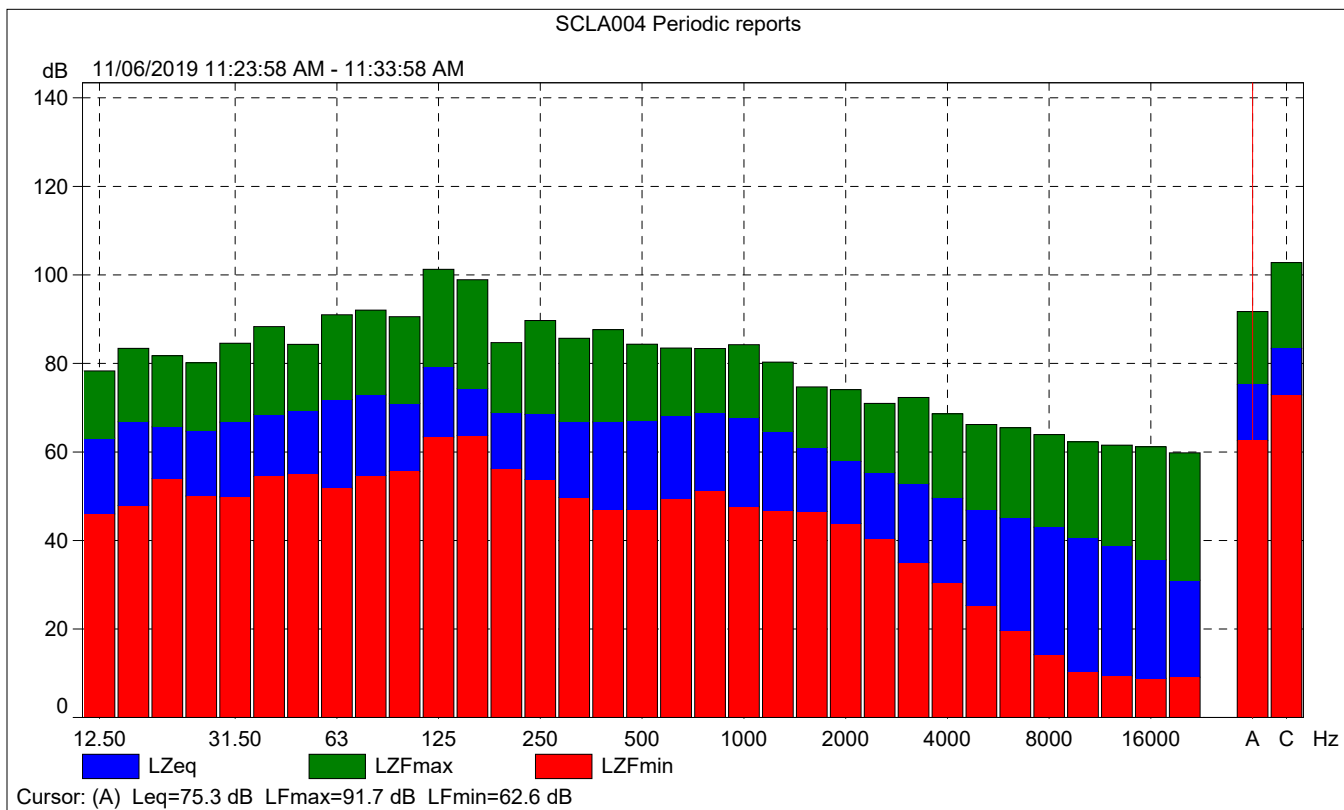
SCLA004

	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			74.2	69.7	66.3
Time	11:28:57 AM	0:00:01			
Date	11/06/2019				



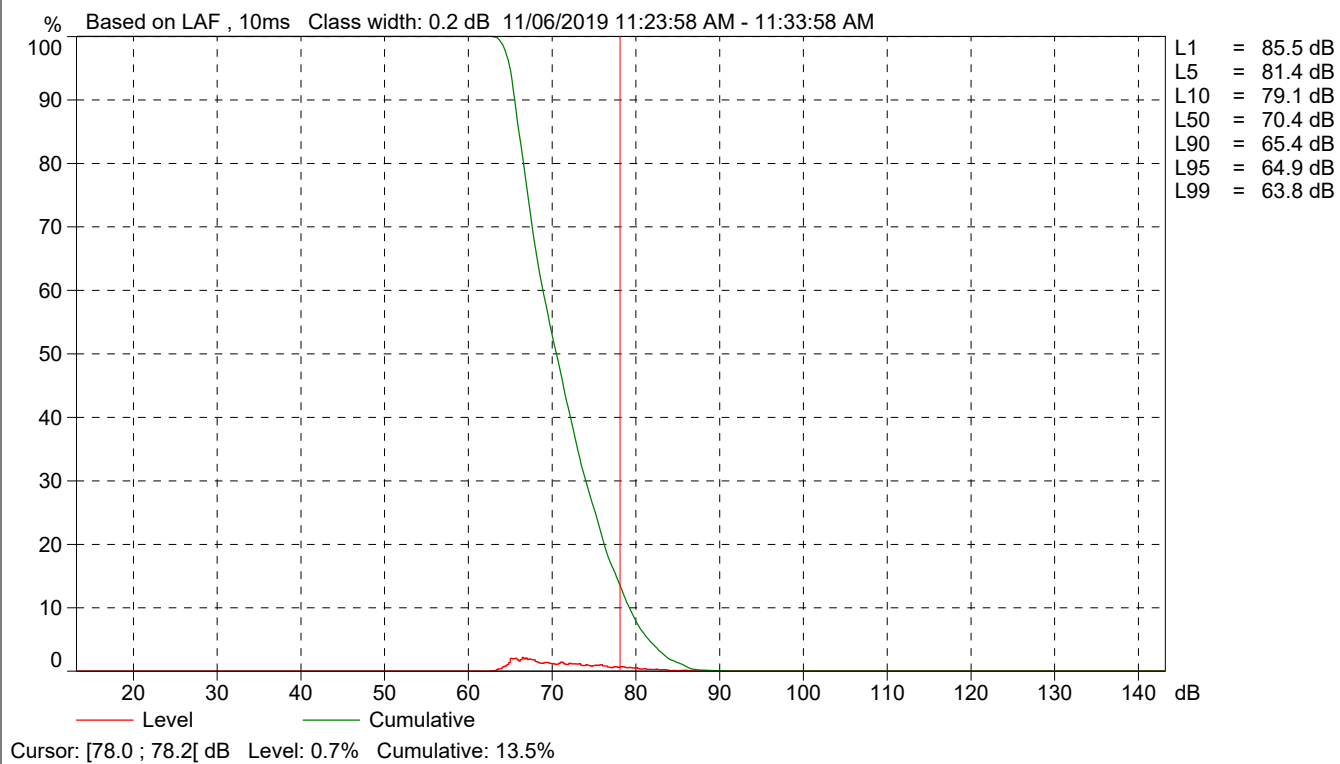
SCLA004 Periodic reports

	Start time	Elapsed time	Overload [%]	LALeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	77.8	91.7	62.6
Time	11:23:58 AM	0:10:00				
Date	11/06/2019					





SCLA004 Periodic reports



TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 159408
Project Name: SCLA Specific Plan Amendment
Scenario: Existing

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
 Source of Traffic Volumes: Michael Baker International (2020)
 Community Noise Descriptor: L_{dn} : _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway					Calc Dist
						Medium Trucks	Heavy Trucks	CNEL at 100 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL	
US-395													
North of Calusa Road	2	0	6,500	65	0.5	1.8%	0.7%	63.4	36	78	168	362	100
Calusa Road to Chamberlain Way	4	15	8,100	50	0.5	1.8%	0.7%	61.6	-	60	129	277	100
Chamberlain Way to Air Expressway	4	15	11,900	50	0.5	1.8%	0.7%	63.3	-	77	166	359	100
Air Expressway to Adelanto Road	2	0	15,300	65	0.5	1.8%	0.7%	67.1	64	138	298	641	100
Adelanto Road to Palmdale Road	4	20	18,400	65	0.5	1.8%	0.7%	68.2	75	162	350	754	100
South of Palmdale Road	4	14	25,900	65	0.5	1.8%	0.7%	69.6	94	202	436	939	100
Adelanto Road													
Calusa Road to Chamberlain Way	2	0	N/A	35	0.5	1.8%	0.7%	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	100
Chamberlain Way to Air Expressway	4	0	800	40	0.5	1.8%	0.7%	49.1	-	-	-	-	100
Air Expressway to US-395	2	0	400	40	0.5	1.8%	0.7%	46.0	-	-	-	-	100
Gateway Drive													
Calusa Road to Innovation Way	2	0	600	40	0.5	1.8%	0.7%	47.8	-	-	-	33	100
Innovation Way to Air Expressway	2	0	1,000	40	0.5	1.8%	0.7%	50.0	-	-	-	46	100
Phantom West													
Air Expressway to Innovation Way	4	34	4,600	50	0.5	1.8%	0.7%	59.4	-	-	91	196	100
Innovation Way to George Boulevard	4	15	1,600	50	0.5	1.8%	0.7%	54.6	-	-	-	94	100
George Boulevard to Perimeter Road	4	15	1,200	50	0.5	1.8%	0.7%	53.4	-	-	-	78	100
Phantom East													
Perimeter Road to Innovation Way	4	0	300	50	0.5	1.8%	0.7%	47.2	-	-	-	-	100
Innovation Way to Air Expressway	4	0	800	50	0.5	1.8%	0.7%	51.5	-	-	-	58	100

El Evado

Air Expressway to Mojave Drive	2	0	N/A	35	0.5	1.8%	0.7%	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	100
Mojave Drive to Palmdale Road	4	15	8,500	50	0.5	1.8%	0.7%	61.9	-	62	133	287	100
South of Palmdale Road	2	0	11,000	45	0.5	1.8%	0.7%	61.6	-	60	129	277	100

Chamberlain Way

West of US-395	2	0	3,100	25	0.5	1.8%	0.7%	51.0	-	-	-	54	100
US-395 to Adelanto	2	0	800	25	0.5	1.8%	0.7%	45.1	-	-	-	-	100

Bartlett Avenue

West of US-395	4	0	4,500	35	0.5	1.8%	0.7%	55.3	-	-	49	105	100
US-395 to Adelanto	4	0	2,200	35	0.5	1.8%	0.7%	52.2	-	-	-	65	100

Innovation Way

Adelanto Road to Phantom West	2	0	700	35	0.5	1.8%	0.7%	47.1	-	-	-	-	100
Phantom West to Nevada Avenue	2	0	100	35	0.5	1.8%	0.7%	38.7	-	-	-	-	100

Air Expressway

West of US-395	3	0	6,100	60	0.5	1.8%	0.7%	62.2	-	66	141	304	100
US-395 to Adelanto	4	0	8,200	60	0.5	1.8%	0.7%	63.6	-	81	174	374	100
Adelanto Road to Phantom West	4	0	13,000	60	0.5	1.8%	0.7%	65.6	51	110	236	509	100
Phantom West to Nevada Avenue	4	0	13,300	60	0.5	1.8%	0.7%	65.7	52	111	240	516	100
Nevada Avenue to Phantom East	4	0	12,900	60	0.5	1.8%	0.7%	65.6	51	109	235	506	100
Phantom East to National Trials Highway	4	0	10,100	60	0.5	1.8%	0.7%	64.5	-	93	199	430	100

Mojave Drive

US-395 to El Evado Road	2	15	16,200	60	0.5	1.8%	0.7%	66.5	58	126	271	585	100
El Evado Road to I-15	5	15	16,300	50	0.5	1.8%	0.7%	64.8	-	97	209	451	100

Palmdale Road

US-395 to El Evado Road	4	15	20,100	50	0.5	1.8%	0.7%	65.6	-	110	236	509	100
El Evado Road to I-15	4	15	27,700	50	0.5	1.8%	0.7%	67.0	63	136	292	630	100

¹ Distance is from the centerline of the roadway segment to the receptor location.

"-" = contour is located within the roadway right-of-way.

N/A = no existing roadway noise levels are available as this roadway segment does not currently exist

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 159408
Project Name: SCLA Specific Plan Amendment
Scenario: Existing + Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
 Source of Traffic Volumes: Michael Baker International (2020)
 Community Noise Descriptor: L_{dn} : _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway					Calc Dist
						Medium Trucks	Heavy Trucks	CNEL at 100 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL	
US-395													
North of Calusa Road	2	0	10,800	65	0.5	1.8%	0.7%	65.6	51	110	236	509	100
Calusa Road to Chamberlain Way	4	15	12,400	50	0.5	1.8%	0.7%	63.5	-	79	171	369	100
Chamberlain Way to Air Expressway	4	15	21,800	50	0.5	1.8%	0.7%	65.9	54	116	249	537	100
Air Expressway to Adelanto Road	2	0	87,100	65	0.5	1.8%	0.7%	74.7	204	441	949	2,045	100
Adelanto Road to Palmdale Road	4	20	91,900	65	0.5	1.8%	0.7%	75.1	220	475	1,023	2,204	100
South of Palmdale Road	4	14	99,500	65	0.5	1.8%	0.7%	75.4	230	496	1,069	2,304	100
Adelanto Road													
Calusa Road to Chamberlain Way	2	0	N/A	35	0.5	1.8%	0.7%	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	100
Chamberlain Way to Air Expressway	4	0	6,900	40	0.5	1.8%	0.7%	58.5	-	-	79	171	100
Air Expressway to US-395	2	0	10,900	40	0.5	1.8%	0.7%	60.4	-	49	106	228	100
Gateway Drive													
Calusa Road to Innovation Way	2	0	31,200	40	0.5	1.8%	0.7%	64.9	46	99	214	460	100
Innovation Way to Air Expressway	2	0	37,400	40	0.5	1.8%	0.7%	65.7	52	112	241	519	100
Phantom West													
Air Expressway to Innovation Way	4	34	26,200	50	0.5	1.8%	0.7%	67.0	63	135	291	626	100
Innovation Way to Georve Boulevard	4	15	16,000	50	0.5	1.8%	0.7%	64.6	-	94	203	437	100
George Boulevard to Perimeter Road	4	15	6,200	50	0.5	1.8%	0.7%	60.5	-	-	108	232	100
Phantom East													
Perimeter Road to Innovation Way	4	0	13,300	50	0.5	1.8%	0.7%	63.7	-	82	176	380	100
Innovation Way to Air Expressway	4	0	24,900	50	0.5	1.8%	0.7%	66.4	58	124	268	577	100

El Evado

Air Expressway to Mojave Drive	2	0	N/A	35	0.5	1.8%	0.7%	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	100
Mojave Drive to Palmdale Road	4	15	8,500	50	0.5	1.8%	0.7%	61.9	-	62	133	287	100
South of Palmdale Road	2	0	11,000	45	0.5	1.8%	0.7%	61.6	-	60	129	277	100

Chamberlain Way

West of US-395	2	0	3,100	25	0.5	1.8%	0.7%	51.0	-	-	-	54	100
US-395 to Adelanto	2	0	4,600	25	0.5	1.8%	0.7%	52.7	-	-	32	70	100

Bartlett Avenue

West of US-395	4	0	4,500	35	0.5	1.8%	0.7%	55.3	-	-	49	105	100
US-395 to Adelanto	4	0	12,700	35	0.5	1.8%	0.7%	59.8	-	45	97	209	100

Innovation Way

Adelanto Road to Phantom West	2	0	13,200	35	0.5	1.8%	0.7%	59.9	-	45	98	211	100
Phantom West to Nevada Avenue	2	0	8,000	35	0.5	1.8%	0.7%	57.7	-	33	70	151	100

Air Expressway

West of US-395	3	0	6,100	60	0.5	1.8%	0.7%	62.2	-	66	141	304	100
US-395 to Adelanto	4	0	65,000	60	0.5	1.8%	0.7%	72.6	149	320	690	1,487	100
Adelanto Road to Phantom West	4	0	85,200	60	0.5	1.8%	0.7%	73.8	178	384	827	1,781	100
Phantom West to Nevada Avenue	4	0	65,400	60	0.5	1.8%	0.7%	72.6	149	322	693	1,493	100
Nevada Avenue to Phantom East	4	0	58,900	60	0.5	1.8%	0.7%	72.2	139	300	646	1,392	100
Phantom East to National Trials Highway	4	0	73,800	60	0.5	1.8%	0.7%	73.1	162	349	751	1,618	100

Mojave Drive

US-395 to El Evado Road	2	15	16,200	60	0.5	1.8%	0.7%	66.5	58	126	271	585	100
El Evado Road to I-15	5	15	16,300	50	0.5	1.8%	0.7%	64.8	-	97	209	451	100

Palmdale Road

US-395 to El Evado Road	4	15	20,100	50	0.5	1.8%	0.7%	65.6	-	110	236	509	100
El Evado Road to I-15	4	15	27,700	50	0.5	1.8%	0.7%	67.0	63	136	292	630	100

¹ Distance is from the centerline of the roadway segment to the receptor location.

"-" = contour is located within the roadway right-of-way.

N/A = no existing roadway noise levels are available as this roadway segment does not currently exist

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 159408
Project Name: SCLA Specific Plan Amendment
Scenario: Forecast Year 2040 (without HDC)

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
 Source of Traffic Volumes: Michael Baker International (2020)
 Community Noise Descriptor: L_{dn} : _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway					Calc Dist
						Medium Trucks	Heavy Trucks	CNEL at 100 Feet	Distance to Contour				
								70 CNEL	65 CNEL	60 CNEL	55 CNEL		
US-395													
North of Calusa Road	2	0	9,400	65	0.5	1.8%	0.7%	65.0	46	100	215	464	100
Calusa Road to Chamberlain Way	4	15	11,700	50	0.5	1.8%	0.7%	63.2	-	76	165	355	100
Chamberlain Way to Air Expressway	4	15	17,200	50	0.5	1.8%	0.7%	64.9	-	99	213	458	100
Air Expressway to Adelanto Road	2	0	22,000	65	0.5	1.8%	0.7%	68.7	82	176	379	817	100
Adelanto Road to Palmdale Road	4	20	26,400	65	0.5	1.8%	0.7%	69.7	96	207	445	959	100
South of Palmdale Road	4	14	37,300	65	0.5	1.8%	0.7%	71.2	120	258	556	1,198	100
Adelanto Road													
Calusa Road to Chamberlain Way	2	0	200	35	0.5	1.8%	0.7%	41.7	-	-	-	-	100
Chamberlain Way to Air Expressway	4	0	1,200	40	0.5	1.8%	0.7%	50.9	-	-	-	53	100
Air Expressway to US-395	2	0	5,900	40	0.5	1.8%	0.7%	57.7	-	33	70	152	100
Gateway Drive													
Calusa Road to Innovation Way	2	0	600	40	0.5	1.8%	0.7%	47.8	-	-	-	33	100
Innovation Way to Air Expressway	2	0	1,300	40	0.5	1.8%	0.7%	51.1	-	-	-	55	100
Phantom West													
Air Expressway to Innovation Way	4	34	6,400	50	0.5	1.8%	0.7%	60.8	-	-	114	245	100
Innovation Way to Georve Boulevard	4	15	1,600	50	0.5	1.8%	0.7%	54.6	-	-	-	94	100
George Boulevard to Perimeter Road	4	15	1,200	50	0.5	1.8%	0.7%	53.4	-	-	-	78	100
Phantom East													
Perimeter Road to Innovation Way	4	0	300	50	0.5	1.8%	0.7%	47.2	-	-	-	-	100
Innovation Way to Air Expressway	4	0	11	50	0.5	1.8%	0.7%	32.9	-	-	-	-	100

El Evado

Air Expressway to Mojave Drive	2	0	5,600	35	0.5	1.8%	0.7%	56.1	-	-	55	119	100
Mojave Drive to Palmdale Road	4	15	11,500	50	0.5	1.8%	0.7%	63.2	-	76	163	350	100
South of Palmdale Road	2	0	15,800	45	0.5	1.8%	0.7%	63.2	35	76	164	353	100

Chamberlain Way

West of US-395	2	0	4,500	25	0.5	1.8%	0.7%	52.6	-	-	32	69	100
US-395 to Adelanto	2	0	1,200	25	0.5	1.8%	0.7%	46.8	-	-	-	-	100

Bartlett Avenue

West of US-395	4	0	6,500	35	0.5	1.8%	0.7%	56.9	-	-	62	134	100
US-395 to Adelanto	4	0	3,200	35	0.5	1.8%	0.7%	53.8	-	-	-	83	100

Innovation Way

Adelanto Road to Phantom West	2	0	800	35	0.5	1.8%	0.7%	47.7	-	-	-	33	100
Phantom West to Nevada Avenue	2	0	100	35	0.5	1.8%	0.7%	38.7	-	-	-	-	100

Air Expressway

West of US-395	3	0	8,800	60	0.5	1.8%	0.7%	63.8	39	84	180	388	100
US-395 to Adelanto	4	0	11,800	60	0.5	1.8%	0.7%	65.2	48	103	221	477	100
Adelanto Road to Phantom West	4	0	18,900	60	0.5	1.8%	0.7%	67.2	65	141	303	653	100
Phantom West to Nevada Avenue	4	0	19,300	60	0.5	1.8%	0.7%	67.3	66	143	307	662	100
Nevada Avenue to Phantom East	4	0	18,800	60	0.5	1.8%	0.7%	67.2	65	140	302	650	100
Phantom East to National Trials Highway	4	0	14,700	60	0.5	1.8%	0.7%	66.1	55	119	256	552	100

Mojave Drive

US-395 to El Evado Road	2	15	23,400	60	0.5	1.8%	0.7%	68.1	75	161	347	747	100
El Evado Road to I-15	5	15	23,400	50	0.5	1.8%	0.7%	66.4	-	124	266	573	100

Palmdale Road

US-395 to El Evado Road	4	15	28,900	50	0.5	1.8%	0.7%	67.2	65	140	301	648	100
El Evado Road to I-15	4	15	39,800	50	0.5	1.8%	0.7%	68.6	80	173	372	802	100

¹ Distance is from the centerline of the roadway segment to the receptor location.

"-" = contour is located within the roadway right-of-way.

N/A = no existing roadway noise levels are available as this roadway segment does not currently exist

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 159408
Project Name: SCLA Specific Plan Amendment
Scenario: Forecast Year 2040 (without HDC) + Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
 Source of Traffic Volumes: Michael Baker International (2020)
 Community Noise Descriptor: L_{dn} : _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway					Calc Dist
						Medium Trucks	Heavy Trucks	CNEL at 100 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL	
US-395													
North of Calusa Road	2	0	12,700	65	0.5	1.8%	0.7%	66.3	57	122	263	567	100
Calusa Road to Chamberlain Way	4	15	14,800	50	0.5	1.8%	0.7%	64.3	-	89	192	415	100
Chamberlain Way to Air Expressway	4	15	27,100	50	0.5	1.8%	0.7%	66.9	62	134	288	621	100
Air Expressway to Adelanto Road	2	0	85,100	65	0.5	1.8%	0.7%	74.6	201	434	935	2,014	100
Adelanto Road to Palmdale Road	4	20	96,300	65	0.5	1.8%	0.7%	75.4	227	490	1,055	2,274	100
South of Palmdale Road	4	14	75,500	65	0.5	1.8%	0.7%	74.2	192	413	890	1,917	100
Adelanto Road													
Calusa Road to Chamberlain Way	2	0	200	35	0.5	1.8%	0.7%	41.7	-	-	-	-	100
Chamberlain Way to Air Expressway	4	0	7,500	40	0.5	1.8%	0.7%	58.9	-	-	84	181	100
Air Expressway to US-395	2	0	11,100	40	0.5	1.8%	0.7%	60.5	-	50	107	231	100
Gateway Drive													
Calusa Road to Innovation Way	2	0	31,400	40	0.5	1.8%	0.7%	65.0	46	100	215	462	100
Innovation Way to Air Expressway	2	0	37,200	40	0.5	1.8%	0.7%	65.7	52	112	240	518	100
Phantom West													
Air Expressway to Innovation Way	4	34	25,200	50	0.5	1.8%	0.7%	66.8	61	131	283	610	100
Innovation Way to Georve Boulevard	4	15	14,700	50	0.5	1.8%	0.7%	64.2	-	89	192	413	100
George Boulevard to Perimeter Road	4	15	6,100	50	0.5	1.8%	0.7%	60.4	-	-	107	230	100
Phantom East													
Perimeter Road to Innovation Way	4	0	10,800	50	0.5	1.8%	0.7%	62.8	-	71	153	330	100
Innovation Way to Air Expressway	4	0	32,800	50	0.5	1.8%	0.7%	67.6	69	149	322	693	100

El Evado

Air Expressway to Mojave Drive	2	0	34,600	35	0.5	1.8%	0.7%	64.1	40	86	186	401	100
Mojave Drive to Palmdale Road	4	15	41,300	50	0.5	1.8%	0.7%	68.7	82	177	381	822	100
South of Palmdale Road	2	0	15,800	45	0.5	1.8%	0.7%	63.2	35	76	164	353	100

Chamberlain Way

West of US-395	2	0	4,500	25	0.5	1.8%	0.7%	52.6	-	-	32	69	100
US-395 to Adelanto	2	0	4,100	25	0.5	1.8%	0.7%	52.2	-	-	-	65	100

Bartlett Avenue

West of US-395	4	0	6,500	35	0.5	1.8%	0.7%	56.9	-	-	62	134	100
US-395 to Adelanto	4	0	12,500	35	0.5	1.8%	0.7%	59.7	-	45	96	207	100

Innovation Way

Adelanto Road to Phantom West	2	0	13,400	35	0.5	1.8%	0.7%	59.9	-	46	99	213	100
Phantom West to Nevada Avenue	2	0	12,700	35	0.5	1.8%	0.7%	59.7	-	44	95	206	100

Air Expressway

West of US-395	3	0	8,800	60	0.5	1.8%	0.7%	63.8	39	84	180	388	100
US-395 to Adelanto	4	0	61,400	60	0.5	1.8%	0.7%	72.3	143	308	664	1,432	100
Adelanto Road to Phantom West	4	0	80,200	60	0.5	1.8%	0.7%	73.5	171	369	794	1,711	100
Phantom West to Nevada Avenue	4	0	68,000	60	0.5	1.8%	0.7%	72.8	153	330	711	1,532	100
Nevada Avenue to Phantom East	4	0	65,500	60	0.5	1.8%	0.7%	72.6	149	322	694	1,495	100
Phantom East to National Trials Highway	4	0	53,200	60	0.5	1.8%	0.7%	71.7	130	280	604	1,301	100

Mojave Drive

US-395 to El Evado Road	2	15	23,400	60	0.5	1.8%	0.7%	68.1	75	161	347	747	100
El Evado Road to I-15	5	15	23,400	50	0.5	1.8%	0.7%	66.4	-	124	266	573	100

Palmdale Road

US-395 to El Evado Road	4	15	32,700	50	0.5	1.8%	0.7%	67.7	70	152	327	703	100
El Evado Road to I-15	4	15	39,800	50	0.5	1.8%	0.7%	68.6	80	173	372	802	100

¹ Distance is from the centerline of the roadway segment to the receptor location.

"-" = contour is located within the roadway right-of-way.

N/A = no existing roadway noise levels are available as this roadway segment does not currently exist

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/23/2020
 Case Description: SCLA - City of Adelanto Construction Noise

		---- Receptor #1 ----		
Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residences along Adelanto Road	Residential	1	1	1

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85		550	0
Scraper	No	40		83.6	550	0
Dozer	No	40		81.7	550	0

Equipment	Results														
	Calculated (dBA)				Noise Limits (dBA)				Noise Limit Exceedance (dBA)						
	Day		Evening		Night		Day		Evening		Night				
*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader	64.2	60.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	62.8	58.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	60.8	56.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	64.2	63.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.