U.S. 101/Prado Road Interchange Improvement Project

Noise Study Report

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City of San Luis Obispo

[5]-[SLO]-[101]-[26.5/27.3]

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October 2021

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City of San Luis Obispo

[5]-[5949]-[101]-[26.5/27.3]

[1H640K]

October 2021

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Summary

This NSR analyzes short-term construction noise and vibration impacts and long-term operational noise impacts of the proposed U.S. 101/Prado Road Interchange Project. The City of San Luis Obispo (City) proposes to extend Prado Road over U.S. Route 101 (U.S. 101) to connect with Dalidio Drive and reconstruct the existing U.S. 101 northbound ramp on-and off-ramp connections to Prado Road to provide congestion relief, operational efficiency, and multimodal connectivity. The interchange is located in the City of San Luis Obispo on U.S. 101 post-mile (PM) 26.8. The project limits extend from PM 26.5 to PM 27.3. **Figure 1** shows the project site in a regional context and **Figure 2** shows an aerial view of the project site boundary and vicinity, and boundary. The purpose of the project is to improve overall circulation and accessibility in the project area for all transportation modes. There is a need to provide better community connectivity between the existing and planned neighborhoods east and west of U.S.101 and resolve forecasted operational deficiencies on State and City facilities.

There are four preliminary viable build alternatives to the proposed project, including: Alternative A1, Alternative A3, Alternative A4, and Alternative A7. Each of the viable build alternatives includes a partial interchange with the proposed Prado Road overcrossing constructed over U.S. 101 and new U.S. 101 northbound off-ramp to and on-ramp from Prado Road. Alternatives A1 and A4 include two intersection control options, traffic signal control or roundabout control. The roundabout control option for Alternative A3 would be the same as provided for Alternative A1; and a roundabout-only option at the Prado Road/Elks Lane/U.S. 101 northbound ramps is considered with Alternative A7. All Alternatives include reconfiguration of Elks Lane to accommodate the proposed project. Alternatives A1, A3, and A7 include the potential relocation of Elks Lane around the east side of the Sunset Drive-In as Elks Lane Realignment Option 2. Changes to the project vicinity, but not part of the project, include widening of Prado Road and Dalidio Drive to four lanes, and extending Froom Ranch Way from Oceanaire Drive to Dalidio Drive.

U.S. 101 through the study area is currently a four-lane divided freeway with auxiliary lanes provided between Madonna Road and Marsh Street. The Ultimate Concept Facility (beyond 2035) for U.S. 101 within the study area is identified as a freeway with capacity of up to six lanes though there is no funding currently identified for providing a six-lane freeway section. Though not funded, each viable build alternative will accommodate the Ultimate Concept Facility through the proposed Prado Road overcrossing.

The project area generally includes commercial, public facility, and residential land uses. Adjacent land uses include:

- General and community commercial to the north, with several scattered residences;
- Existing agriculture, with a land use designation of San Luis Ranch Specific Plan (to include residential, office, and commercial development), to the west;
- Offices and business park to the east; and
- Public land uses, government facilities and offices to the south.

Identified noise-sensitive receptors include (see **Figure 5-1**):

- Prado Day Center (1);
- Embassy Suites Hotel (Hotel) (3);
- Mobile Home Park (4);

Existing noise levels range from 58.9 dBA Leq[15] to 70.0 dBA Leq[15] in the project vicinity. Higher noise levels are associated with roadway traffic along Prado Road, South Higuera Street, and U.S. 101. The modeled existing noise levels for the vicinity of the project were estimated at 63 dBA Leq(h) at the Prado Day Center; 59 dBA Leq(h) at the mobile home park; and 68 dBA Leq(h) at the Hotel.

With the project, noise levels at the future year (2045) would increase by 1 dBA Leq(h) to 4 dBA Leq(h) at locations in the project vicinity, with a maximum increase of approximately 4 dBA Leq(h) at the mobile home park along Elks Lane (Noise-Sensitive Receptor 2). Traffic noise impacts from the project would not approach or exceed the noise abatement criteria (NAC) of 67 dBA Leq(h) for Activity Category B (residential) at the evaluated location. Similarly, traffic noise impacts from the project would not approach of exceed the NAC for Activity Categories C or E at any evaluated location.

Temporary construction-related noise levels could be up to 77 dBA Leq at the nearest Noise-Sensitive Receptor (Prado Day Center). However, no adverse noise impacts from construction are anticipated because temporary construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02, limiting nighttime construction activities. Additionally, construction noise would be short-term in duration and intermittent.

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List of Abbreviated Terms

CEQA	California Environmental Quality Act
City	City of San Luis Obispo
CFR	Code of Federal Regulations
CNEL	Community Noise Equivalent Level
dB	Decibels
FHWA	Federal Highway Administration
Hotel	Embassy Suites Hotel
HOT	High-Occupancy Toll
HOV	High-Occupancy Vehicle
Hz	Hertz
kHz	Kilohertz
L_{dn}	Day-Night Level
L_{eq}	Equivalent Sound Level
$L_{eq(h)}$	Equivalent Sound Level over one hour
$L_{eq[15]}$	Equivalent Sound Level over 15 minutes
L_{max}	Maximum Sound Level
LOS	Level of Service
L_{xx}	Percentile-Exceeded Sound Level
mPa	micro-Pascals
Mph	miles per hour
NAC	noise abatement criteria
NADR	Noise Abatement Decision Report
NEPA	National Environmental Policy Act
NSR	Noise Study Report
PM	Post Mile
Protocol	Caltrans Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects
RCNM	Roadway Construction Noise Model
SFR	Single-family residence
SPL	sound pressure level
TeNS	Caltrans' Technical Noise Supplement
TNM 2.5	FHWA Traffic Noise Model Version 2.5
U.S. 101	U.S. Route 101

Chapter 1. Introduction

1.1 Purpose of the Noise Study Report

The purpose of this NSR is to evaluate noise impacts and abatement under the requirements of Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772) "Procedures for Abatement of Highway Traffic Noise." 23 CFR 772 provides procedures for preparing operational and construction noise studies and evaluating noise abatement considered for federal and Federal-aid highway projects. According to 23 CFR 772.3, all highway projects that are developed in conformance with this regulation are deemed to be in conformance with Federal Highway Administration (FHWA) noise standards. Compliance with 23 CFR 772 provides compliance with the noise impact assessment requirements of the National Environmental Policy Act (NEPA).

The Caltrans Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects (Protocol) (Caltrans 2011) provides Caltrans policy for implementing 23 CFR 772 in California. The Protocol outlines the requirements for preparing noise study reports. Noise impacts associated with this project, under the California Environmental Quality Act (CEQA), will be evaluated separately in the project's Initial Study/Mitigated Negative Declaration.

1.1. Project Purpose and Need

The purpose of the project is to improve overall circulation and accessibility in the project area for all transportation modes. There is a need to provide better community connectivity between the existing and planned neighborhoods east and west of the U.S. 101 freeway and resolve forecasted operational deficiencies on State and City facilities. This connectivity need extends to all transportation modes.

Goals and objectives of the project include:

- To improve overall operations of U.S. 101 and adjacent interchanges;
- To improve safety and mobility for bicyclists and pedestrians;
- To improve transit performance and enhance transit opportunities; and
- Consistency with local, regional, and State planning.

Chapter 2. Project Description

2.1. Project Description

The City of San Luis Obispo proposes to extend Prado Road over U.S. 101 to connect with Dalidio Drive and reconstruct the existing U.S. 101 northbound on- and off-ramp connections to Prado Road to provide congestion relief, operational efficiency, and multimodal connectivity. The Project Interchange is located in the City of San Luis Obispo on U.S. 101 post mile 26.8. The project limits extend from PM 26.5 to PM 27.3. The regional location of the project is provided in **Figure 1**.

2.1.1. No-Build

Under the No-Build Alternative, no changes would be made to U.S. 101/Prado Road Interchange. However, Dalidio Drive and Prado Road would be widened to four lanes and Froom Ranch Way would be extended from the existing terminus at Oceanaire Drive to Dalidio Drive in the 2045 "No Project" conditions.

2.1.2. Alternatives

Four preliminary build alternatives, Alternatives A1, A3, A4, and A7, have been identified by the Project Development Team (PDT) as viable and to be further studies in Project Approval/Environmental Document (PA/ED). Each of the viable build alternatives includes a partial interchange with the proposed Prado Road overcrossing constructed over U.S. 101 and new U.S. 101 northbound off- and on-ramps connecting with Prado Road. In addition, reconfiguration of Elks Lane around the west side of the Sunset Drive-In is proposed to accommodate the changes to the Prado/U.S. 101 intersection. Alternatives A1, A3, and A7 include an option to realign Elks Lane around the east side of the Sunset Drive-In, depending on the use of side slopes or on-structure design for the U.S. 101 northbound on-ramps. Alternatives A1 and A4 also include two intersection control options, traffic signal control (A1 or A4) or roundabout control (A1R or A4R) at the future intersection of Froom Ranch Road/Dalidio Drive and Prado Road. The roundabout control option for Alternative A3 would be the same as provided for Alternative A1. Finally, a roundabout-only option at the Prado Road/Elks Lane/U.S. 101 northbound ramps is considered with Alternative A7.

General Assumptions Common to All Build Alternatives

U.S. 101 through the study area is currently a four-lane divided freeway with auxiliary lanes provided between Madonna Road and Marsh Street. The Ultimate Concept Facility (beyond 2035) for U.S. 101 within the study area is identified as a freeway with capacity

of up to six lanes though there is no funding currently identified for providing a six-lane freeway section. Though not funded, each viable build alternative will accommodate the Ultimate Concept Facility through the proposed Prado Road overcrossing. **Figure 2** illustrates the project site boundary and construction staging areas.

Figure 1 Regional Project Location

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Project Location

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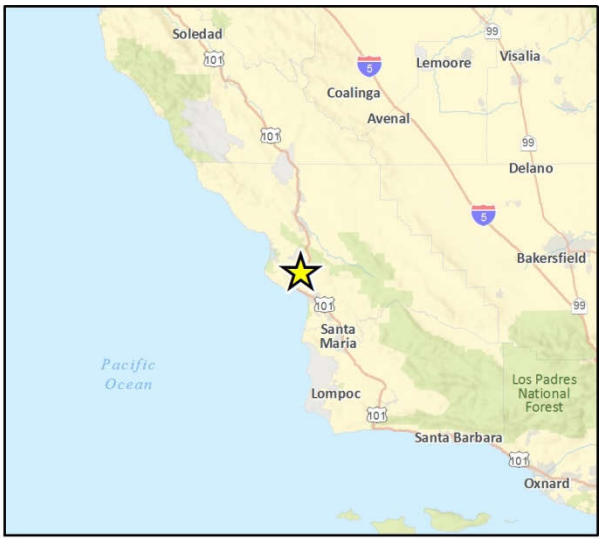
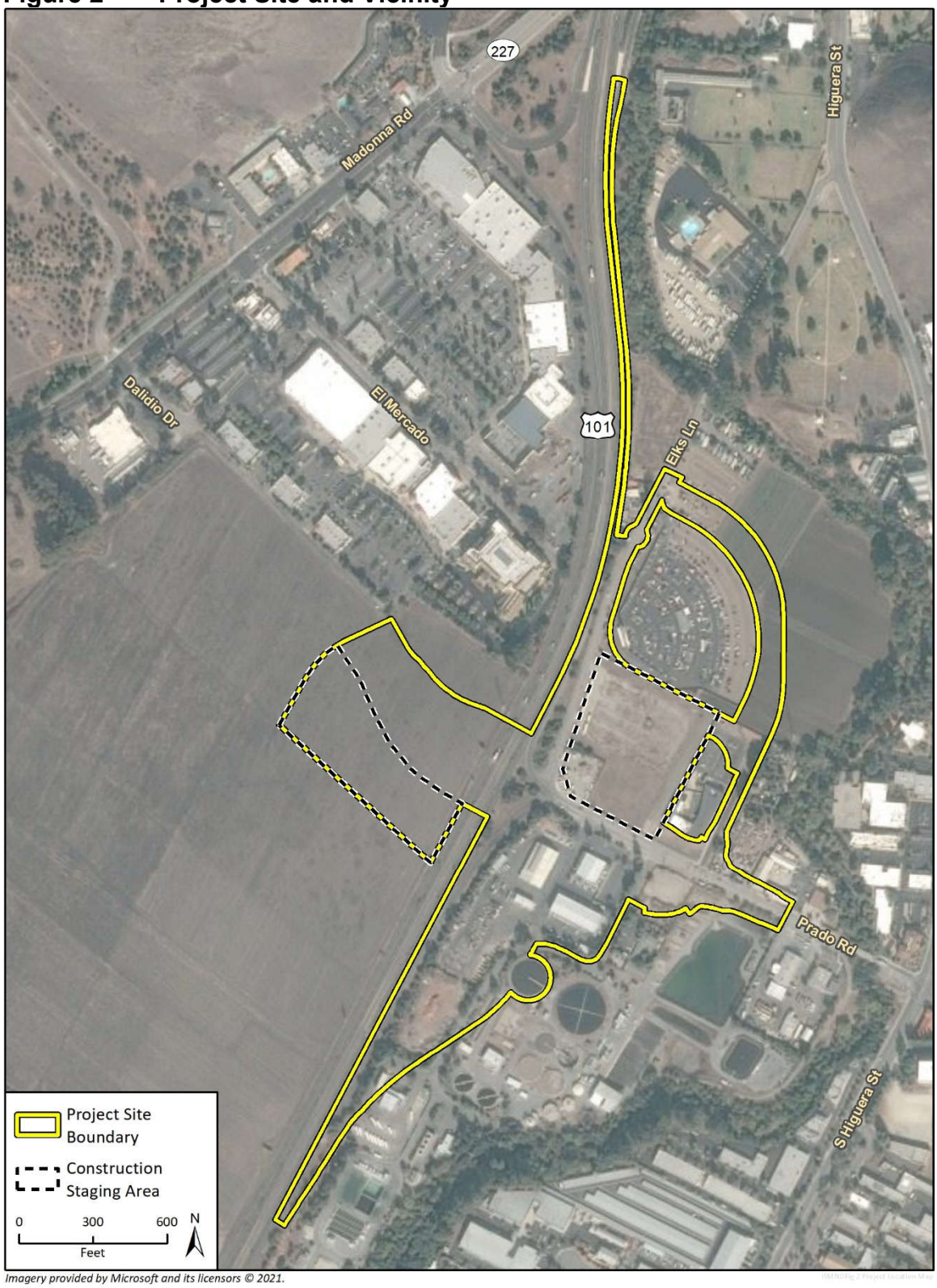


Figure 2 Project Site and Vicinity



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Chapter 3. Fundamentals of Traffic Noise

The following is a brief discussion of fundamental traffic noise concepts. For a detailed discussion, please refer to Caltrans' Technical Noise Supplement (Caltrans 2013), a technical supplement to the Protocol that is available on Caltrans' Web site (http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf).

3.1. Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receptor, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receptor determines the sound level and characteristics of the noise perceived by the receptor. The field of acoustics deals primarily with the propagation and control of sound.

3.1. Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

3.2. Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa). One mPa is approximately one hundred billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 mPa. Because of this huge range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB). The threshold of hearing for young people is about 0 dB, which corresponds to 20 mPa.

3.3. Addition of Decibels

Because decibels are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces an SPL of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB—rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dB louder than one source.

3.4. A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz, and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an "A-weighted" sound level (expressed in units of dBA) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds; when people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special problems (e.g., B-, C-, and D-scales), but these scales are rarely used in conjunction with highway-traffic noise. Noise levels for traffic noise reports are typically reported in terms of A-weighted decibels or dBA. Table 3-1 describes typical A-weighted noise levels for various noise sources.

Table 3-1. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: Caltrans 2013a.

3.5. Human Response to Changes in Noise Levels

As discussed above, doubling sound energy results in a 3-dB increase in sound. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different than what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels, when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000 Hz–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound, would generally be perceived as barely detectable.

3.6. Noise Descriptors

Noise in our daily environment fluctuates over time. Some fluctuations are minor, but some are substantial. Some noise levels occur in regular patterns, but others are random. Some noise levels fluctuate rapidly, but others slowly. Some noise levels vary widely, but others are relatively constant. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors most commonly used in traffic noise analysis.

- **Equivalent Sound Level (Leq):** L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The 1-hour A-weighted equivalent sound level (L_{eq}[h]) is the energy average of A-weighted sound levels occurring during a one-hour period, and is the basis for noise abatement criteria (NAC) used by Caltrans and FHWA.
- **Percentile-Exceeded Sound Level (L_{xx}):** L_{xx} represents the sound level exceeded for a given percentage of a specified period (e.g., L_{10} is the sound level exceeded 10% of the time, and L_{90} is the sound level exceeded 90 percent of the time).
- **Maximum Sound Level (L_{max}):** L_{max} is the highest instantaneous sound level measured during a specified period.
- **Day-Night Level (L_{dn}):** L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to A-weighted sound levels occurring during nighttime hours between 10 p.m. and 7 a.m.
- **Community Noise Equivalent Level (CNEL):** Similar to L_{dn}, CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to A-weighted sound levels occurring during the nighttime hours between 10 p.m. and 7 a.m., and a 5-dB penalty applied to the A-weighted sound levels occurring during evening hours between 7 p.m. and 10 p.m.

3.7. Sound Propagation

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

3.7.1. Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 decibels 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 decibels for each doubling of distance from a line source.

3.7.2. Ground Absorption

The propagation path of noise from a highway to a receptor is usually very close to the ground. Noise attenuation from ground absorption and reflective-wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or body of water,), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receptor, such as soft dirt, grass, or scattered bushes and trees), an excess ground-attenuation value of 1.5 decibels 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 decibels per doubling of distance.

3.7.3. Atmospheric Effects

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) from the highway 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.

3.7.4. Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receptor specifically to reduce noise. A barrier that breaks the line of sight between a source and a receptor will typically result in at least 5 dB of noise reduction. Taller barriers provide increased noise reduction. Vegetation between the highway and receptor is rarely effective in reducing noise because it does not create a solid barrier.

Chapter 4. Federal Regulations and State Policies

This report focuses on the requirements of 23 CFR 772, as discussed below.

4.1. Federal Regulations

4.1.1. 23 CFR 772

23 CFR 772 provides procedures for preparing operational and construction noise studies and evaluating noise abatement considered for federal and Federal-aid highway projects. Under 23 CFR 772.7, projects are categorized as Type I, Type II, or Type III projects.

- FHWA defines a Type I project as a proposed federal or federal-aid highway project for the construction of a highway on a new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment of the highway. The following projects are also considered to be Type I projects:
- The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a high-occupancy vehicle (HOV) lane, high-occupancy toll (HOT) lane, bus lane, or truck climbing lane
- The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane
- The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange
- Restriping existing pavement for the purpose of adding a through traffic lane or an auxiliary lane
- The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot, or toll plaza

If a project is determined to be a Type I project under this definition, the entire project area as defined in the environmental document is a Type I project.

A Type II project is a noise barrier retrofit project that involves no changes to highway capacity or alignment. A Type III project is a project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis.

Under 23 CFR 772.11, noise abatement must be considered for Type I projects if the project is predicted to result in a traffic noise impact. In such cases, 23 CFR 772 requires

that the project sponsor "consider" noise abatement before adoption of the final NEPA document. This process involves identification of noise abatement measures that are reasonable, feasible, and likely to be incorporated into the project, and of noise impacts for which no apparent solution is available.

Traffic noise impacts, as defined in 23 CFR 772.5, occur when the predicted noise level in the design-year approaches or exceeds the NAC specified in 23 CFR 772, or a predicted noise level substantially exceeds the existing noise level (a "substantial" noise increase). 23 CFR 772 does not specifically define the terms "substantial increase" or "approach"; these criteria are defined in the Protocol, as described below.

Table 4-1 summarizes NAC corresponding to various land use activity categories. Activity categories and related traffic noise impacts are determined based on the actual or permitted land use in a given area.

4.1.2. Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects

The Protocol specifies the policies, procedures, and practices to be used by agencies that sponsor new construction or reconstruction of federal or Federal-aid highway projects. The Protocol defines a noise increase as substantial when the predicted noise levels with project implementation exceed existing noise levels by 12 dBA or more. The Protocol also states that a sound level is considered to approach an NAC level when the sound level is within 1 dB of the NAC identified in 23 CFR 772 (e.g., 66 dBA is considered to approach the NAC of 67 dBA, but 65 dBA is not).

The Technical Noise Supplement to the Protocol provides detailed technical guidance for the evaluation of highway traffic noise. This includes field measurement methods, noise modeling methods, and report preparation guidance.

Table 4-1. Activity Categories and Noise Abatement Criteria (23 CFR 772)

Activity Category	Activity $L_{eq}[h]$[1]	Evaluation Location	Description of Activities
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[2]	67	Exterior	Residential.
C[2]	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	-	-	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-	-	Undeveloped lands that are not permitted.

[1] The $L_{eq}(h)$ activity criteria values are for impact determination only and are not design standards for noise abatement measures. All values are A-weighted decibels (dBA).
[2] Includes undeveloped lands permitted for this activity category.

4.2. State Regulations and Policies

4.2.1. California Environmental Quality Act (CEQA)

Noise analysis under the California Environmental Quality Act (CEQA) may be required regardless of whether or not the project is a Type I project. The CEQA noise analysis is completely independent of the 23 CFR 772 analyses done for NEPA. Under CEQA, the baseline noise level is compared to the build noise level. The assessment entails looking at the setting of the noise impact and then how large or perceptible any noise increase would be in the given area. Key considerations include: the uniqueness of the setting, the sensitive nature of the noise receptors, the magnitude of the noise increase, the number of residences affected, and the absolute noise level.

The significance of noise impacts under CEQA are addressed in the environmental document rather than the NSR. Even though the NSR (or noise technical memorandum) does not specifically evaluate the significance of noise impacts under CEQA, it must contain the technical information that is needed to make that determination in the environmental document.

4.2.2. Section 216 of the California Streets and Highways Code

Section 216 of the California Streets and Highways Code relates to the noise effects of a proposed freeway project on public and private elementary and secondary schools. Under this code, a noise impact occurs if, as a result of a proposed freeway project, noise levels exceed 52 dBA-L_{eq}(h) in the interior of public or private elementary or secondary classrooms, libraries, multipurpose rooms, or spaces. This requirement does not replace the "approach or exceed" NAC criterion for FHWA Activity Category E for classroom interiors, but it is a requirement that must be addressed in addition to the requirements of 23 CFR 772.

If a project results in a noise impact under this code, noise abatement must be provided to reduce classroom noise to a level that is at or below 52 dBA-L_{eq}(h). If the noise levels generated from freeway and roadway sources exceed 52 dBA-L_{eq}(h) prior to the construction of the proposed freeway project, then noise abatement must be provided to reduce the noise to the level that existed prior to construction of the project.

Chapter 5. Study Methods and Procedures

5.1. Methods for Identifying Land Uses and Selecting Noise Measurement and Modeling Receiver Locations

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. Existing land uses in the project area were categorized by land use type and Activity Category as defined in Table 4-1, and the extent of frequent human use. As stated in the Protocol, noise abatement is only considered where frequent human use occurs and where a lowered noise level would be of benefit. Although all land uses are evaluated in this analysis, the focus is on locations of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with defined outdoor activity areas, such as residential backyards and common use areas at multi-family residences (land Activity Category B).

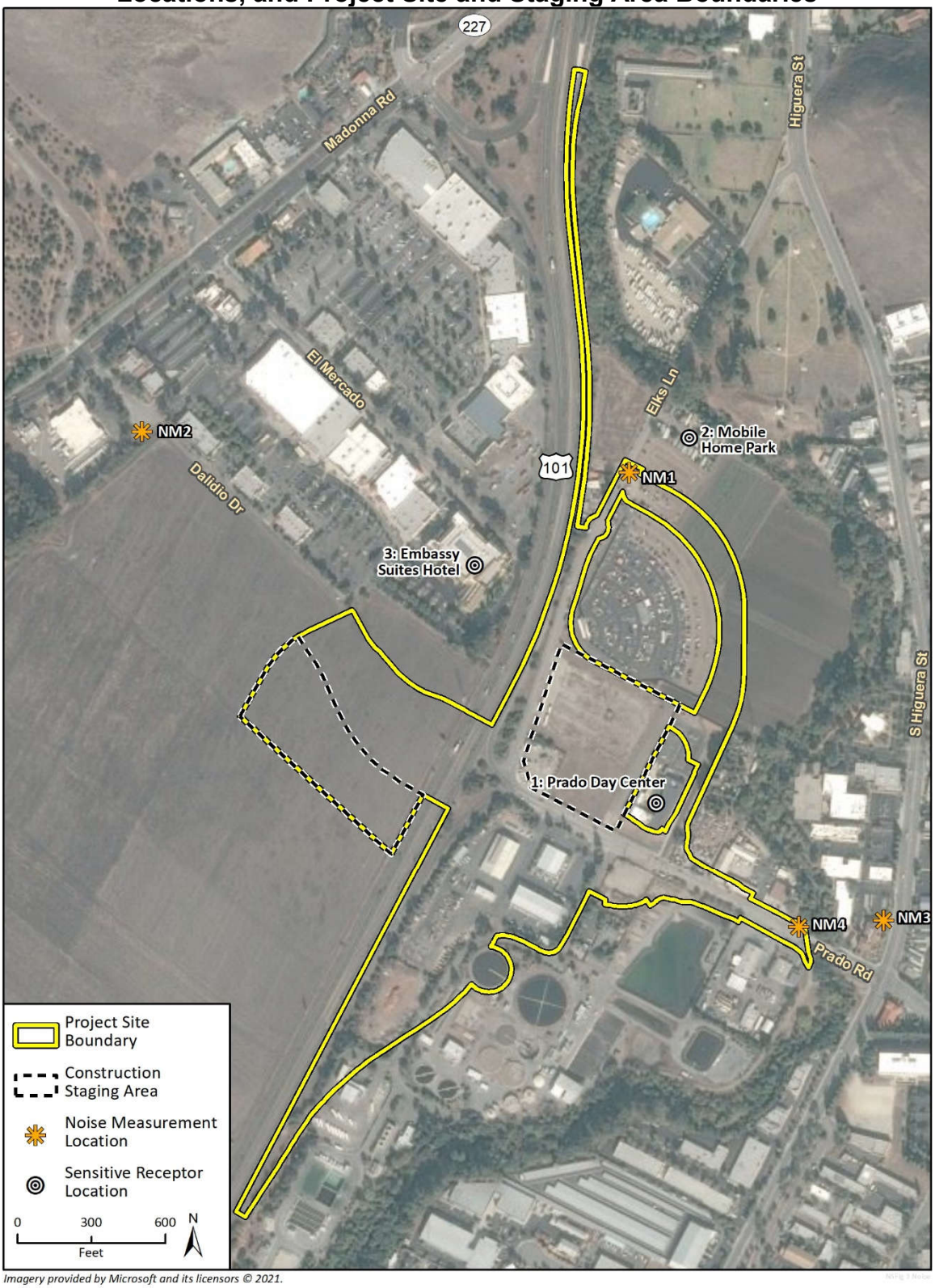
The location of the project relative to nearby existing land uses was also identified (i.e., location of the Prado Day Center north of Prado Road).

Short-term measurement locations were selected to represent major developed areas near the project area. Short-term measurement locations were selected to serve as representative modeling locations. Several other non-measurement locations were selected as modeling locations for the nearest identified existing noise-sensitive uses.

5.2. Field Measurement Procedures

A field noise study was conducted in accordance with recommended procedures in TeNS. Short-term monitoring was conducted at four locations on Tuesday, July 24, 2018 using an Extech 407780A Type II sound level meter (serial number 160102509). The calibration of the meter was checked before and after the measurement using an Extech 407744 94dB Sound Calibrator (serial number H.353114). Measurements were taken over a 15-minute period at each site. Short-term monitoring was conducted at Activity Category B, C, and E land uses. General conditions in the project area and the surrounding roadway network have not change considerably since the day ambient noise measurements were conducted and are still considered representative of ambient conditions in the project area. The short-term measurement locations are identified in **Figure 5-1**.

Figure 5-1 Noise Measurement Locations, Noise-Sensitive Receptor Locations, and Project Site and Staging Area Boundaries



During the short-term measurements, field staff attended the sound level meter. Dominant noise sources were observed, identified, and logged during each individual sound measurement period. Using this approach, the timing when traffic noise was observed to be a dominant contributor to noise levels at a given measurement location could be distinguished from noise levels where other non-traffic noise sources (such as aircraft and wind) contributed significantly to existing noise levels.

Cloud cover class and wind speed were recorded manually during the short-term monitoring session using a GM816 handheld digital anemometer and visual inspection. During the short-term measurements, wind speeds typically ranged from 1.8 to 7.6 miles per hour (mph). Cloud cover was observed as sunny; at less than 20%.

Traffic on adjacent roadways were classified and counted during short-term noise measurements. Vehicles were classified as automobiles, medium-duty trucks, heavy-duty trucks, or motorcycles. An automobile was defined as a vehicle with two axles and four tires that are designed primarily to carry passengers. Small vans and light trucks were included in this category. Medium-duty trucks included all cargo vehicles with two axles and six tires. Heavy-duty trucks included all vehicles with three or more axles. The posted speed limits were 40 mph on Madonna Road and South Higuera Street , 35 mph on Prado Road; 25 mph on Dalidio Road; and 65 mph on U.S. 101.

5.3. Traffic Noise Levels Prediction Methods

Traffic noise levels were predicted using the FHWA Traffic Noise Model Version 2.5 (TNM 2.5). TNM 2.5 is a computer model based on two FHWA reports: FHWA-PD-96-009 and FHWA-PD-96-010 (FHWA 1998a, 1998b). Key inputs to the traffic noise model were the locations of roadways, traffic mix and speed, shielding features (e.g., topography and buildings), noise barriers, ground type, and receptors. Three-dimensional representations of these inputs were developed using aerials and elevation data available in Google Earth.

In the analysis, Alternatives A1 and A3 were modeled together, as these concepts are similar in all aspects, except the northbound on-ramp and off-ramp at Prado Road are located approximately 60 feet closer to the proposed U.S. 101 alignment in Alternative A3. This configuration does not locate any portion of the proposed project closer to any identified noise-sensitive receptor. Traffic noise was evaluated under seven conditions, including:

- Existing (2018)
- Future year (2045) No Project
- Future year (2045) Alternatives A1 & A3
- Future year (2045) Alternatives A1 & A3 Elks Lane Opt 2
- Future year (2045) Alternative A4
- Future year (2045) Alternative A7
- Future year (2045) Alternative A7 Elks Lane Opt 2

Peak hour traffic volumes were provided by GHD for all seven conditions. Vehicle classification percentages for U.S. 101 were taken from the Caltrans 2016 Annual Average Daily Truck Traffic on the California State Highway System Report (post mile 28.088, Leg B); Prado Road percentages were taken from the associated vehicle counts from the field measurements taken on July 24, 2018 by Rincon Consultants for Noise Measurement Location 4; and all other roadways were assumed to be 95% automobile, 3% medium-duty truck, and 2% heavy-duty truck. Posted speed limits were used for modeled traffic speeds and vehicle speeds for U.S. 101 were assumed to be 65 mph for automobiles and 55 mph for medium- and heavy-duty trucks for all conditions.

The highest average traffic volumes on U.S. 101 are predicted to occur during the PM peak hour; therefore PM peak hour traffic volumes were used in the model. **Table 6-3**, **Table 7-1**, and **Table 7-2** in Chapter 6 and Chapter 7 summarize the traffic sound levels modeled for existing and future conditions with and without the project alternatives.

To validate the accuracy of the model calculations, TNM 2.5 was used to compare measured traffic noise levels to modeled noise levels at field measurement locations. For each receptor, traffic volumes counted during the 15-minute measurement periods were multiplied by four to estimate to 1-hour volumes. These volumes were used at the corresponding roadways. Traffic volumes for roadways not adjacent to noise measurement locations were assigned the corresponding AM peak hour traffic levels provided by GHD. Modeled and measured sound levels were compared to ensure the accuracy of the model. **Figure 5-1** shows all modeled roadway locations.

5.4. Construction Noise Levels Prediction Methods

The Roadway Construction Noise Model (RCNM) was used to estimate temporary noise associated with project construction (FHWA 2006a). Construction was assumed to be completed in four phases, including: site preparation, grading, construction, and paving. As summarized in **Table 8-1** in Chapter 8, each phase was modeled using typical construction equipment associated with roadway construction projects. Distances to

identified noise-sensitive receptors (shown in **Figure 5-1**) were determined using aerial imagery of the project site and vicinity. Distances were to the closest façade of each receptor.

Due to site and equipment limitations, only a limited amount of equipment can operate near a given location at a particular time. Distance from active construction equipment to noise-sensitive receptors around the project site would vary throughout project construction phases. Therefore, this analysis assumes an average minimum distance of:

- 25 feet from equipment operation to the project site boundary
- 145 feet from equipment operation to the Prado Day Center
- 250 feet from equipment operation to the Mobile Home Park
- 435 feet from equipment operation to the Hotel

In addition, the construction noise analysis assumed that equipment would operate simultaneously at a default utilization rate provided by Table 9.1 in the FHWA Construction Noise Handbook (FHWA 2006b).

5.5. Methods for Identifying Traffic Noise Impacts and Consideration of Abatement

Traffic noise impacts are considered to occur at noise-sensitive receptor locations where predicted design-year and/or future noise levels are 12 dB or more greater than existing noise levels, or where predicted design-year and/or future noise levels approach (within 1.0 dB) or exceed the NAC for the applicable Activity Category. Where traffic noise impacts are identified, noise abatement must be considered for reasonableness and feasibility as required by 23 CFR 772 and the Protocol.

According to the Protocol, abatement measures are considered acoustically feasible if a minimum noise reduction of 5 dB at impacted receptor locations is predicted with implementation of the abatement measures. In addition, barriers should be designed to intercept the line-of-sight from the exhaust stack of a truck to the first tier of receptors, as required by the Highway Design Manual, Chapter 1100. Other factors that affect feasibility include topography, access requirements for driveways and ramps, presence of local cross streets, utility conflicts, other noise sources in the area, and safety considerations.

The overall reasonableness of noise abatement is determined by the following three factors:

- The noise reduction design goal
- The cost of noise abatement
- The viewpoints of benefited receptors (including property owners and residents of the benefited receptors)

The Caltrans' acoustical design goal is that a barrier must be predicted to provide at least 7 dB of noise reduction at one benefited receptor. This design goal applies to any receptor and is not limited to impacted receptors.

The Protocol defines the procedure for assessing reasonableness of noise barriers from a cost perspective. The total allowance for each barrier is calculated by multiplying the number of benefited receptors by the allowance cost for an individual receptor. If the estimated construction cost of a barrier is less than the total calculated allowance for the barrier, the barrier is considered reasonable from a cost perspective.

The NSR identifies traffic noise impacts and evaluates noise abatement for acoustical feasibility. It also reports information that will be used in the reasonableness analysis including if the 7 dB design goal reduction in noise can be achieved and the abatement allowances.

Chapter 6. Existing Noise Environment

6.1. Existing Land Uses

An overview of aerial photography and a field analysis of the project area were conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. The project area generally includes commercial, public facility, and residential land uses. Adjacent land uses include:

- General and community commercial to the north, with several periodic residences;
- Existing agriculture, with a land use designation of San Luis Ranch Specific Plan (to include residential, office, and commercial development), to the west;
- Offices and business park to the east; and
- Public, government facilities and offices to the south.

The general topography of the site is sloping towards the west with an elevation of approximately 127 feet above mean sea level.

Although all developed land uses are evaluated in this analysis, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with defined outdoor activity areas, such as residential backyards and common use areas at multi-family residences.

Noise-sensitive land uses in the project area have been identified in **Figure 5-1**. The following groups the noise-sensitive land uses/receptors into activity categories (as provided in **Table 4-1**):

- **Activity Category A:** Activity Category A includes lands on which serenity and quiet are of extraordinary significance. There is no Activity Category A area in the vicinity of the project area.
- **Activity Category B:** Activity Category B includes outdoor activity areas for residential land uses. This category includes Noise-Sensitive Receptor 2 (Mobile Home Park). The topography in this area is generally flat. Backyards are not clearly identifiable for each residence. No sound barriers are located between the roadways and the residential uses (refer to **Figure 5-1**).
- **Activity Category C:** Activity Category C includes amphitheaters, auditoriums, day care centers, public or nonprofit institutional structures, and recreation areas. Noise receptor locations in this category include Noise-Sensitive Receptor 1 (Prado Day

Center) . This receptor is located east of U.S. 101. The topography in this area is generally flat (refer to **Figure 5-1**).

- **Activity Category D:** Activity Area D includes interior spaces. There is no Activity Category D area in the vicinity of the project area.
- **Activity Category E:** Activity Area E includes the exterior areas of hotels, motels, offices, or other land uses not identified in Activity Categories A through D, or F. This category includes Noise-Sensitive Receptor 3, the Hotel located west of the U.S. 101. The topography in this area is generally flat with no sound barriers between the U.S. 101 and the Hotel.
- **Activity Category F:** Activity Area F includes land uses that are not considered noise sensitive and do not have a specified evaluation location. This category includes commercial/industrial and miscellaneous (Drive-in) uses in the project area and shown in modeling appendices for informational purposes only. This category is not discussed further in this report.

6.2. Noise Measurement Results

The existing noise environment in the project area is characterized below based on short-term (15-minute, Leq[15]) noise monitoring that was conducted on July 24, 2018.

6.2.1. Short-Term Monitoring

Table 6-1 summarizes the results of the short-term (15 minute; Leq[15]) noise monitoring conducted in the project area.

Table 6-1. Summary of Short-Term Measurements

Measurement Number	Measurement Location	Land Uses	Primary Noise Source	Sample Time	Measured L_{eq} (dBA)
1	Approximately 15 feet east of the centerline of Elks Lane	Agricultural, Commercial, Residential	U.S. 101	7:49 a.m. – 8:09 a.m.	63.3
2	Approximately 70 feet southwest of Dalidio Drive	Commercial, Agricultural	Madonna Road	8:18 a.m. – 8:33 a.m.	58.9
3	Approximately 40 feet west of the centerline of South Higuera Street	Commercial, Residential	South Higuera Road	8:52 a.m. – 9:07 a.m.	70.0
4	Approximately 20 feet north of the centerline of Prado Road	Industrial, Residential, Commercial	Prado Road	9:20 a.m. – 9:35 a.m.	70.0

Note: See Figure 5-1 for measurement locations

TNM 2.5 was used to compare measured traffic noise levels to modeled noise levels at sound level measurement locations. **Table 6-2** compares measured and modeled noise levels at each measurement location (see **Figure 5-1**). The predicted sound levels are within 1 dB of the measured sound levels. Therefore, the predicted sound levels are considered consistent with the measured sound levels, and no further adjustment of the model is necessary.

Table 6-2. Comparison of Measured and Modeled Sound Levels

Measurement Number	Measured Sound Level (dBA) [1]	Modeled Sound Level (dBA) [2]	Difference (dB) [2] – [1]
1	63.3	64.1	+0.8
2	58.9	59.1	+0.2
3	70.0	70.4	+0.4
4	70.0	69.7	-0.3

Note: See Appendix A for ambient noise level survey data sheets.
See Appendix B for modeled ambient sound level tables.

Additionally, existing sound levels were modeled using the PM peak hour traffic levels, provided by GHD, as summarized in **Table 6-3**. Existing sound levels were modeled to provide the worst case scenario for the existing (2018) conditions, as the PM peak hour was generally a higher trip count than the AM peak hour. Locations of identified noise-sensitive land uses in the vicinity of the project were used as receptor locations. All receptor locations are shown in **Figure 5-1**.

Table 6-3. Existing PM Peak Hour Modeled Sound Levels

Noise-Sensitive Receptor Number	Noise-Sensitive Receptor Distance from Primary Noise Source	Noise-Sensitive Receptor Land Use	Modeled Sound Level (dBA)
1	Approximately 170 feet north of Prado Road	Prado Day Center	63.6
2	Approximately 470 feet east of U.S. 101	Mobile Home Park	59.4
3	Approximately 300 feet west of U.S. 101	Embassy Suites Hotel	68.3

See Appendix B for modeled ambient sound level tables.

Chapter 7. Future Noise Environment, Impacts, and Considered Abatement

7.1. Future Noise Environment and Impacts

Table 7-1 summarizes the traffic noise modeling results for future year (2045) conditions without the project. **Table 7-2** summarizes the traffic noise modeling results for future year with the project. As previously mentioned in Section 2.1.2, the four Alternatives for the project were modeled for the future year. These included Alternatives A1 and A3, Alternative A4, and Alternative A7. Alternatives A1, A3, and A7 include an option to realign Elks Lane around the east side of the Sunset Drive-In, depending on the use of side slopes or on-structure design for the U.S. 101 northbound on-ramps. Realignment of Elks Lane around the east side of the Sunset Drive-In would locate a portion of Elks Lane closer to the Mobile Home Park (Noise-Sensitive Receptor 2) than retaining the alignment of Elks Lane west of the Sunset Drive-In. However, as noted in Chapter 6. , the existing noise environment at this location is dominated by roadway noise associated with vehicles traveling on U.S. 101 due to the relatively higher speeds and higher roadway volumes on the freeway. As a result, the alignment of Elks Lane around the west or east side of the Sunset Drive-In would have a negligible effect on the future noise environment at the Mobile Home Park.

Predicted future year traffic noise levels with the project are compared to existing conditions and future year no-project conditions. The comparison to existing conditions is included in the analysis to identify traffic noise impacts as defined under 23 CFR 772. The comparison to no-project conditions indicates the direct effect of the project. Analysis of project-related impacts to the interior noise levels (Activity Category D) is provided as a supplemental discussion under the noise level modeling results.

As stated in the TeNS, modeling results are rounded to the nearest decibel before comparisons are made. In some cases, this can result in relative changes that may not appear intuitive. An example would be a comparison between calculated sound levels of 64.4 and 64.5 dBA. The difference between these two values is 0.1 dB. However, after rounding, the difference is reported as 1 dB.

Table 7-1. Future 2045 Modeled Sound Levels without Project

Noise-Sensitive Receptor Number[1]	Noise-Sensitive Receptor Distance from Primary Noise Source	Noise-Sensitive Receptor Land Use	Activity Category and NAC (Leq[h])	Modeled Sound Level (dBA)[2]
Future Year (2045)				
1	Approximately 170 feet north of Prado Road	Prado Day Center	C (67)	63
2	Approximately 470 feet east of U.S. 101	Mobile Home Park	B (67)	61
3	Approximately 300 feet west of U.S. 101	Embassy Suites Hotel	E (72)	69

[1] Each receptor represented one dwelling unit
[2] Rounded to the nearest decibel

Table 7-2. Future 2045 Modeled Sound Levels with Project Alternative A1 & A3, A4, and A7

Noise-Sensitive Receptor Number[1]	Noise-Sensitive Receptor Land Use	Noise-Sensitive Receptor Land Use	Activity Category and NAC (Leq[h])	Alternative	With Project Modeled Sound Level (dBA)[2]	No Project Modeled Sound Level (dBA)[2]	Difference from Future No Project Sound Level (dBA)	Substantial Increase (+12 dBA from Existing)?	Approach or Exceed NAC?
Future Year (2045)									
1	Approximately 170 feet north of Prado Road	Prado Day Center	C (67),	A1 & A3	64	63	+1	No	No[3]
				A1 & A3 Elks Ln Opt 2					No[3]
				A4					No[3]
				A7					No[3]
				A7 Elks Ln Opt 2					No[3]
2	Approximately 470 feet east of U.S. 101	Mobile Home Park	B (67),	A1 & A3	65	61	+4	No	No
				A1 & A3 Elks Ln Opt 2					No
				A4					No
				A7					No
				A7 Elks Ln Opt 2					No
3	Approximately 300 feet west of U.S. 101	Embassy Suites Hotel	E (72)	A1 & A3	70	69	+1	No	No
				A1 & A3 Elks Ln Opt 2					No
				A4					No
				A7					No
				A7 Elks Ln Opt 2					No

[1] Each receptor represented one dwelling unit
[2] Rounded to the nearest decibel
[3] The NAC for the exterior noise level is not approached or exceeded. Exterior-to-interior noise level attenuation is assumed to be 20 dBA, resulting in a 44 dBA worst-case interior noise level. This NAC would also not be approached or exceeded

7.1.1. Future Noise Environment without Project

Activity Category B. The traffic noise modeling results in **Table 7-1** indicate traffic noise levels at residences in Activity Category B would be approximately 61 dBA Leq(h) in the future year (2045). No residential land uses would exceed the applicable NAC of 67 dBA Leq(h) for exterior noise levels.

Activity Category C. The traffic noise modeling results in **Table 7-1** indicate traffic noise levels at commercial uses in Activity Category C would be approximately 63 dBA Leq(h) in the future year (2045). This commercial land uses would be exposed to traffic noise levels that exceed the applicable NAC of 67 dBA Leq(h) for exterior noise levels.

Activity Category E. The traffic noise modeling results in **Table 7-1** indicate exterior traffic noise levels at the Hotel would be 69 dBA Leq(h) in the future year (2045). This noise level does not exceed the 72 dBA Leq(h) NAC for the Hotel.

7.1.2. Future Noise Environment with Project – Alternative A1 & A3 & Elks Lane Option-2

Activity Category B. The traffic noise modeling results in **Table 7-2** indicate traffic noise levels at residences in Activity Category B would be approximately 65 dBA Leq(h) in the future year (2045). No residential land uses would exceed the applicable NAC of 67 dBA Leq(h) for exterior noise levels.

Activity Category C. The traffic noise modeling results in **Table 7-2** indicate traffic noise levels at commercial uses in Activity Category C would be approximately 64 dBA Leq(h) in the future year (2045). No commercial land uses would be exposed to traffic noise levels that exceed the applicable NAC of 67 dBA Leq(h) for exterior noise levels.

Activity Category E. The traffic noise modeling results in **Table 7-2** indicate exterior traffic noise levels at the Hotel would be 70 dBA Leq(h) in the future year (2045). This noise level does not approach or exceed the 72 dBA Leq(h) NAC for the Hotel.

7.1.3. Future Noise Environment with Project – Alternative A4

Activity Category B. The traffic noise modeling results in **Table 7-2** indicate traffic noise levels at residences in Activity Category B would be approximately 65 dBA Leq(h) in the future year (2045). No residential land uses would exceed the applicable NAC of 67 dBA Leq(h) for exterior noise levels.

Activity Category C. The traffic noise modeling results in **Table 7-2** indicate traffic noise levels at commercial uses in Activity Category C would be approximately 64 dBA Leq(h) in the future year (2045). No commercial land uses would be exposed to traffic noise levels that exceed the applicable NAC of 67 dBA Leq(h) for exterior noise levels. No traffic noise impacts are predicted in Activity Category C.

Activity Category E. The traffic noise modeling results in **Table 7-2** indicate exterior traffic noise levels at the Hotel would be 70 dBA Leq(h) in the future year (2045). This noise level does not approach or exceed the 72 dBA Leq(h) NAC for the Hotel.

7.1.4. Future Noise Environment with Project – Alternative A7 & Elks Lane Option-2

Activity Category B. The traffic noise modeling results in **Table 7-2** indicate traffic noise levels at residences in Activity Category B would be approximately 65 dBA Leq(h) in the future year (2045). No residential land uses would exceed the applicable NAC of 67 dBA Leq(h) for exterior noise levels.

Activity Category C. The traffic noise modeling results in **Table 7-2** indicate traffic noise levels at commercial uses in Activity Category C would be approximately 64 dBA Leq(h) in the future year (2045). No commercial land uses would be exposed to traffic noise levels that exceed the applicable NAC of 67 dBA Leq(h) for exterior noise levels.

Activity Category E. Results for Alternative 7 are identical to results for Alternative A1 & A3 (see **Table 7-2**). See assessment for Alternative A1 & A3 under Section 7.1.2.

7.2. Preliminary Noise Abatement Analysis

Noise abatement is considered where noise impacts are predicted in areas of frequent human use that would benefit from a lowered noise level. According to 23 CFR 772(13)(c) and 772(15)(c), federal funding may be used for the following abatement measures:

- Construction of noise barriers, including acquisition of property rights, either within or outside the highway right-of-way
- Traffic management measures including, but not limited to, traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits, and exclusive lane designations
- Alteration of horizontal and vertical alignments

- Acquisition of real property or interests therein (predominantly unimproved property) to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise
- Noise insulation of Activity Category D land uses. Post-installation maintenance and operational costs for noise insulation are not eligible for Federal-aid funding

Noise abatement analysis was not required as part of this study, as no estimated Project-related noise level met or exceed the NAC for each applicable land use identified in the vicinity of the Project site.

Chapter 8. Construction Noise

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Noise associated with construction is controlled by Caltrans Standard Specification Section 14-8.02, "Noise Control," which states the following:

> Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9 p.m. to 6 a.m.
>
> Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

Construction noise estimates are based on noise levels reported by FHWA *Highway Construction Noise Handbook* (2006b) and the FTA Transit Noise and Vibration Impact Assessment (2018). Estimated construction noise levels are adjusted based on the distance to nearby Noise-Sensitive Receptors, using a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Construction noise level estimates do not account for the presence of intervening structures or topography, which could reduce noise levels at receptor locations. Additionally, construction equipment included in this analysis is based on typical construction equipment associated with roadway construction projects. This analysis assumes that construction equipment would be operating concurrently during different phases of the project. Therefore, the noise levels presented herein represent a conservative estimate of anticipated construction noise.

Table 8-1 shows typical peak noise levels associated with various types of heavy construction equipment that would be used during each phase of project construction. Noise levels are based on the FHWA *Highway Construction Noise Handbook* (2006b). Peak noise levels associated with the use of individual pieces of heavy equipment range from approximately 73 to 89 dBA at a reference distance of 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction (FHWA 2006b).

Table 8-1 Typical Maximum Noise Levels (Lmax) Generated by Construction Equipment During Different Phases of Construction

Equipment	Type	Utilization Percentage	Typical Lmax (dBA) 50 Feet from the Source
Site Preparation Phase			
Dozer	Mobile	40	85
Tractor	Mobile		84
Backhoe	Mobile		80
Scraper	Mobile		89
Grading Phase			
Grader	Mobile	40	85
Excavator	Mobile		85
Dozer	Mobile		85
Tractor	Mobile		84
Backhoe	Mobile		80
Construction Phase			
Crane	Mobile	16	85
Generator	Stationary	50	82
Welder	Stationary	40	73
Tractor	Mobile	40	84
Backhoe	Mobile	40	80
Pneumatic Tools	Stationary	50	85
Paving Phase			
Concrete Mixer Truck	Stationary	40	85
Paver	Mobile	50	85
Roller	Mobile	20	85
Tractor	Mobile	40	84
Backhoe	Mobile	40	80

Source: FHWA 2006b

Due to site and equipment limitations, only a limited amount of equipment can operate at a given location simultaneously. Distance from active construction equipment to noise-sensitive receptors would vary throughout project construction phases. Therefore, this analysis assumes an average minimum distance of 25 feet from equipment operation to the project site boundary, adding 25 feet to the distance between each Noise-Sensitive Receptor and the project site boundary. The closest Noise-Sensitive Receptor is the Prado Day Center, which is located north of Prado Road. Construction activities would occur on south side of this structure, as a result of the reconfiguration of Elks Lane adjacent to this

property. The Prado Day Center was modeled 145 feet from the project boundary; the Mobile Home Park was modeled at 250 feet from equipment operation; and the Hotel was modeled 435 feet from equipment operation during construction. Average construction noise levels are based on a standard noise attenuation rate of 6 dBA per doubling of distance. **Table 8-2** shows combined construction phase equipment and associated maxikum expected noise levels, calculated based on an estimate of combined work hours for each piece of equipment running simultaneously. It should be noted that the majority of construction would occur at the center of the project site, where the overcrossing would be constructed. Construction activity along adjacent roadways would be primarily limited to grading and paving.

Table 8-2 Unmitigated Combined Average Noise Levels (Leq) During Different Phases of Construction

Construction Phase	Equipment[1]	Combined Maximum Hourly Noise Level (dBA Leq)[2]		
		145 feet	250 feet	435 feet
Site Preparation	Dozer	75	70	66
	Tractor			
	Backhoe			
	Scraper			
Grading	Grader	76	72	67
	Excavator			
	Dozer			
	Tractor			
	Backhoe			
Construction	Crane	77	72	67
	Generator			
	Welder			
	Tractor			
	Backhoe			
	Pneumatic Tools			
Paving	Concrete Pump Truck	74	69	64
	Paver			
	Roller			
	Tractor			
	Backhoe			

[1] Individual noise levels from the construction equipment are shown in Table 8-1.
[2] Rounded to the nearest whole number
Source: FHWA 2006b, Section 9, Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

Estimated construction noise levels shown in **Table 8-2** are based on line-of-sight noise attenuation, and do not account for additional attenuation from intervening barriers, such as walls, structures, or topography. Therefore, the noise levels presented in **Table 8-2** represent a conservative estimate of temporary construction noise.

As shown in **Table 8-2**, peak construction noise levels from the combined construction phase equipment could be up to 77 dBA Leq at the Prado Day Center; 72 dBA Leq at the Mobile Home Park; and 67 dBA Leq at the Hotel. Construction equipment in the grading phase would be approximately the same noise level as the construction phase. However, no adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02. Additionally, construction noise would be short-term in duration and intermittent.

Chapter 9. References

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Appendix A Ambient Noise Level Survey Data

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

Ambient Noise Survey Data Sheet

Instructions: Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to "A" and generally response time should be set to "fast." For additional information, please review the *Noise Measurement Protocol* in the pelican case.

Project Name: Prado Interchange **Job Number:** 15-02100

Date: 7/24/18 **Operator Name:** Erin Kraft

Measurement #1

Location: Loc 1 **Begin time:** 7:49 **Finish time:** 8:09

Measurement No.: #1 **Wind (mph):** 1.8 **Direction:** West

Cloud Cover Class: Overcast (>80%) ☐ Light (20-80%) ☐ Sunny (<20%) ☒

Calibration (dB): Start: 93.8 End: 94.1

Primary Noise Sources: Elks Lane **Distance:** ~100 ft

Secondary Noise Sources: US-101

Notes: Traffic count was done for Elks Lane, tree coverage & fencing blocked view of US101.

Traffic Count: Passenger Cars: 31 1 motorcycle

Medium to Heavy Duty Trucks (3 axles): _____ Heavy Duty Trucks (4+ axles): _____

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): _____

Leq: 63.3 **SEL:** 92.8 **Lmax:** 79.9 **Lmin:** 59.8 **PK:** 119.1

L(05): 66.8 **L(10):** 64.9 **L(50):** 61.3 **L(90):** 59.1 **L(95):** 58.9

Response: Slow ☐ Fast ☒ Peak ☐ Impulse ☐

Measurement #2

Location: Loc 2 **Begin time:** 8:18 **Finish time:** 8:33

Measurement No.: #2 **Wind (mph):** 5.1 **Direction:** Northwest

Cloud Cover Class: Overcast (>80%) ☐ Light (20-80%) ☐ Sunny (<20%) ☒

Calibration (dB): Start: 94.0 End: 93.9

Primary Noise Sources: ~~US 101~~ Madonna Road **Distance:** ~~0.25 mile~~ 1.0 0.25 mile

Secondary Noise Sources: ~~Madonna Road~~ US 101

Notes: Wind picked up towards the end of measurement period. At approximately 13 mins wind was measured at 10.8 mph.

Traffic Count: Passenger Cars: 206 1 motorcycle

Medium to Heavy Duty Trucks (3 axles): 2 Heavy Duty Trucks (4+ axles): _____

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): _____

Leq: 58.9 **SEL:** 88.9 **Lmax:** 80.9 **Lmin:** 50.9 **PK:** 114.1

L(05): 62.2 **L(10):** 60.3 **L(50):** 55.4 **L(90):** 52.9 **L(95):** 51.8

Response: Slow ☐ Fast ☐ Peak ☐ Impulse ☐

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Project Name: Prado Interchange **Job Number:** 15-02100

Date: 7/24/18 **Operator Name:** Erin Kraft

Measurement #1

Location: Loc 3 **Begin time:** 8:52 **Finish time:** 9:07

Measurement No.: #3 **Wind (mph):** 7.6 **Direction:** West

Cloud Cover Class: Overcast (>80%) ☐ Light (20-80%) ☐ Sunny (<20%) ☒

Calibration (dB): Start: 93.9 End: 93.4

Primary Noise Sources: ~~Prado Road~~ South Higuera **Distance:** ~100 ft

Secondary Noise Sources: Prado Road

Notes:

Traffic Count: Passenger Cars: 442

Medium to Heavy Duty Trucks (3 axles): ____ Heavy Duty Trucks (4+ axles): 3

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.):

Leq:	SEL:	Lmax:	Lmin:	PK:
70.0	99.5	89.3	53.3	96.3

L(05):	L(10):	L(50):	L(90):	L(95):
73.0	71.3	66.3	60.0	56.7

Response: Slow ☐ Fast ☒ Peak ☐ Impulse ☐

Measurement #2

Location: Loc 9 **Begin time:** 9:20 **Finish time:** 9:35

Measurement No.: #4 **Wind (mph):** 7.1 **Direction:** North

Cloud Cover Class: Overcast (>80%) ☐ Light (20-80%) ☐ Sunny (<20%) ☒

Calibration (dB): Start: 93.8 End: 93.4

Primary Noise Sources: Prado Rd. **Distance:** ~500ft

Secondary Noise Sources: US 101

Notes: ~~Rd~~ Prado Road appears to be used as trucking route on/off US 101.

Traffic Count: Passenger Cars: 135

Medium to Heavy Duty Trucks (3 axles): 10 Heavy Duty Trucks (4+ axles): 2

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.):

Leq:	SEL:	Lmax:	Lmin:	PK:
70.0	99.5	86.6	50.8	119.1

L(05):	L(10):	L(50):	L(90):	L(95):
74.4	72.6	63.0	55.9	59.6

Response: Slow ☐ Fast ☒ Peak ☐ Impulse ☐

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 79.4 - 2009/05/24 22:47:12
- Level Range : 40-100
- SEL : 92.8
- Leq : 63.3
-

No.s	Date Time	(dB)
1	2009/05/24 22:42:15	59.8
2	2009/05/24 22:42:16	59.2
3	2009/05/24 22:42:17	60.4
4	2009/05/24 22:42:18	60.4
5	2009/05/24 22:42:19	60.1
6	2009/05/24 22:42:20	58.5
7	2009/05/24 22:42:21	59.1
8	2009/05/24 22:42:22	63.5
9	2009/05/24 22:42:23	59.4
10	2009/05/24 22:42:24	60.1
11	2009/05/24 22:42:25	60.1
12	2009/05/24 22:42:26	60.2
13	2009/05/24 22:42:27	63.0
14	2009/05/24 22:42:28	60.1
15	2009/05/24 22:42:29	61.4
16	2009/05/24 22:42:30	61.5
17	2009/05/24 22:42:31	62.5
18	2009/05/24 22:42:32	63.3
19	2009/05/24 22:42:33	62.0
20	2009/05/24 22:42:34	65.5
21	2009/05/24 22:42:35	65.5
22	2009/05/24 22:42:36	63.1
23	2009/05/24 22:42:37	70.3
24	2009/05/24 22:42:38	66.4
25	2009/05/24 22:42:39	65.2
26	2009/05/24 22:42:40	63.0
27	2009/05/24 22:42:41	63.1
28	2009/05/24 22:42:42	64.7
29	2009/05/24 22:42:43	63.2
30	2009/05/24 22:42:44	62.0
31	2009/05/24 22:42:45	62.6
32	2009/05/24 22:42:46	63.2
33	2009/05/24 22:42:47	64.0
34	2009/05/24 22:42:48	64.0
35	2009/05/24 22:42:49	62.5
36	2009/05/24 22:42:50	62.7
37	2009/05/24 22:42:51	62.7
38	2009/05/24 22:42:52	62.4
39	2009/05/24 22:42:53	62.4
40	2009/05/24 22:42:54	61.2
41	2009/05/24 22:42:55	60.3
42	2009/05/24 22:42:56	59.8
43	2009/05/24 22:42:57	61.5
44	2009/05/24 22:42:58	60.3
45	2009/05/24 22:42:59	60.3
46	2009/05/24 22:43:00	62.2
47	2009/05/24 22:43:01	62.9
48	2009/05/24 22:43:02	66.6
49	2009/05/24 22:43:03	70.9
50	2009/05/24 22:43:04	72.2
51	2009/05/24 22:43:05	69.7
52	2009/05/24 22:43:06	63.2
53	2009/05/24 22:43:07	66.6
54	2009/05/24 22:43:08	66.0
55	2009/05/24 22:43:09	63.4
56	2009/05/24 22:43:10	62.9
57	2009/05/24 22:43:11	61.6
58	2009/05/24 22:43:12	61.6
59	2009/05/24 22:43:13	62.2
60	2009/05/24 22:43:14	62.2
61	2009/05/24 22:43:15	62.7
62	2009/05/24 22:43:16	62.7
63	2009/05/24 22:43:17	63.4
64	2009/05/24 22:43:18	65.4
65	2009/05/24 22:43:19	63.7
66	2009/05/24 22:43:20	63.7
67	2009/05/24 22:43:21	64.1
68	2009/05/24 22:43:22	61.6
69	2009/05/24 22:43:23	61.9
70	2009/05/24 22:43:24	62.5
71	2009/05/24 22:43:25	62.3
72	2009/05/24 22:43:26	64.6
73	2009/05/24 22:43:27	67.2
74	2009/05/24 22:43:28	66.7
75	2009/05/24 22:43:29	65.9
76	2009/05/24 22:43:30	62.7
77	2009/05/24 22:43:31	62.5
78	2009/05/24 22:43:32	61.9
79	2009/05/24 22:43:33	61.4
80	2009/05/24 22:43:34	60.7
81	2009/05/24 22:43:35	61.0
82	2009/05/24 22:43:36	60.0
83	2009/05/24 22:43:37	61.3
84	2009/05/24 22:43:38	61.8
85	2009/05/24 22:43:39	62.4

86	2009/05/24	22:43:40	59.9
87	2009/05/24	22:43:41	61.2
88	2009/05/24	22:43:42	60.8
89	2009/05/24	22:43:43	64.7
90	2009/05/24	22:43:44	65.3
91	2009/05/24	22:43:45	63.9
92	2009/05/24	22:43:46	62.6
93	2009/05/24	22:43:47	63.5
94	2009/05/24	22:43:48	62.8
95	2009/05/24	22:43:49	63.2
96	2009/05/24	22:43:50	63.2
97	2009/05/24	22:43:51	63.5
98	2009/05/24	22:43:52	60.6
99	2009/05/24	22:43:53	60.4
100	2009/05/24	22:43:54	59.6
101	2009/05/24	22:43:55	59.9
102	2009/05/24	22:43:56	60.6
103	2009/05/24	22:43:57	61.0
104	2009/05/24	22:43:58	61.7
105	2009/05/24	22:43:59	61.2
106	2009/05/24	22:44:00	60.0
107	2009/05/24	22:44:01	60.1
108	2009/05/24	22:44:02	60.8
109	2009/05/24	22:44:03	60.6
110	2009/05/24	22:44:04	61.1
111	2009/05/24	22:44:05	59.4
112	2009/05/24	22:44:06	60.9
113	2009/05/24	22:44:07	61.1
114	2009/05/24	22:44:08	58.8
115	2009/05/24	22:44:09	60.6
116	2009/05/24	22:44:10	61.7
117	2009/05/24	22:44:11	60.9
118	2009/05/24	22:44:12	60.0
119	2009/05/24	22:44:13	60.7
120	2009/05/24	22:44:14	59.6
121	2009/05/24	22:44:15	60.0
122	2009/05/24	22:44:16	61.0
123	2009/05/24	22:44:17	60.4
124	2009/05/24	22:44:18	58.8
125	2009/05/24	22:44:19	60.6
126	2009/05/24	22:44:20	59.8
127	2009/05/24	22:44:21	60.3
128	2009/05/24	22:44:22	59.0
129	2009/05/24	22:44:23	58.9
130	2009/05/24	22:44:24	59.9
131	2009/05/24	22:44:25	60.3
132	2009/05/24	22:44:26	59.5
133	2009/05/24	22:44:27	60.8
134	2009/05/24	22:44:28	60.2
135	2009/05/24	22:44:29	60.0
136	2009/05/24	22:44:30	58.3
137	2009/05/24	22:44:31	58.3
138	2009/05/24	22:44:32	61.4
139	2009/05/24	22:44:33	60.2
140	2009/05/24	22:44:34	59.9
141	2009/05/24	22:44:35	61.7
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149	2009/05/24	22:44:43	63.4
150	2009/05/24	22:44:44	63.7
151	2009/05/24	22:44:45	64.2
152	2009/05/24	22:44:46	63.6
153	2009/05/24	22:44:47	62.5
154	2009/05/24	22:44:48	63.0
155	2009/05/24	22:44:49	65.5
156	2009/05/24	22:44:50	66.0
157	2009/05/24	22:44:51	66.0
158	2009/05/24	22:44:52	64.4
159	2009/05/24	22:44:53	64.0
160	2009/05/24	22:44:54	63.6
161	2009/05/24	22:44:55	65.8
162	2009/05/24	22:44:56	65.3
163	2009/05/24	22:44:57	65.1
164	2009/05/24	22:44:58	62.9
165	2009/05/24	22:44:59	60.1
166	2009/05/24	22:45:00	59.9
167	2009/05/24	22:45:01	60.4
168	2009/05/24	22:45:02	59.4
169	2009/05/24	22:45:03	66.7
170	2009/05/24	22:45:04	61.5
171	2009/05/24	22:45:05	64.8
172	2009/05/24	22:45:06	65.1
173	2009/05/24	22:45:07	64.7
174	2009/05/24	22:45:08	64.8
175	2009/05/24	22:45:09	65.1
176	2009/05/24	22:45:10	63.3
177	2009/05/24	22:45:11	63.0
178	2009/05/24	22:45:12	62.4
179	2009/05/24	22:45:13	62.6
180	2009/05/24	22:45:14	61.3
181	2009/05/24	22:45:15	62.8
182	2009/05/24	22:45:16	63.2
183	2009/05/24	22:45:17	63.2
184	2009/05/24	22:45:18	63.4

185	2009/05/24	22:45:19	65.0
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187	2009/05/24	22:45:21	63.8
188	2009/05/24	22:45:22	63.0
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190	2009/05/24	22:45:24	61.9
191	2009/05/24	22:45:25	62.6
192	2009/05/24	22:45:26	62.7
193	2009/05/24	22:45:27	62.2
194	2009/05/24	22:45:28	61.3
195	2009/05/24	22:45:29	62.3
196	2009/05/24	22:45:30	61.0
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198	2009/05/24	22:45:32	60.7
199	2009/05/24	22:45:33	61.0
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205	2009/05/24	22:45:39	61.6
206	2009/05/24	22:45:40	61.6
207	2009/05/24	22:45:41	61.4
208	2009/05/24	22:45:42	62.8
209	2009/05/24	22:45:43	69.7
210	2009/05/24	22:45:44	74.1
211	2009/05/24	22:45:45	74.6
212	2009/05/24	22:45:46	66.2
213	2009/05/24	22:45:47	67.3
214	2009/05/24	22:45:48	65.1
215	2009/05/24	22:45:49	62.6
216	2009/05/24	22:45:50	63.0
217	2009/05/24	22:45:51	63.9
218	2009/05/24	22:45:52	63.2
219	2009/05/24	22:45:53	61.3
220	2009/05/24	22:45:54	62.3
221	2009/05/24	22:45:55	61.3
222	2009/05/24	22:45:56	61.0
223	2009/05/24	22:45:57	63.1
224	2009/05/24	22:45:58	62.8
225	2009/05/24	22:45:59	62.5
226	2009/05/24	22:46:00	61.7
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233	2009/05/24	22:46:07	60.7
234	2009/05/24	22:46:08	61.4
235	2009/05/24	22:46:09	59.4
236	2009/05/24	22:46:10	60.1
237	2009/05/24	22:46:11	61.1
238	2009/05/24	22:46:12	59.7
239	2009/05/24	22:46:13	60.0
240	2009/05/24	22:46:14	59.8
241	2009/05/24	22:46:15	60.1
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244	2009/05/24	22:46:18	59.9
245	2009/05/24	22:46:19	60.3
246	2009/05/24	22:46:20	65.0
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248	2009/05/24	22:46:22	61.5
249	2009/05/24	22:46:23	60.5
250	2009/05/24	22:46:24	61.2
251	2009/05/24	22:46:25	63.6
252	2009/05/24	22:46:26	61.1
253	2009/05/24	22:46:27	62.2
254	2009/05/24	22:46:28	61.8
255	2009/05/24	22:46:29	60.6
256	2009/05/24	22:46:30	60.8
257	2009/05/24	22:46:31	61.0
258	2009/05/24	22:46:32	63.6
259	2009/05/24	22:46:33	62.3
260	2009/05/24	22:46:34	66.9
261	2009/05/24	22:46:35	63.6
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274	2009/05/24	22:46:48	61.8
275	2009/05/24	22:46:49	60.4
276	2009/05/24	22:46:50	61.2
277	2009/05/24	22:46:51	60.0
278	2009/05/24	22:46:52	60.6
279	2009/05/24	22:46:53	61.2
280	2009/05/24	22:46:54	60.5
281	2009/05/24	22:46:55	60.5
282	2009/05/24	22:46:56	60.7
283	2009/05/24	22:46:57	61.4

284	2009/05/24	22:46:58	61.4
285	2009/05/24	22:46:59	60.2
286	2009/05/24	22:47:00	61.4
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288	2009/05/24	22:47:02	61.5
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290	2009/05/24	22:47:04	63.5
291	2009/05/24	22:47:05	63.1
292	2009/05/24	22:47:06	62.9
293	2009/05/24	22:47:07	63.4
294	2009/05/24	22:47:08	65.0
295	2009/05/24	22:47:09	68.6
296	2009/05/24	22:47:10	74.3
297	2009/05/24	22:47:11	77.5
298	2009/05/24	22:47:12	75.7
299	2009/05/24	22:47:13	66.7
300	2009/05/24	22:47:14	64.8
301	2009/05/24	22:47:15	64.3
302	2009/05/24	22:47:16	64.6
303	2009/05/24	22:47:17	63.1
304	2009/05/24	22:47:18	63.5
305	2009/05/24	22:47:19	64.9
306	2009/05/24	22:47:20	70.5
307	2009/05/24	22:47:21	71.1
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313	2009/05/24	22:47:27	63.1
314	2009/05/24	22:47:28	62.1
315	2009/05/24	22:47:29	62.5
316	2009/05/24	22:47:30	62.9
317	2009/05/24	22:47:31	61.0
318	2009/05/24	22:47:32	60.2
319	2009/05/24	22:47:33	60.4
320	2009/05/24	22:47:34	60.4
321	2009/05/24	22:47:35	61.3
322	2009/05/24	22:47:36	61.3
323	2009/05/24	22:47:37	60.8
324	2009/05/24	22:47:38	61.0
325	2009/05/24	22:47:39	62.3
326	2009/05/24	22:47:40	62.9
327	2009/05/24	22:47:41	63.8
328	2009/05/24	22:47:42	70.7
329	2009/05/24	22:47:43	70.5
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331	2009/05/24	22:47:45	62.5
332	2009/05/24	22:47:46	63.7
333	2009/05/24	22:47:47	64.8
334	2009/05/24	22:47:48	61.6
335	2009/05/24	22:47:49	61.6
336	2009/05/24	22:47:50	61.5
337	2009/05/24	22:47:51	65.4
338	2009/05/24	22:47:52	61.5
339	2009/05/24	22:47:53	61.6
340	2009/05/24	22:47:54	61.3
341	2009/05/24	22:47:55	60.8
342	2009/05/24	22:47:56	62.1
343	2009/05/24	22:47:57	61.8
344	2009/05/24	22:47:58	61.2
345	2009/05/24	22:47:59	62.3
346	2009/05/24	22:48:00	62.6
347	2009/05/24	22:48:01	66.7
348	2009/05/24	22:48:02	67.5
349	2009/05/24	22:48:03	67.3
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781	2009/05/24	22:55:15	61.6
782	2009/05/24	22:55:16	61.4
783	2009/05/24	22:55:17	61.2
784	2009/05/24	22:55:18	60.8
785	2009/05/24	22:55:19	60.5
786	2009/05/24	22:55:20	59.3
787	2009/05/24	22:55:21	60.4
788	2009/05/24	22:55:22	60.3
789	2009/05/24	22:55:23	58.9
790	2009/05/24	22:55:24	59.9
791	2009/05/24	22:55:25	59.6
792	2009/05/24	22:55:26	61.7
793	2009/05/24	22:55:27	61.6
794	2009/05/24	22:55:28	60.7
795	2009/05/24	22:55:29	60.7
796	2009/05/24	22:55:30	60.6
797	2009/05/24	22:55:31	60.2
798	2009/05/24	22:55:32	60.9
799	2009/05/24	22:55:33	62.1
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801	2009/05/24	22:55:35	61.4
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808	2009/05/24	22:55:42	62.1
809	2009/05/24	22:55:43	60.7
810	2009/05/24	22:55:44	60.5
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813	2009/05/24	22:55:47	60.1
814	2009/05/24	22:55:48	60.8
815	2009/05/24	22:55:49	61.5
816	2009/05/24	22:55:50	61.2
817	2009/05/24	22:55:51	61.6
818	2009/05/24	22:55:52	62.8
819	2009/05/24	22:55:53	67.4
820	2009/05/24	22:55:54	74.9
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822	2009/05/24	22:55:56	65.6
823	2009/05/24	22:55:57	63.3
824	2009/05/24	22:55:58	60.9
825	2009/05/24	22:55:59	61.2
826	2009/05/24	22:56:00	60.3
827	2009/05/24	22:56:01	60.9
828	2009/05/24	22:56:02	62.1
829	2009/05/24	22:56:03	60.7
830	2009/05/24	22:56:04	60.1
831	2009/05/24	22:56:05	59.5
832	2009/05/24	22:56:06	60.1
833	2009/05/24	22:56:07	60.5
834	2009/05/24	22:56:08	60.4
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836	2009/05/24	22:56:10	61.4
837	2009/05/24	22:56:11	61.2
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839	2009/05/24	22:56:13	61.1
840	2009/05/24	22:56:14	60.6
841	2009/05/24	22:56:15	61.1
842	2009/05/24	22:56:16	62.0
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844	2009/05/24	22:56:18	61.9
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861	2009/05/24	22:56:35	62.3
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865	2009/05/24	22:56:39	61.0
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873	2009/05/24	22:56:47	56.5
874	2009/05/24	22:56:48	59.7
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876	2009/05/24	22:56:50	57.8
877	2009/05/24	22:56:51	58.8

878	2009/05/24	22:56:52	58.9
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880	2009/05/24	22:56:54	59.1
881	2009/05/24	22:56:55	62.3
882	2009/05/24	22:56:56	59.2
883	2009/05/24	22:56:57	61.2
884	2009/05/24	22:56:58	60.0
885	2009/05/24	22:56:59	61.0
886	2009/05/24	22:57:00	61.4
887	2009/05/24	22:57:01	63.1
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893	2009/05/24	22:57:07	59.3
894	2009/05/24	22:57:08	60.2
895	2009/05/24	22:57:09	59.3
896	2009/05/24	22:57:10	60.7
897	2009/05/24	22:57:11	60.3
898	2009/05/24	22:57:12	62.4
899	2009/05/24	22:57:13	58.9
900	2009/05/24	22:57:14	59.1

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 80.9 - 2009/05/24 23:19:25
- Level Range : 40-100
- SEL : 88.4
- Leq : 58.9
-

No.s	Date Time	(dB)
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2	2009/05/24 23:10:12	52.6
3	2009/05/24 23:10:13	52.7
4	2009/05/24 23:10:14	52.5
5	2009/05/24 23:10:15	52.8
6	2009/05/24 23:10:16	52.4
7	2009/05/24 23:10:17	53.1
8	2009/05/24 23:10:18	53.7
9	2009/05/24 23:10:19	54.4
10	2009/05/24 23:10:20	54.6
11	2009/05/24 23:10:21	55.9
12	2009/05/24 23:10:22	59.2
13	2009/05/24 23:10:23	59.7
14	2009/05/24 23:10:24	59.2
15	2009/05/24 23:10:25	57.3
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19	2009/05/24 23:10:29	54.8
20	2009/05/24 23:10:30	54.6
21	2009/05/24 23:10:31	56.6
22	2009/05/24 23:10:32	54.7
23	2009/05/24 23:10:33	55.3
24	2009/05/24 23:10:34	57.1
25	2009/05/24 23:10:35	56.3
26	2009/05/24 23:10:36	54.8
27	2009/05/24 23:10:37	54.6
28	2009/05/24 23:10:38	53.9
29	2009/05/24 23:10:39	54.2
30	2009/05/24 23:10:40	54.4
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33	2009/05/24 23:10:43	58.5
34	2009/05/24 23:10:44	60.4
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36	2009/05/24 23:10:46	67.8
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38	2009/05/24 23:10:48	61.7
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731	2009/05/24	23:22:21	54.7
732	2009/05/24	23:22:22	55.0
733	2009/05/24	23:22:23	54.8
734	2009/05/24	23:22:24	56.3
735	2009/05/24	23:22:25	56.5
736	2009/05/24	23:22:26	57.4
737	2009/05/24	23:22:27	57.0
738	2009/05/24	23:22:28	55.2
739	2009/05/24	23:22:29	56.4
740	2009/05/24	23:22:30	54.7
741	2009/05/24	23:22:31	53.4
742	2009/05/24	23:22:32	54.3
743	2009/05/24	23:22:33	53.4
744	2009/05/24	23:22:34	54.3
745	2009/05/24	23:22:35	55.0
746	2009/05/24	23:22:36	55.0
747	2009/05/24	23:22:37	54.6
748	2009/05/24	23:22:38	53.3
749	2009/05/24	23:22:39	53.7
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752	2009/05/24	23:22:42	58.3
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754	2009/05/24	23:22:44	56.9
755	2009/05/24	23:22:45	55.6
756	2009/05/24	23:22:46	56.5
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758	2009/05/24	23:22:48	62.5
759	2009/05/24	23:22:49	57.7
760	2009/05/24	23:22:50	59.3
761	2009/05/24	23:22:51	59.2
762	2009/05/24	23:22:52	57.0
763	2009/05/24	23:22:53	56.2
764	2009/05/24	23:22:54	56.6
765	2009/05/24	23:22:55	61.3
766	2009/05/24	23:22:56	63.5
767	2009/05/24	23:22:57	66.6
768	2009/05/24	23:22:58	72.0
769	2009/05/24	23:22:59	67.1
770	2009/05/24	23:23:00	61.5
771	2009/05/24	23:23:01	60.3
772	2009/05/24	23:23:02	58.0
773	2009/05/24	23:23:03	56.7
774	2009/05/24	23:23:04	55.0
775	2009/05/24	23:23:05	53.0
776	2009/05/24	23:23:06	51.7
777	2009/05/24	23:23:07	51.6
778	2009/05/24	23:23:08	52.1

779	2009/05/24	23:23:09	52.2
780	2009/05/24	23:23:10	52.2
781	2009/05/24	23:23:11	52.6
782	2009/05/24	23:23:12	52.6
783	2009/05/24	23:23:13	52.1
784	2009/05/24	23:23:14	51.8
785	2009/05/24	23:23:15	52.2
786	2009/05/24	23:23:16	51.5
787	2009/05/24	23:23:17	52.0
788	2009/05/24	23:23:18	52.1
789	2009/05/24	23:23:19	51.7
790	2009/05/24	23:23:20	52.1
791	2009/05/24	23:23:21	51.9
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793	2009/05/24	23:23:23	51.7
794	2009/05/24	23:23:24	51.9
795	2009/05/24	23:23:25	55.0
796	2009/05/24	23:23:26	53.8
797	2009/05/24	23:23:27	52.3
798	2009/05/24	23:23:28	56.6
799	2009/05/24	23:23:29	54.4
800	2009/05/24	23:23:30	52.7
801	2009/05/24	23:23:31	52.6
802	2009/05/24	23:23:32	52.4
803	2009/05/24	23:23:33	52.4
804	2009/05/24	23:23:34	52.5
805	2009/05/24	23:23:35	53.7
806	2009/05/24	23:23:36	53.9
807	2009/05/24	23:23:37	54.0
808	2009/05/24	23:23:38	53.6
809	2009/05/24	23:23:39	53.1
810	2009/05/24	23:23:40	53.4
811	2009/05/24	23:23:41	54.9
812	2009/05/24	23:23:42	53.8
813	2009/05/24	23:23:43	55.6
814	2009/05/24	23:23:44	55.4
815	2009/05/24	23:23:45	55.8
816	2009/05/24	23:23:46	55.3
817	2009/05/24	23:23:47	54.7
818	2009/05/24	23:23:48	55.0
819	2009/05/24	23:23:49	55.5
820	2009/05/24	23:23:50	55.0
821	2009/05/24	23:23:51	55.0
822	2009/05/24	23:23:52	55.5
823	2009/05/24	23:23:53	55.8
824	2009/05/24	23:23:54	56.8
825	2009/05/24	23:23:55	55.5
826	2009/05/24	23:23:56	56.8
827	2009/05/24	23:23:57	56.8
828	2009/05/24	23:23:58	57.8
829	2009/05/24	23:23:59	55.8
830	2009/05/24	23:24:00	57.4
831	2009/05/24	23:24:01	56.5
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833	2009/05/24	23:24:03	58.0
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836	2009/05/24	23:24:06	60.1
837	2009/05/24	23:24:07	55.9
838	2009/05/24	23:24:08	55.2
839	2009/05/24	23:24:09	54.0
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841	2009/05/24	23:24:11	53.6
842	2009/05/24	23:24:12	53.7
843	2009/05/24	23:24:13	53.9
844	2009/05/24	23:24:14	52.8
845	2009/05/24	23:24:15	52.9
846	2009/05/24	23:24:16	53.6
847	2009/05/24	23:24:17	52.6
848	2009/05/24	23:24:18	54.9
849	2009/05/24	23:24:19	52.9
850	2009/05/24	23:24:20	52.4
851	2009/05/24	23:24:21	55.0
852	2009/05/24	23:24:22	53.0
853	2009/05/24	23:24:23	52.6
854	2009/05/24	23:24:24	52.8
855	2009/05/24	23:24:25	52.9
856	2009/05/24	23:24:26	54.1
857	2009/05/24	23:24:27	53.5
858	2009/05/24	23:24:28	54.5
859	2009/05/24	23:24:29	56.4
860	2009/05/24	23:24:30	59.7
861	2009/05/24	23:24:31	56.0
862	2009/05/24	23:24:32	56.4
863	2009/05/24	23:24:33	55.9
864	2009/05/24	23:24:34	55.8
865	2009/05/24	23:24:35	55.5
866	2009/05/24	23:24:36	63.0
867	2009/05/24	23:24:37	59.9
868	2009/05/24	23:24:38	61.3
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871	2009/05/24	23:24:41	62.4
872	2009/05/24	23:24:42	62.9
873	2009/05/24	23:24:43	65.3
874	2009/05/24	23:24:44	63.4
875	2009/05/24	23:24:45	61.0
876	2009/05/24	23:24:46	60.3
877	2009/05/24	23:24:47	58.8

878	2009/05/24	23:24:48	59.9
879	2009/05/24	23:24:49	60.9
880	2009/05/24	23:24:50	63.3
881	2009/05/24	23:24:51	62.9
882	2009/05/24	23:24:52	61.4
883	2009/05/24	23:24:53	60.5
884	2009/05/24	23:24:54	58.9
885	2009/05/24	23:24:55	58.6
886	2009/05/24	23:24:56	55.8
887	2009/05/24	23:24:57	57.0
888	2009/05/24	23:24:58	56.3
889	2009/05/24	23:24:59	56.3
890	2009/05/24	23:25:00	55.0
891	2009/05/24	23:25:01	55.2
892	2009/05/24	23:25:02	55.2
893	2009/05/24	23:25:03	55.7
894	2009/05/24	23:25:04	56.6
895	2009/05/24	23:25:05	57.3
896	2009/05/24	23:25:06	57.5
897	2009/05/24	23:25:07	56.8
898	2009/05/24	23:25:08	56.8
899	2009/05/24	23:25:09	55.8
900	2009/05/24	23:25:10	56.3

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 84.3 - 2009/05/24 23:59:52
- Level Range : 40-100
- SEL : 99.5
- Leq : 70.0
-

No.s	Date Time	(dB)
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2	2009/05/24 23:48:13	67.6
3	2009/05/24 23:48:14	66.9
4	2009/05/24 23:48:15	67.6
5	2009/05/24 23:48:16	67.2
6	2009/05/24 23:48:17	66.6
7	2009/05/24 23:48:18	67.2
8	2009/05/24 23:48:19	66.7
9	2009/05/24 23:48:20	71.1
10	2009/05/24 23:48:21	69.9
11	2009/05/24 23:48:22	66.4
12	2009/05/24 23:48:23	65.6
13	2009/05/24 23:48:24	66.0
14	2009/05/24 23:48:25	67.6
15	2009/05/24 23:48:26	71.0
16	2009/05/24 23:48:27	71.9
17	2009/05/24 23:48:28	71.4
18	2009/05/24 23:48:29	68.4
19	2009/05/24 23:48:30	67.2
20	2009/05/24 23:48:31	67.4
21	2009/05/24 23:48:32	68.5
22	2009/05/24 23:48:33	71.0
23	2009/05/24 23:48:34	74.4
24	2009/05/24 23:48:35	73.3
25	2009/05/24 23:48:36	72.6
26	2009/05/24 23:48:37	72.1
27	2009/05/24 23:48:38	70.5
28	2009/05/24 23:48:39	69.6
29	2009/05/24 23:48:40	67.9
30	2009/05/24 23:48:41	67.3
31	2009/05/24 23:48:42	69.1
32	2009/05/24 23:48:43	69.4
33	2009/05/24 23:48:44	71.0
34	2009/05/24 23:48:45	69.3
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36	2009/05/24 23:48:47	67.1
37	2009/05/24 23:48:48	66.0
38	2009/05/24 23:48:49	66.5
39	2009/05/24 23:48:50	66.1
40	2009/05/24 23:48:51	66.3
41	2009/05/24 23:48:52	65.1
42	2009/05/24 23:48:53	64.1
43	2009/05/24 23:48:54	63.8
44	2009/05/24 23:48:55	63.1
45	2009/05/24 23:48:56	64.0
46	2009/05/24 23:48:57	65.5
47	2009/05/24 23:48:58	65.1
48	2009/05/24 23:48:59	68.4
49	2009/05/24 23:49:00	65.0
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53	2009/05/24 23:49:04	63.7
54	2009/05/24 23:49:05	63.1
55	2009/05/24 23:49:06	62.6
56	2009/05/24 23:49:07	65.6
57	2009/05/24 23:49:08	68.3
58	2009/05/24 23:49:09	66.7
59	2009/05/24 23:49:10	72.9
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68	2009/05/24 23:49:19	62.8
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71	2009/05/24 23:49:22	66.9
72	2009/05/24 23:49:23	68.3
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78	2009/05/24 23:49:29	70.0
79	2009/05/24 23:49:30	75.3
80	2009/05/24 23:49:31	69.7
81	2009/05/24 23:49:32	72.9
82	2009/05/24 23:49:33	75.1
83	2009/05/24 23:49:34	74.2
84	2009/05/24 23:49:35	77.9
85	2009/05/24 23:49:36	80.8

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88	2009/05/24	23:49:39	73.1
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685	2009/05/24	23:59:36	66.0
686	2009/05/24	23:59:37	66.3
687	2009/05/24	23:59:38	66.2
688	2009/05/24	23:59:39	66.7
689	2009/05/24	23:59:40	66.2
690	2009/05/24	23:59:41	66.1
691	2009/05/24	23:59:42	66.5
692	2009/05/24	23:59:43	67.5
693	2009/05/24	23:59:44	68.0
694	2009/05/24	23:59:45	68.5
695	2009/05/24	23:59:46	70.0
696	2009/05/24	23:59:47	72.6
697	2009/05/24	23:59:48	75.8
698	2009/05/24	23:59:49	74.6
699	2009/05/24	23:59:50	77.6
700	2009/05/24	23:59:51	80.8
701	2009/05/24	23:59:52	84.2
702	2009/05/24	23:59:53	83.1
703	2009/05/24	23:59:54	77.0
704	2009/05/24	23:59:55	72.9
705	2009/05/24	23:59:56	72.9
706	2009/05/24	23:59:57	74.5
707	2009/05/24	23:59:58	70.8
708	2009/05/24	23:59:59	76.1
709	2009/05/25	00:00:00	75.5
710	2009/05/25	00:00:01	74.0
711	2009/05/25	00:00:02	72.0
712	2009/05/25	00:00:03	69.7
713	2009/05/25	00:00:04	66.9
714	2009/05/25	00:00:05	61.6
715	2009/05/25	00:00:06	58.6
716	2009/05/25	00:00:07	58.4
717	2009/05/25	00:00:08	59.1
718	2009/05/25	00:00:09	59.7
719	2009/05/25	00:00:10	60.1
720	2009/05/25	00:00:11	58.8
721	2009/05/25	00:00:12	58.7
722	2009/05/25	00:00:13	58.7
723	2009/05/25	00:00:14	57.3
724	2009/05/25	00:00:15	56.8
725	2009/05/25	00:00:16	55.7
726	2009/05/25	00:00:17	55.7
727	2009/05/25	00:00:18	55.3
728	2009/05/25	00:00:19	55.7
729	2009/05/25	00:00:20	55.5
730	2009/05/25	00:00:21	54.9
731	2009/05/25	00:00:22	54.4
732	2009/05/25	00:00:23	54.7
733	2009/05/25	00:00:24	55.0
734	2009/05/25	00:00:25	57.7
735	2009/05/25	00:00:26	59.6
736	2009/05/25	00:00:27	62.4
737	2009/05/25	00:00:28	66.0
738	2009/05/25	00:00:29	66.8
739	2009/05/25	00:00:30	66.8
740	2009/05/25	00:00:31	67.4
741	2009/05/25	00:00:32	64.7
742	2009/05/25	00:00:33	64.6
743	2009/05/25	00:00:34	62.9
744	2009/05/25	00:00:35	63.1
745	2009/05/25	00:00:36	62.5
746	2009/05/25	00:00:37	60.0
747	2009/05/25	00:00:38	60.0
748	2009/05/25	00:00:39	61.2
749	2009/05/25	00:00:40	63.2
750	2009/05/25	00:00:41	63.6
751	2009/05/25	00:00:42	62.4
752	2009/05/25	00:00:43	62.4
753	2009/05/25	00:00:44	65.0
754	2009/05/25	00:00:45	68.0
755	2009/05/25	00:00:46	69.5
756	2009/05/25	00:00:47	70.1
757	2009/05/25	00:00:48	69.6
758	2009/05/25	00:00:49	68.8
759	2009/05/25	00:00:50	68.3
760	2009/05/25	00:00:51	68.8
761	2009/05/25	00:00:52	67.2
762	2009/05/25	00:00:53	68.5
763	2009/05/25	00:00:54	67.0
764	2009/05/25	00:00:55	65.9
765	2009/05/25	00:00:56	65.0
766	2009/05/25	00:00:57	64.6
767	2009/05/25	00:00:58	65.9
768	2009/05/25	00:00:59	64.7
769	2009/05/25	00:01:00	66.0
770	2009/05/25	00:01:01	66.3
771	2009/05/25	00:01:02	67.3
772	2009/05/25	00:01:03	70.2
773	2009/05/25	00:01:04	74.5
774	2009/05/25	00:01:05	78.0
775	2009/05/25	00:01:06	75.9
776	2009/05/25	00:01:07	72.2
777	2009/05/25	00:01:08	69.3
778	2009/05/25	00:01:09	67.5

779	2009/05/25	00:01:10	68.1
780	2009/05/25	00:01:11	68.2
781	2009/05/25	00:01:12	66.8
782	2009/05/25	00:01:13	66.3
783	2009/05/25	00:01:14	66.8
784	2009/05/25	00:01:15	64.8
785	2009/05/25	00:01:16	66.0
786	2009/05/25	00:01:17	65.9
787	2009/05/25	00:01:18	66.9
788	2009/05/25	00:01:19	66.3
789	2009/05/25	00:01:20	65.4
790	2009/05/25	00:01:21	65.7
791	2009/05/25	00:01:22	66.8
792	2009/05/25	00:01:23	67.3
793	2009/05/25	00:01:24	67.4
794	2009/05/25	00:01:25	66.3
795	2009/05/25	00:01:26	64.8
796	2009/05/25	00:01:27	64.3
797	2009/05/25	00:01:28	63.2
798	2009/05/25	00:01:29	63.3
799	2009/05/25	00:01:30	63.1
800	2009/05/25	00:01:31	63.5
801	2009/05/25	00:01:32	63.4
802	2009/05/25	00:01:33	64.0
803	2009/05/25	00:01:34	66.2
804	2009/05/25	00:01:35	67.2
805	2009/05/25	00:01:36	68.0
806	2009/05/25	00:01:37	67.3
807	2009/05/25	00:01:38	72.7
808	2009/05/25	00:01:39	65.4
809	2009/05/25	00:01:40	66.2
810	2009/05/25	00:01:41	63.6
811	2009/05/25	00:01:42	60.8
812	2009/05/25	00:01:43	57.6
813	2009/05/25	00:01:44	56.9
814	2009/05/25	00:01:45	56.0
815	2009/05/25	00:01:46	56.2
816	2009/05/25	00:01:47	55.3
817	2009/05/25	00:01:48	56.0
818	2009/05/25	00:01:49	55.7
819	2009/05/25	00:01:50	55.3
820	2009/05/25	00:01:51	56.6
821	2009/05/25	00:01:52	58.2
822	2009/05/25	00:01:53	58.1
823	2009/05/25	00:01:54	60.9
824	2009/05/25	00:01:55	58.9
825	2009/05/25	00:01:56	60.6
826	2009/05/25	00:01:57	61.0
827	2009/05/25	00:01:58	61.5
828	2009/05/25	00:01:59	65.3
829	2009/05/25	00:02:00	64.5
830	2009/05/25	00:02:01	66.0
831	2009/05/25	00:02:02	65.6
832	2009/05/25	00:02:03	65.4
833	2009/05/25	00:02:04	66.5
834	2009/05/25	00:02:05	68.1
835	2009/05/25	00:02:06	70.2
836	2009/05/25	00:02:07	71.4
837	2009/05/25	00:02:08	73.8
838	2009/05/25	00:02:09	71.2
839	2009/05/25	00:02:10	71.4
840	2009/05/25	00:02:11	70.9
841	2009/05/25	00:02:12	71.3
842	2009/05/25	00:02:13	68.6
843	2009/05/25	00:02:14	68.5
844	2009/05/25	00:02:15	68.2
845	2009/05/25	00:02:16	67.2
846	2009/05/25	00:02:17	66.8
847	2009/05/25	00:02:18	66.0
848	2009/05/25	00:02:19	64.6
849	2009/05/25	00:02:20	65.9
850	2009/05/25	00:02:21	66.9
851	2009/05/25	00:02:22	66.4
852	2009/05/25	00:02:23	65.8
853	2009/05/25	00:02:24	65.4
854	2009/05/25	00:02:25	66.0
855	2009/05/25	00:02:26	67.1
856	2009/05/25	00:02:27	67.6
857	2009/05/25	00:02:28	67.6
858	2009/05/25	00:02:29	67.7
859	2009/05/25	00:02:30	67.9
860	2009/05/25	00:02:31	67.2
861	2009/05/25	00:02:32	66.7
862	2009/05/25	00:02:33	64.8
863	2009/05/25	00:02:34	63.5
864	2009/05/25	00:02:35	64.5
865	2009/05/25	00:02:36	64.4
866	2009/05/25	00:02:37	64.5
867	2009/05/25	00:02:38	63.6
868	2009/05/25	00:02:39	65.2
869	2009/05/25	00:02:40	67.0
870	2009/05/25	00:02:41	68.9
871	2009/05/25	00:02:42	70.9
872	2009/05/25	00:02:43	73.0
873	2009/05/25	00:02:44	66.4
874	2009/05/25	00:02:45	64.0
875	2009/05/25	00:02:46	58.1
876	2009/05/25	00:02:47	56.9
877	2009/05/25	00:02:48	55.4

878	2009/05/25	00:02:49	55.2
879	2009/05/25	00:02:50	55.4
880	2009/05/25	00:02:51	53.9
881	2009/05/25	00:02:52	53.7
882	2009/05/25	00:02:53	54.2
883	2009/05/25	00:02:54	54.2
884	2009/05/25	00:02:55	61.8
885	2009/05/25	00:02:56	55.2
886	2009/05/25	00:02:57	55.6
887	2009/05/25	00:02:58	58.3
888	2009/05/25	00:02:59	53.8
889	2009/05/25	00:03:00	55.5
890	2009/05/25	00:03:01	57.2
891	2009/05/25	00:03:02	56.0
892	2009/05/25	00:03:03	56.9
893	2009/05/25	00:03:04	55.9
894	2009/05/25	00:03:05	55.3
895	2009/05/25	00:03:06	57.3
896	2009/05/25	00:03:07	58.1
897	2009/05/25	00:03:08	61.7
898	2009/05/25	00:03:09	61.1
899	2009/05/25	00:03:10	64.7
900	2009/05/25	00:03:11	64.4

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 86.6 - 2009/05/25 00:16:59
- Level Range : 40-100
- SEL : 99.5
- Leq : 70.0
-

No.s	Date Time	(dB)
1	2009/05/25 00:14:52	71.3
2	2009/05/25 00:14:53	73.2
3	2009/05/25 00:14:54	72.4
4	2009/05/25 00:14:55	67.7
5	2009/05/25 00:14:56	66.7
6	2009/05/25 00:14:57	65.1
7	2009/05/25 00:14:58	63.0
8	2009/05/25 00:14:59	63.5
9	2009/05/25 00:15:00	64.9
10	2009/05/25 00:15:01	66.5
11	2009/05/25 00:15:02	68.0
12	2009/05/25 00:15:03	67.9
13	2009/05/25 00:15:04	67.9
14	2009/05/25 00:15:05	69.3
15	2009/05/25 00:15:06	65.8
16	2009/05/25 00:15:07	63.2
17	2009/05/25 00:15:08	60.6
18	2009/05/25 00:15:09	62.4
19	2009/05/25 00:15:10	60.2
20	2009/05/25 00:15:11	57.9
21	2009/05/25 00:15:12	56.9
22	2009/05/25 00:15:13	58.6
23	2009/05/25 00:15:14	56.9
24	2009/05/25 00:15:15	59.7
25	2009/05/25 00:15:16	58.8
26	2009/05/25 00:15:17	60.3
27	2009/05/25 00:15:18	59.8
28	2009/05/25 00:15:19	62.7
29	2009/05/25 00:15:20	68.4
30	2009/05/25 00:15:21	70.6
31	2009/05/25 00:15:22	64.7
32	2009/05/25 00:15:23	60.2
33	2009/05/25 00:15:24	58.8
34	2009/05/25 00:15:25	56.1
35	2009/05/25 00:15:26	57.3
36	2009/05/25 00:15:27	58.0
37	2009/05/25 00:15:28	59.7
38	2009/05/25 00:15:29	57.9
39	2009/05/25 00:15:30	60.2
40	2009/05/25 00:15:31	63.3
41	2009/05/25 00:15:32	58.1
42	2009/05/25 00:15:33	59.8
43	2009/05/25 00:15:34	61.1
44	2009/05/25 00:15:35	64.3
45	2009/05/25 00:15:36	69.2
46	2009/05/25 00:15:37	72.3
47	2009/05/25 00:15:38	65.4
48	2009/05/25 00:15:39	62.0
49	2009/05/25 00:15:40	60.3
50	2009/05/25 00:15:41	57.1
51	2009/05/25 00:15:42	56.9
52	2009/05/25 00:15:43	59.9
53	2009/05/25 00:15:44	64.1
54	2009/05/25 00:15:45	64.9
55	2009/05/25 00:15:46	71.8
56	2009/05/25 00:15:47	64.4
57	2009/05/25 00:15:48	59.9
58	2009/05/25 00:15:49	58.4
59	2009/05/25 00:15:50	56.6
60	2009/05/25 00:15:51	55.4
61	2009/05/25 00:15:52	55.8
62	2009/05/25 00:15:53	56.3
63	2009/05/25 00:15:54	57.3
64	2009/05/25 00:15:55	55.0
65	2009/05/25 00:15:56	55.9
66	2009/05/25 00:15:57	56.4
67	2009/05/25 00:15:58	58.5
68	2009/05/25 00:15:59	61.5
69	2009/05/25 00:16:00	66.9
70	2009/05/25 00:16:01	64.9
71	2009/05/25 00:16:02	64.6
72	2009/05/25 00:16:03	61.1
73	2009/05/25 00:16:04	62.0
74	2009/05/25 00:16:05	61.3
75	2009/05/25 00:16:06	60.6
76	2009/05/25 00:16:07	57.6
77	2009/05/25 00:16:08	57.6
78	2009/05/25 00:16:09	56.3
79	2009/05/25 00:16:10	55.9
80	2009/05/25 00:16:11	56.4
81	2009/05/25 00:16:12	55.8
82	2009/05/25 00:16:13	56.7
83	2009/05/25 00:16:14	58.1
84	2009/05/25 00:16:15	56.7
85	2009/05/25 00:16:16	58.1

86	2009/05/25	00:16:17	59.7
87	2009/05/25	00:16:18	57.7
88	2009/05/25	00:16:19	58.6
89	2009/05/25	00:16:20	59.0
90	2009/05/25	00:16:21	60.7
91	2009/05/25	00:16:22	67.1
92	2009/05/25	00:16:23	73.6
93	2009/05/25	00:16:24	66.9
94	2009/05/25	00:16:25	65.6
95	2009/05/25	00:16:26	60.8
96	2009/05/25	00:16:27	63.1
97	2009/05/25	00:16:28	66.7
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101	2009/05/25	00:16:32	59.0
102	2009/05/25	00:16:33	58.4
103	2009/05/25	00:16:34	61.0
104	2009/05/25	00:16:35	64.7
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106	2009/05/25	00:16:37	64.1
107	2009/05/25	00:16:38	65.4
108	2009/05/25	00:16:39	70.1
109	2009/05/25	00:16:40	64.9
110	2009/05/25	00:16:41	63.7
111	2009/05/25	00:16:42	68.1
112	2009/05/25	00:16:43	76.5
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122	2009/05/25	00:16:53	67.2
123	2009/05/25	00:16:54	66.8
124	2009/05/25	00:16:55	65.2
125	2009/05/25	00:16:56	69.0
126	2009/05/25	00:16:57	74.1
127	2009/05/25	00:16:58	84.6
128	2009/05/25	00:16:59	82.2
129	2009/05/25	00:17:00	77.7
130	2009/05/25	00:17:01	70.2
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133	2009/05/25	00:17:04	71.1
134	2009/05/25	00:17:05	67.6
135	2009/05/25	00:17:06	72.9
136	2009/05/25	00:17:07	78.0
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138	2009/05/25	00:17:09	78.3
139	2009/05/25	00:17:10	71.5
140	2009/05/25	00:17:11	66.0
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142	2009/05/25	00:17:13	62.1
143	2009/05/25	00:17:14	61.5
144	2009/05/25	00:17:15	63.1
145	2009/05/25	00:17:16	65.0
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147	2009/05/25	00:17:18	70.2
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161	2009/05/25	00:17:32	61.0
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167	2009/05/25	00:17:38	62.9
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211	2009/05/25	00:18:22	67.2
212	2009/05/25	00:18:23	71.3
213	2009/05/25	00:18:24	66.1
214	2009/05/25	00:18:25	60.5
215	2009/05/25	00:18:26	57.5
216	2009/05/25	00:18:27	55.8
217	2009/05/25	00:18:28	54.4
218	2009/05/25	00:18:29	53.8
219	2009/05/25	00:18:30	53.5
220	2009/05/25	00:18:31	54.3
221	2009/05/25	00:18:32	55.2
222	2009/05/25	00:18:33	56.3
223	2009/05/25	00:18:34	57.1
224	2009/05/25	00:18:35	59.6
225	2009/05/25	00:18:36	63.9
226	2009/05/25	00:18:37	71.3
227	2009/05/25	00:18:38	65.5
228	2009/05/25	00:18:39	64.9
229	2009/05/25	00:18:40	59.4
230	2009/05/25	00:18:41	62.0
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232	2009/05/25	00:18:43	67.9
233	2009/05/25	00:18:44	71.9
234	2009/05/25	00:18:45	68.6
235	2009/05/25	00:18:46	71.7
236	2009/05/25	00:18:47	64.8
237	2009/05/25	00:18:48	59.9
238	2009/05/25	00:18:49	58.6
239	2009/05/25	00:18:50	56.4
240	2009/05/25	00:18:51	56.2
241	2009/05/25	00:18:52	56.6
242	2009/05/25	00:18:53	59.2
243	2009/05/25	00:18:54	63.5
244	2009/05/25	00:18:55	67.4
245	2009/05/25	00:18:56	67.4
246	2009/05/25	00:18:57	69.0
247	2009/05/25	00:18:58	63.1
248	2009/05/25	00:18:59	61.0
249	2009/05/25	00:19:00	56.6
250	2009/05/25	00:19:01	54.8
251	2009/05/25	00:19:02	54.5
252	2009/05/25	00:19:03	52.4
253	2009/05/25	00:19:04	53.0
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255	2009/05/25	00:19:06	53.5
256	2009/05/25	00:19:07	54.8
257	2009/05/25	00:19:08	54.2
258	2009/05/25	00:19:09	53.2
259	2009/05/25	00:19:10	53.3
260	2009/05/25	00:19:11	54.8
261	2009/05/25	00:19:12	55.8
262	2009/05/25	00:19:13	58.0
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275	2009/05/25	00:19:26	71.1
276	2009/05/25	00:19:27	67.7
277	2009/05/25	00:19:28	61.9
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299	2009/05/25	00:19:50	56.5
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334	2009/05/25	00:20:25	72.9
335	2009/05/25	00:20:26	71.2
336	2009/05/25	00:20:27	72.5
337	2009/05/25	00:20:28	71.6
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341	2009/05/25	00:20:32	73.1
342	2009/05/25	00:20:33	76.1
343	2009/05/25	00:20:34	80.0
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347	2009/05/25	00:20:38	67.2
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637	2009/05/25	00:25:28	63.7
638	2009/05/25	00:25:29	69.7
639	2009/05/25	00:25:30	70.9
640	2009/05/25	00:25:31	74.0
641	2009/05/25	00:25:32	72.4
642	2009/05/25	00:25:33	70.5
643	2009/05/25	00:25:34	70.1
644	2009/05/25	00:25:35	69.0
645	2009/05/25	00:25:36	71.2
646	2009/05/25	00:25:37	65.7
647	2009/05/25	00:25:38	66.3
648	2009/05/25	00:25:39	66.7
649	2009/05/25	00:25:40	72.3
650	2009/05/25	00:25:41	74.8
651	2009/05/25	00:25:42	69.7
652	2009/05/25	00:25:43	65.0
653	2009/05/25	00:25:44	66.2
654	2009/05/25	00:25:45	71.4
655	2009/05/25	00:25:46	76.7
656	2009/05/25	00:25:47	83.5
657	2009/05/25	00:25:48	79.2
658	2009/05/25	00:25:49	71.8
659	2009/05/25	00:25:50	71.9
660	2009/05/25	00:25:51	73.0
661	2009/05/25	00:25:52	67.8
662	2009/05/25	00:25:53	62.0
663	2009/05/25	00:25:54	64.6
664	2009/05/25	00:25:55	59.7
665	2009/05/25	00:25:56	58.6
666	2009/05/25	00:25:57	58.1
667	2009/05/25	00:25:58	58.6
668	2009/05/25	00:25:59	58.6
669	2009/05/25	00:26:00	58.6
670	2009/05/25	00:26:01	58.8
671	2009/05/25	00:26:02	58.1
672	2009/05/25	00:26:03	63.9
673	2009/05/25	00:26:04	70.2
674	2009/05/25	00:26:05	76.0
675	2009/05/25	00:26:06	71.7
676	2009/05/25	00:26:07	65.8
677	2009/05/25	00:26:08	72.2
678	2009/05/25	00:26:09	72.0
679	2009/05/25	00:26:10	71.4

680	2009/05/25	00:26:11	63.6
681	2009/05/25	00:26:12	60.8
682	2009/05/25	00:26:13	60.3
683	2009/05/25	00:26:14	61.4
684	2009/05/25	00:26:15	61.8
685	2009/05/25	00:26:16	67.8
686	2009/05/25	00:26:17	72.2
687	2009/05/25	00:26:18	74.1
688	2009/05/25	00:26:19	70.7
689	2009/05/25	00:26:20	70.4
690	2009/05/25	00:26:21	66.6
691	2009/05/25	00:26:22	65.0
692	2009/05/25	00:26:23	65.9
693	2009/05/25	00:26:24	65.5
694	2009/05/25	00:26:25	63.6
695	2009/05/25	00:26:26	73.9
696	2009/05/25	00:26:27	66.5
697	2009/05/25	00:26:28	65.8
698	2009/05/25	00:26:29	67.0
699	2009/05/25	00:26:30	72.3
700	2009/05/25	00:26:31	68.5
701	2009/05/25	00:26:32	64.0
702	2009/05/25	00:26:33	62.1
703	2009/05/25	00:26:34	59.0
704	2009/05/25	00:26:35	58.4
705	2009/05/25	00:26:36	58.5
706	2009/05/25	00:26:37	61.7
707	2009/05/25	00:26:38	56.5
708	2009/05/25	00:26:39	57.5
709	2009/05/25	00:26:40	59.0
710	2009/05/25	00:26:41	57.4
711	2009/05/25	00:26:42	57.0
712	2009/05/25	00:26:43	61.7
713	2009/05/25	00:26:44	56.6
714	2009/05/25	00:26:45	56.9
715	2009/05/25	00:26:46	60.3
716	2009/05/25	00:26:47	56.2
717	2009/05/25	00:26:48	56.1
718	2009/05/25	00:26:49	57.0
719	2009/05/25	00:26:50	57.3
720	2009/05/25	00:26:51	56.5
721	2009/05/25	00:26:52	55.7
722	2009/05/25	00:26:53	54.5
723	2009/05/25	00:26:54	55.0
724	2009/05/25	00:26:55	56.4
725	2009/05/25	00:26:56	56.7
726	2009/05/25	00:26:57	56.1
727	2009/05/25	00:26:58	61.0
728	2009/05/25	00:26:59	56.3
729	2009/05/25	00:27:00	57.2
730	2009/05/25	00:27:01	56.7
731	2009/05/25	00:27:02	58.8
732	2009/05/25	00:27:03	57.7
733	2009/05/25	00:27:04	59.2
734	2009/05/25	00:27:05	56.6
735	2009/05/25	00:27:06	58.5
736	2009/05/25	00:27:07	66.4
737	2009/05/25	00:27:08	70.8
738	2009/05/25	00:27:09	73.5
739	2009/05/25	00:27:10	68.0
740	2009/05/25	00:27:11	71.0
741	2009/05/25	00:27:12	74.5
742	2009/05/25	00:27:13	68.5
743	2009/05/25	00:27:14	65.0
744	2009/05/25	00:27:15	69.8
745	2009/05/25	00:27:16	77.4
746	2009/05/25	00:27:17	74.1
747	2009/05/25	00:27:18	70.4
748	2009/05/25	00:27:19	72.0
749	2009/05/25	00:27:20	68.6
750	2009/05/25	00:27:21	65.3
751	2009/05/25	00:27:22	60.9
752	2009/05/25	00:27:23	58.8
753	2009/05/25	00:27:24	57.6
754	2009/05/25	00:27:25	56.9
755	2009/05/25	00:27:26	57.2
756	2009/05/25	00:27:27	58.6
757	2009/05/25	00:27:28	56.9
758	2009/05/25	00:27:29	56.9
759	2009/05/25	00:27:30	58.2
760	2009/05/25	00:27:31	59.7
761	2009/05/25	00:27:32	57.1
762	2009/05/25	00:27:33	60.4
763	2009/05/25	00:27:34	64.7
764	2009/05/25	00:27:35	68.6
765	2009/05/25	00:27:36	72.4
766	2009/05/25	00:27:37	67.8
767	2009/05/25	00:27:38	61.2
768	2009/05/25	00:27:39	60.0
769	2009/05/25	00:27:40	59.2
770	2009/05/25	00:27:41	55.0
771	2009/05/25	00:27:42	55.1
772	2009/05/25	00:27:43	55.8
773	2009/05/25	00:27:44	55.8
774	2009/05/25	00:27:45	55.5
775	2009/05/25	00:27:46	57.3
776	2009/05/25	00:27:47	58.0
777	2009/05/25	00:27:48	59.4
778	2009/05/25	00:27:49	62.9

779	2009/05/25	00:27:50	63.6
780	2009/05/25	00:27:51	68.9
781	2009/05/25	00:27:52	68.2
782	2009/05/25	00:27:53	71.7
783	2009/05/25	00:27:54	64.4
784	2009/05/25	00:27:55	61.8
785	2009/05/25	00:27:56	57.9
786	2009/05/25	00:27:57	57.5
787	2009/05/25	00:27:58	56.8
788	2009/05/25	00:27:59	60.0
789	2009/05/25	00:28:00	57.9
790	2009/05/25	00:28:01	59.8
791	2009/05/25	00:28:02	61.4
792	2009/05/25	00:28:03	68.6
793	2009/05/25	00:28:04	70.8
794	2009/05/25	00:28:05	70.4
795	2009/05/25	00:28:06	74.4
796	2009/05/25	00:28:07	70.8
797	2009/05/25	00:28:08	65.9
798	2009/05/25	00:28:09	63.3
799	2009/05/25	00:28:10	66.2
800	2009/05/25	00:28:11	74.2
801	2009/05/25	00:28:12	66.1
802	2009/05/25	00:28:13	63.4
803	2009/05/25	00:28:14	57.1
804	2009/05/25	00:28:15	55.3
805	2009/05/25	00:28:16	54.4
806	2009/05/25	00:28:17	54.5
807	2009/05/25	00:28:18	54.4
808	2009/05/25	00:28:19	53.2
809	2009/05/25	00:28:20	53.4
810	2009/05/25	00:28:21	53.6
811	2009/05/25	00:28:22	53.1
812	2009/05/25	00:28:23	53.9
813	2009/05/25	00:28:24	53.9
814	2009/05/25	00:28:25	53.9
815	2009/05/25	00:28:26	55.1
816	2009/05/25	00:28:27	57.5
817	2009/05/25	00:28:28	59.9
818	2009/05/25	00:28:29	65.4
819	2009/05/25	00:28:30	72.2
820	2009/05/25	00:28:31	81.6
821	2009/05/25	00:28:32	76.1
822	2009/05/25	00:28:33	74.4
823	2009/05/25	00:28:34	68.8
824	2009/05/25	00:28:35	69.2
825	2009/05/25	00:28:36	71.7
826	2009/05/25	00:28:37	68.5
827	2009/05/25	00:28:38	71.8
828	2009/05/25	00:28:39	80.3
829	2009/05/25	00:28:40	80.8
830	2009/05/25	00:28:41	76.4
831	2009/05/25	00:28:42	73.8
832	2009/05/25	00:28:43	69.2
833	2009/05/25	00:28:44	61.2
834	2009/05/25	00:28:45	58.6
835	2009/05/25	00:28:46	59.0
836	2009/05/25	00:28:47	60.0
837	2009/05/25	00:28:48	57.2
838	2009/05/25	00:28:49	57.4
839	2009/05/25	00:28:50	57.9
840	2009/05/25	00:28:51	56.4
841	2009/05/25	00:28:52	56.6
842	2009/05/25	00:28:53	57.0
843	2009/05/25	00:28:54	57.0
844	2009/05/25	00:28:55	58.5
845	2009/05/25	00:28:56	59.4
846	2009/05/25	00:28:57	60.6
847	2009/05/25	00:28:58	63.4
848	2009/05/25	00:28:59	67.6
849	2009/05/25	00:29:00	72.3
850	2009/05/25	00:29:01	66.0
851	2009/05/25	00:29:02	63.5
852	2009/05/25	00:29:03	60.6
853	2009/05/25	00:29:04	60.1
854	2009/05/25	00:29:05	59.4
855	2009/05/25	00:29:06	62.0
856	2009/05/25	00:29:07	66.8
857	2009/05/25	00:29:08	71.6
858	2009/05/25	00:29:09	71.2
859	2009/05/25	00:29:10	75.9
860	2009/05/25	00:29:11	71.4
861	2009/05/25	00:29:12	69.7
862	2009/05/25	00:29:13	66.9
863	2009/05/25	00:29:14	63.3
864	2009/05/25	00:29:15	62.8
865	2009/05/25	00:29:16	62.1
866	2009/05/25	00:29:17	66.7
867	2009/05/25	00:29:18	69.7
868	2009/05/25	00:29:19	70.1
869	2009/05/25	00:29:20	68.7
870	2009/05/25	00:29:21	69.8
871	2009/05/25	00:29:22	68.9
872	2009/05/25	00:29:23	66.6
873	2009/05/25	00:29:24	73.3
874	2009/05/25	00:29:25	68.0
875	2009/05/25	00:29:26	66.7
876	2009/05/25	00:29:27	64.5
877	2009/05/25	00:29:28	61.9

878	2009/05/25	00:29:29	64.4
879	2009/05/25	00:29:30	63.9
880	2009/05/25	00:29:31	63.7
881	2009/05/25	00:29:32	62.6
882	2009/05/25	00:29:33	64.4
883	2009/05/25	00:29:34	63.2
884	2009/05/25	00:29:35	64.8
885	2009/05/25	00:29:36	67.0
886	2009/05/25	00:29:37	65.7
887	2009/05/25	00:29:38	66.3
888	2009/05/25	00:29:39	68.7
889	2009/05/25	00:29:40	67.8
890	2009/05/25	00:29:41	69.6
891	2009/05/25	00:29:42	70.9
892	2009/05/25	00:29:43	74.0
893	2009/05/25	00:29:44	80.0
894	2009/05/25	00:29:45	74.0
895	2009/05/25	00:29:46	68.8
896	2009/05/25	00:29:47	70.4
897	2009/05/25	00:29:48	69.7
898	2009/05/25	00:29:49	69.0
899	2009/05/25	00:29:50	68.1
900	2009/05/25	00:29:51	68.6

Appendix B Traffic Noise Model Results

Rincon Consultants
AT
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Prado Road Interchange
RUN: Prado Interchange Existing AM Peak
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 15 deg C, 75% RH

14 December 2018
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NM Loc 1	1	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
NM Loc 2	3	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
NM Loc 3	5	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Drive-In	25	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Embassy Suites SLO	27	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
Mobile Park Elks Ln	35	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Commericial/industrial (East)	43	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Commericial/industrial (West)	45	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
Commericial/industrial on Prado	47	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Shelter	51	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
NM Loc 4	53	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	11	0.0	0.0	0.0
All Impacted	3	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?>
<Analysis By?>

21 September 2021
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: Prado Interchange Existing PM Peak
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 15 deg C, 75% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NM Loc 1	1	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
NM Loc 2	3	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
NM Loc 3	5	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Drive-In	25	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
Embassy Suites SLO	27	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Mobile Park Elks Ln	35	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Commericial/industrial (East)	43	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Commericial/industrial (West)	45	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
Commericial/industrial on Prado	47	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Shelter (new location)	51	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
NM Loc 4	53	1	0.0	74.5	66	74.5	10	Snd Lvl	74.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min dB	Avg dB	Max dB
All Selected	11	0.0	0.0	0.0
All Impacted	3	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants
AT
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Prado Road Interchange
RUN: Prado Interchange 2045 No Project PM PH
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 15 deg C, 75% RH

14 December 2018
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NM Loc 1	1	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
NM Loc 2	3	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
NM Loc 3	5	1	0.0	72.5	66	72.5	10	Snd Lvl	72.5	0.0	8	-8.0
Drive-In	25	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
Embassy Suites SLO	27	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Mobile Park Elks Ln	35	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Commericial/industrial (East)	43	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Commericial/industrial (West)	45	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Commericial/industrial on Prado	47	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Shelter (New Location)	55	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	10	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants 14 December 2018
At TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Prado Road Interchange
RUN: Prado Interchange 2045 Alt 4 PM PH
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 15 deg C, 75% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NM Loc 1	1	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
NM Loc 2	3	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
NM Loc 3	5	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Drive-In	25	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
Embassy Suites SLO	27	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Mobile Park Elks Ln	35	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
Commericial/industrial (East)	43	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Commericial/industrial (West)	45	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Commericial/industrial on Prado	47	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Shelter (New Location)	55	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	10	0.0	0.0	0.0
All Impacted	4	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants
AT
23 August 2021
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Prado Road Interchange
RUN: Prado Interchange 2045 Alt 1&3 PM PH
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 15 deg C, 75% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NM Loc 1	1	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
NM Loc 2	3	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
NM Loc 3	5	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Drive-In	25	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
Embassy Suites SLO	27	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Mobile Park Elks Ln	35	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
Commericial/industrial (East)	43	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Commericial/industrial (West)	45	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
Commericial/industrial on Prado	47	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Shelter (New Location)	55	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	10	0.0	0.0	0.0
All Impacted	4	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants 23 August 2021
AT TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Prado Road Interchange
RUN: Prado Interchange 2045 Alt 7 PM PH
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 15 deg C, 75% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NM Loc 1	1	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
NM Loc 2	3	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
NM Loc 3	5	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Drive-In	25	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
Embassy Suites SLO	27	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Mobile Park Elks Ln	35	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Commericial/industrial (East)	43	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Commericial/industrial (West)	45	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
Commericial/industrial on Prado	47	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Shelter (New Location)	55	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	10	0.0	0.0	0.0
All Impacted	4	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Appendix C Roadway Construction Noise Model Results

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/25/2018
Case Description: Prado Road Interchange Project - Construction Phase

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Prado Shelter	Commercial	58.0	59.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84.0		145.0	0.0
Backhoe	No	40		77.6	145.0	0.0
Crane	No	16		80.6	145.0	0.0
Generator	No	50		80.6	145.0	0.0
Welder / Torch	No	40		74.0	145.0	0.0
Pneumatic Tools	No	50		85.2	145.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Tractor	74.8	70.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	68.3	64.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	71.3	63.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	71.4	68.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Welder / Torch	64.8	60.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pneumatic Tools	75.9	72.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	75.9	76.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Mobile Home Park	Residential	59.0	60.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84.0		250.0	0.0
Backhoe	No	40		77.6	250.0	0.0
Crane	No	16		80.6	250.0	0.0
Generator	No	50		80.6	250.0	0.0
Welder / Torch	No	40		74.0	250.0	0.0
Pneumatic Tools	No	50		85.2	250.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Tractor	70.0	66.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	63.6	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	66.6	58.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	66.7	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

Welder / Torch		60.0	56.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pneumatic Tools		71.2	68.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	71.2	71.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #3 ****

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Hotel	Commercial	67.0	68.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84.0		435.0	0.0
Backhoe	No	40		77.6	435.0	0.0
Crane	No	16		80.6	435.0	0.0
Generator	No	50		80.6	435.0	0.0
Welder / Torch	No	40		74.0	435.0	0.0
Pneumatic Tools	No	50		85.2	435.0	0.0

Results

			Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Tractor	65.2	61.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	58.8	54.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	61.8	53.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	61.8	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

Welder / Torch	55.2	51.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pneumatic Tools	66.4	63.4	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	66.4	66.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/25/2018
Case Description: Prado Road Interchange Project - Grading Phase

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Prado Shelter	Commercial	58.0	59.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	145.0	0.0
Tractor	No	40	84.0		145.0	0.0
Backhoe	No	40		77.6	145.0	0.0
Grader	No	40	85.0		145.0	0.0
Excavator	No	40		80.7	145.0	0.0

Results

Equipment	Calculated (dBA) Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Noise Limit Exceedance (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Dozer	72.4	68.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	74.8	70.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	68.3	64.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	75.8	71.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	71.5	67.5	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	75.8	76.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Mobile Home Park	Residential	59.0	60.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	250.0	0.0
Tractor	No	40	84.0		250.0	0.0
Backhoe	No	40		77.6	250.0	0.0
Grader	No	40	85.0		250.0	0.0
Excavator	No	40		80.7	250.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer	67.7	63.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	70.0	66.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	63.6	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	71.0	67.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	66.7	62.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	71.0	71.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #3 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Hotel	Commercial	67.0	68.0	60.0

Description	Impact Device	Usage (%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	435.0	0.0
Tractor	No	40	84.0		435.0	0.0
Backhoe	No	40		77.6	435.0	0.0
Grader	No	40	85.0		435.0	0.0
Excavator	No	40		80.7	435.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer	62.9	58.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	65.2	61.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	58.8	54.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	66.2	62.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	61.9	57.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	66.2	66.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/25/2018
Case Description: Prado Road Interchange Project - Paving Phase

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Prado Shelter	Commercial	58.0	59.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84.0		145.0	0.0
Backhoe	No	40		77.6	145.0	0.0
Paver	No	50		77.2	145.0	0.0
Roller	No	20		80.0	145.0	0.0
Concrete Pump Truck	No	20		81.4	145.0	0.0

Results

Equipment	Calculated (dBA) Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Noise Limit Exceedance (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Tractor	74.8	70.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	68.3	64.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	68.0	65.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	70.8	63.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Pump Truck	72.2	65.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Total	74.8	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Mobile Home Park	Residential	59.0	60.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84.0		250.0	0.0
Backhoe	No	40		77.6	250.0	0.0
Paver	No	50		77.2	250.0	0.0
Roller	No	20		80.0	250.0	0.0
Concrete Pump Truck	No	20		81.4	250.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Tractor	70.0	66.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	63.6	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	63.2	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
Roller	66.0	59.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Pump Truck	67.4	60.4	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	70.0	69.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #3 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Hotel	Commercial	67.0	68.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84.0		435.0	0.0
Backhoe	No	40		77.6	435.0	0.0
Paver	No	50		77.2	435.0	0.0
Roller	No	20		80.0	435.0	0.0
Concrete Pump Truck	No	20		81.4	435.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Tractor	65.2	61.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	58.8	54.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	58.4	55.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	61.2	54.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Pump Truck	62.6	55.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	65.2	64.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/25/2018
Case Description: Prado Road Interchange Project - Site Preparation Phase

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Prado Shelter	Commercial	58.0	59.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	145.0	0.0
Tractor	No	40	84.0		145.0	0.0
Backhoe	No	40		77.6	145.0	0.0
Scraper	No	40		83.6	145.0	0.0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer		72.4	68.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor		74.8	70.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe		68.3	64.3	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		74.3	70.4	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	74.8	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Mobile Home Park	Residential	59.0	60.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	250.0	0.0
Tractor	No	40	84.0		250.0	0.0
Backhoe	No	40		77.6	250.0	0.0
Scraper	No	40		83.6	250.0	0.0

Results

Equipment	Calculated (dBA) Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Noise Limit Exceedance (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Dozer	67.7	63.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	70.0	66.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	63.6	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	69.6	65.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	70.0	70.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #3 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night

Hotel	Commercial	67.0	68.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	435.0	0.0
Tractor	No	40	84.0		435.0	0.0
Backhoe	No	40		77.6	435.0	0.0
Scraper	No	40		83.6	435.0	0.0

Results

		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer		62.9	58.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor		65.2	61.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe		58.8	54.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper		64.8	60.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	65.2	65.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A