

APPENDIX F
Noise and Vibration

Overview of Noise and Vibration

Noise Fundamentals

Noise may be described as unwanted sound and is usually objectionable because it is disturbing or annoying. Sound is defined as any pressure variation in air that the human ear can detect. In general, the objectionable nature of sound can be due to its pitch or its loudness. Pitch is related to the frequency of the vibrations by which sound is produced; in general, intermediate pitched signals sound louder to humans than sounds with a lower or higher pitch. Loudness is the amplitude or intensity of sound waves combined with the reception characteristics of the ear; the higher the amplitude, the louder the sound.

Technical acoustical terms commonly used in this section are defined in Table 1. Acoustics consists of a sound (i.e., noise) source, a receptor, and the propagation path between the two. The loudness of the noise source and the obstructions or atmospheric (environmental) factors, which affect the propagation path to the receptor, determine the sound level and the characteristics of the noise perceived by the receptor.

Although the decibel (dB) scale is commonly used, the dB scale alone does not adequately characterize how humans perceive noise. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on human sensitivity to those frequencies. The common measure is the A-weighted sound level (dBA), which approximates the response of the average young ear to most ordinary sounds (Table 2). Peoples' judgments regarding the relative loudness or annoyance of a sound tend to correlate well with the A-scale sound levels of those sounds.

Because decibels are logarithmic units, sound pressure levels cannot be added or subtracted through ordinary arithmetic. On the dB scale, a doubling of sound energy corresponds to a 3 dB increase, so that when two identical sources are each producing sound of the same loudness, their combined sound level at a given distance would be 3 dB higher than either source under the same conditions. For example, if one excavator produces a sound pressure level of 80 dBA, two excavators would not produce 160 dBA. Rather, they would combine to produce 83 dBA. The cumulative sound level of any number of sources, such as excavators, can be determined using decibel addition.

Table 1: Definitions of Acoustical Terms

Term	Definition
Sound	A vibratory disturbance created by a vibrating object, which when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism such as the human ear or a microphone.
Noise	Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micropascals, where 1 pascal is the pressure from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is more commonly expressed in decibels (see below). Sound pressure level is the quantity that is measured directly by a sound level meter.
Decibel (dB)	A unit describing the amplitude of sound equal to 20 times the logarithm to base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micropascals.
Frequency, Hertz (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is 20 Hertz (Hz) - 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low- and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.

Term	Definition
Equivalent Noise Level (L_{eq})	The average A-weighted noise level during the measurement period. The hourly L_{eq} used for this report is denoted as dBA $L_{eq}[h]$.
Community Noise Equivalent Level (CNEL)	The average A-weighted noise level during a 24-hour day, which is obtained by adding 5 dB to sound levels in the evening from 7:00 PM to 10:00 PM and 10 dB to sound levels between 10:00 PM and 7:00 AM
Day/Night Noise Level (L_{dn})	The average A-weighted noise level during a 24-hour day, which is obtained by adding 10 dB to sound levels measured at night between 10:00 PM and 7:00 AM
Maximum Sound Level (L_{max})	The maximum A-weighted noise level measured during the measurement period.
Minimum Sound Level (L_{min})	The minimum A-weighted noise level measured during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive Noise	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.

Environmental sounds are commonly described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This equivalent noise level descriptor is called L_{eq} . A common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration. Sound level meters can accurately measure environmental noise levels to within approximately plus or minus 1 dBA.

Table 2: Typical Noise Levels in the Environment

Common Outdoor Noise Source	Noise Level (dBA)	Common Indoor Noise Source
	120 dBA	
Jet fly-over at 300 meters		Rock concert
	110 dBA	
Pile driver at 30 meters	100 dBA	
		Night club with live music
	90 dBA	
Large truck passes by at 15 meters		
	80 dBA	Noisy restaurant
		Garbage disposal at 1 meter
Gas lawn mower at 30 meters	70 dBA	Vacuum cleaner at 3 meters
Commercial/Urban area daytime		Normal speech at 1 meter
Suburban expressway at 90 meters	60 dBA	
Suburban daytime		Active office environment
	50 dBA	
Urban area nighttime		Quiet office environment
	40 dBA	
Suburban nighttime		
Quiet rural areas	30 dBA	Library
		Quiet bedroom at night
Wilderness area	20 dBA	
	10 dBA	Quiet recording studio

Common Outdoor Noise Source	Noise Level (dBA)	Common Indoor Noise Source
Threshold of human hearing	0 dBA	Threshold of human hearing

Human Responses to Noise

It is widely accepted that a change of 3 dBA in the normal environment is just noticeable to most people; an increase of 3 dBA is perceived as approximately a 25 percent increase in noise level; a change of 5 dBA is readily perceptible; and a change of 10 dBA is perceived as being twice as loud. Accordingly, a doubling of sound energy (e.g., doubling the volume of traffic on a highway), which would result in a 3 dB increase in sound would generally be barely detectable.

A number of studies have linked increases in noise with health effects, including hearing impairment, sleep disturbance, cardiovascular effects, psychophysiological effects, and potential impacts to fetal development.¹ Potential health effects appear to be caused by both short and long-term exposure to very loud noises and long-term exposure to lower levels of sound (chronic exposure). Acute exposure to sound levels greater than 120 dBA (equivalent to a rock concert, Table 3.5-2) can cause mechanical damage to the ear and hearing impairment.²

According to the World Health Organization and the USEPA, Leq = 70 dBA is a safe daily average noise level for the ear.^{3,4} However, even this level may cause disturbance to sleep and concentration and be linked to chronic health impacts such as hypertension and heart disease.⁵

Sound Propagation

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

Geometric spreading from point sources. Sound from a single source (i.e., a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance (intensity drops to one-quarter of the previous level with each doubling of distance).

Geometric spreading from line sources. Some sound generators are not point sources. Highway noise, for example, is not a single stationary point source of sound. The movement of vehicles on a highway makes the source of the sound appear to emanate from a line (i.e., a “line” source) rather than from a point. This results in cylindrical spreading rather than the spherical spreading resulting from a point source. The change in sound level from a line source is 3 dBA per doubling of distance (intensity drops to one-half of the previous level with each doubling of distance).

Ground absorption. Usually the noise path between the source and the observer is very close to the ground. The excess noise attenuation from ground absorption occurs due to acoustic energy losses on sound wave reflection. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is done for simplification only; for distances of

¹ Babisch, Wolfgang, Transportation Noise and Cardiovascular Risk, Federal Environmental Agency, Berlin, Germany. January 2006. <https://www.umweltbundesamt.de/sites/default/files/medien/publikation/long/2997.pdf> (last accessed April 2019).

² Babisch, 2006.

³ Berglund, B., Lindvall, T., & Schwela, D. H. Guidelines for community noise. World Health Organization, Geneva, Switzerland. 1999.

⁴ U.S. Environmental Protection Agency, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, Prepared by Office of Noise Abatement Control. March 1974. <https://nepis.epa.gov/Exe/ZyPDF.cgi/2000L3LN.PDF?Dockey=2000L3LN.PDF> (last accessed April 2019).

⁵ Babisch, 2006.

less than 200 feet, prediction results based on this scheme are sufficiently accurate. For acoustically “hard” sites (i.e., sites with a reflective surface, such as a parking lot or a smooth body of water, between the source and the receptor), no excess ground attenuation is assumed because the sound wave is reflected without energy losses. For acoustically absorptive or “soft” sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. When added to the geometric spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dBA per doubling of distance for a line source and 7.5 dBA per doubling of distance for a point source. Although some ground attenuation is expected, it is often ignored in a noise analysis, to ensure a conservative analysis and considering that, in any event, it is very difficult to characterize accurately.

Atmospheric effects. Research by Caltrans and others has shown that atmospheric conditions can have a major effect on noise levels. Wind has been shown to be the single most important meteorological factor within approximately 500 feet, whereas vertical air temperature gradients are more important over longer distances. Other factors, such as air temperature, humidity, and turbulence, also have major effects. Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lower noise levels. Increased sound levels can also occur because of temperature inversion conditions (i.e., increasing temperature with elevation) which cause reflection of sound from the inversion layer back to the ground. As with ground absorption, atmospheric effects are often ignored, as here, in the interest of a conservative analysis.

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 this shielding depends on the size of the object, proximity to the noise source and receptor, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. As appropriate, walls are often constructed between a source and a receptor with the specific purpose of reducing noise. A barrier that breaks the line of sight between a source and a receptor will typically result in at least 5 dBA of noise reduction. A higher barrier may provide as much as 20 dBA of noise reduction. Lightly built barriers provide less attenuation.

Vibration Fundamentals

Groundborne vibration is an oscillatory motion of the soil with respect to the equilibrium position and can be quantified in terms of velocity or acceleration. It can be a serious concern for nearby neighbors of activities that cause buildings to shake and rumbling sounds to be heard, but it is unusual for vibration from sources such as buses and trucks on smooth roads to be perceptible, even in locations close to major roads. Most perceptible indoor vibration is caused by sources within buildings, such as the operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are heavy construction equipment and activities (such as blasting and pile driving), steel-wheeled trains, and heavy trucks on rough roads. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS.

Table 3 summarizes common sources of groundborne vibration velocity levels (measured in decibel units [VdB]) and average human response to vibration that may be anticipated when a person is at rest in quiet

surroundings (tolerance to vibration increases considerably during physical activity). The duration of the vibration event has an effect on human response, as does its frequency of occurrence: increases in both result in decreased tolerance. Typical background vibration levels in residential areas are usually 50 VdB or lower, well below the threshold (65 VdB) of perception for most humans.

Groundborne noise is a secondary phenomenon of groundborne vibration. When a building or structure vibrates, noise radiates into the interior of the building, producing rattling of windows, doors, stacked dishes, etc. Low-frequency vibration could produce groundborne noise perceived as a low rumble. Groundborne noise is quantified by the A-weighted sound level inside the building. The sound level accompanying vibration is generally 25 to 40 dBA lower than the vibration velocity level in VdB. Groundborne vibration levels of 65 VdB can result in groundborne noise levels up to 40 dBA, which can disturb sleep. Groundborne vibration levels of 85 VdB can result in groundborne noise levels up to 60 dBA, which can be annoying to daytime noise sensitive land uses such as schools.⁶

Table 3: Typical Levels of Ground-borne Vibration

Human or Structural Response	Vibration Velocity Level (VdB)	Typical Sources (50 feet from source)
Threshold for minor cosmetic damage to fragile buildings	100	Blasting, pile driving, vibratory compaction equipment
	95	Bulldozers, and other heavily tracked construction equipment
Difficulty with tasks such as reading a video or computer screen	90	Commuter rail, upper range
Residential annoyance, infrequent events	80	Rapid transit, upper range
Residential annoyance, occasional events	76	Commuter rail, typical
Residential annoyance, frequent events	72	Bus or truck over bump or on rough roads
	70	Rapid transit, typical
Limit for vibration sensitive equipment	60	Bus or truck, typical
	50	Typical background vibration

Source: USDOT Federal Transit Administration, 2006.

Sensitive Receptors

Some land uses are considered more sensitive to ambient noise (and groundborne vibration) levels than others. People in residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, natural areas, parks and outdoor recreation areas are generally more sensitive to noise than are people at commercial and industrial establishments. Consequently, the noise standards for sensitive land uses are more stringent than for those at less sensitive uses. Notably, schools, parks, and recreational land uses are not considered as sensitive to noise as residential uses and places where people sleep.

⁶ Federal Transit Administration (FTA). 2006. Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06. May. Available online at: http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf (last accessed April 2019).

Noise and Vibration Documentation

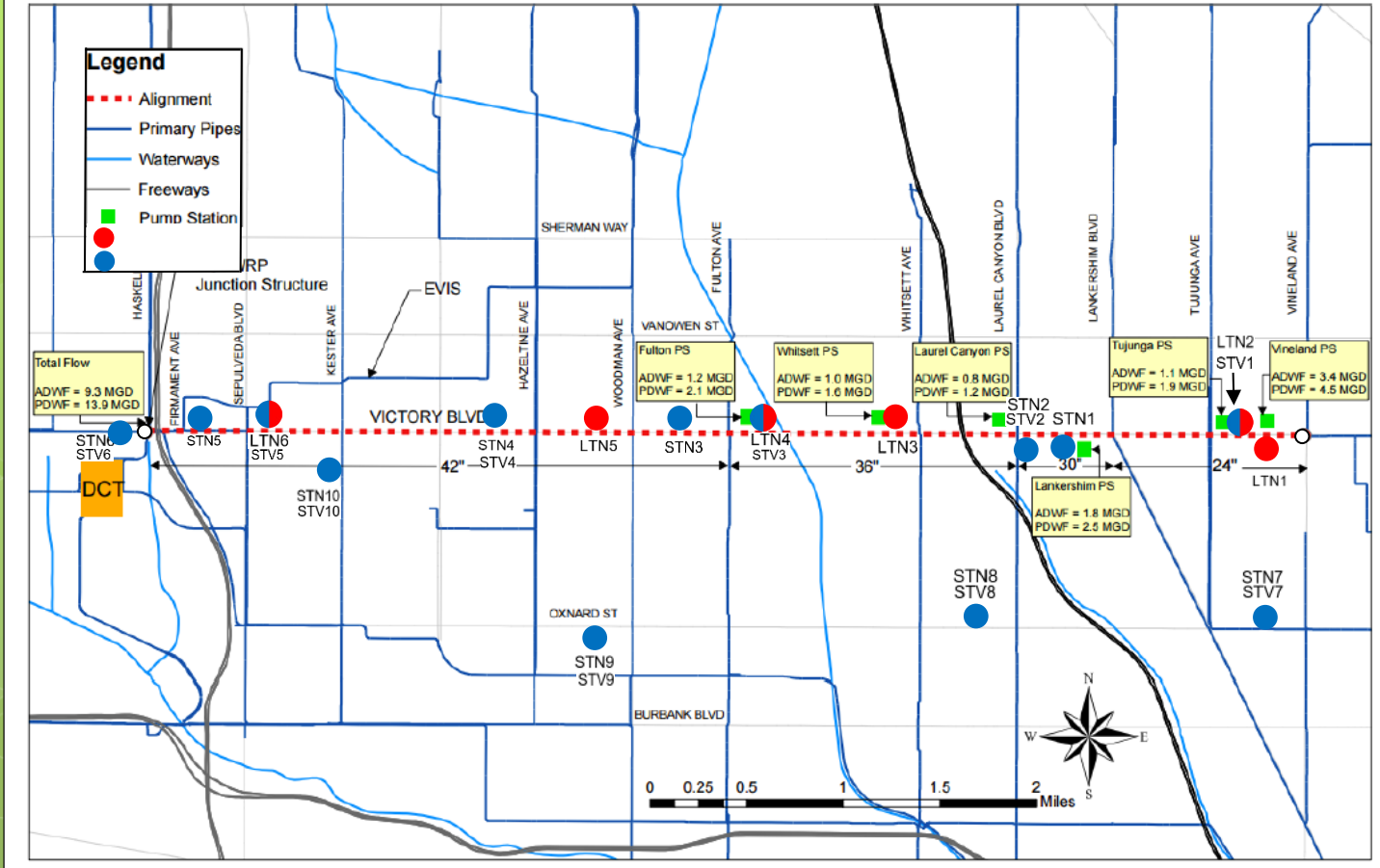
Following are the documents associated with the Noise and Vibration analysis of the proposed East West Valley Interceptor Sewer Project Draft EIR:

- Noise and Vibration Measurement Locations
- Long-term Noise Measurement Data – Hourly Noise Levels
- Short-term Noise Monitoring Field Data Sheets
- Short-term Vibration Monitoring Field Data Sheets
- Construction Noise Analysis
- FHWA Traffic Noise Calculator spreadsheets
- Construction Vibration Analysis



East West Valley Interceptor Sewer EIR

Background





LTN1



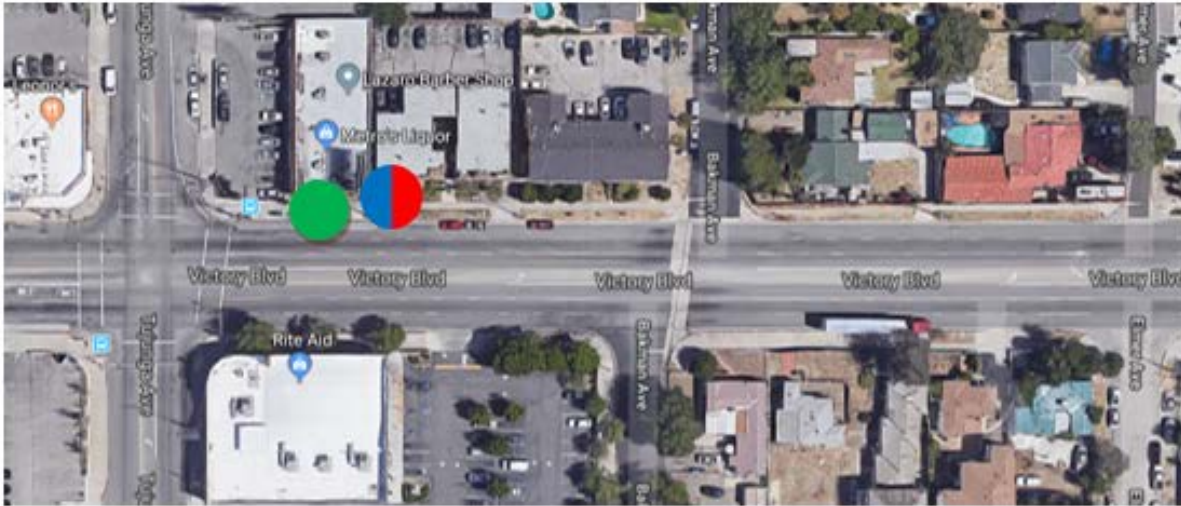
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Green Dot – Pump Station
Red Dot – 24-hr Noise Monitor



LTN2, STV1

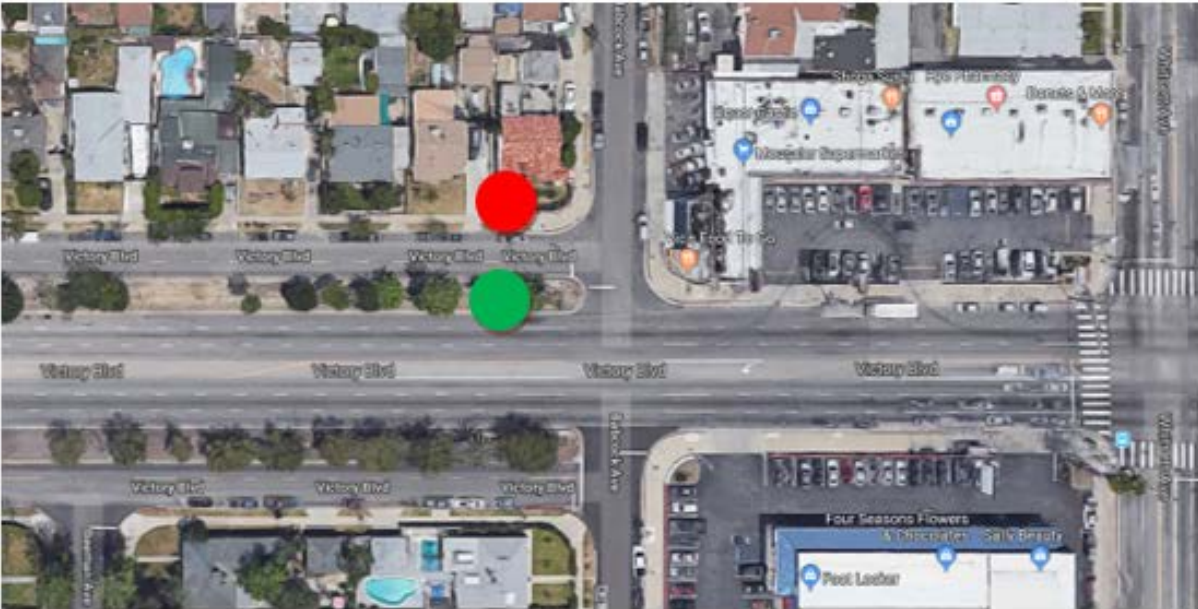


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- Green Dot** – Pump Station
- Red Dot** – 24-hr Noise Monitor
- Blue Dot** – Short Term Vibration Monitor

LTN3



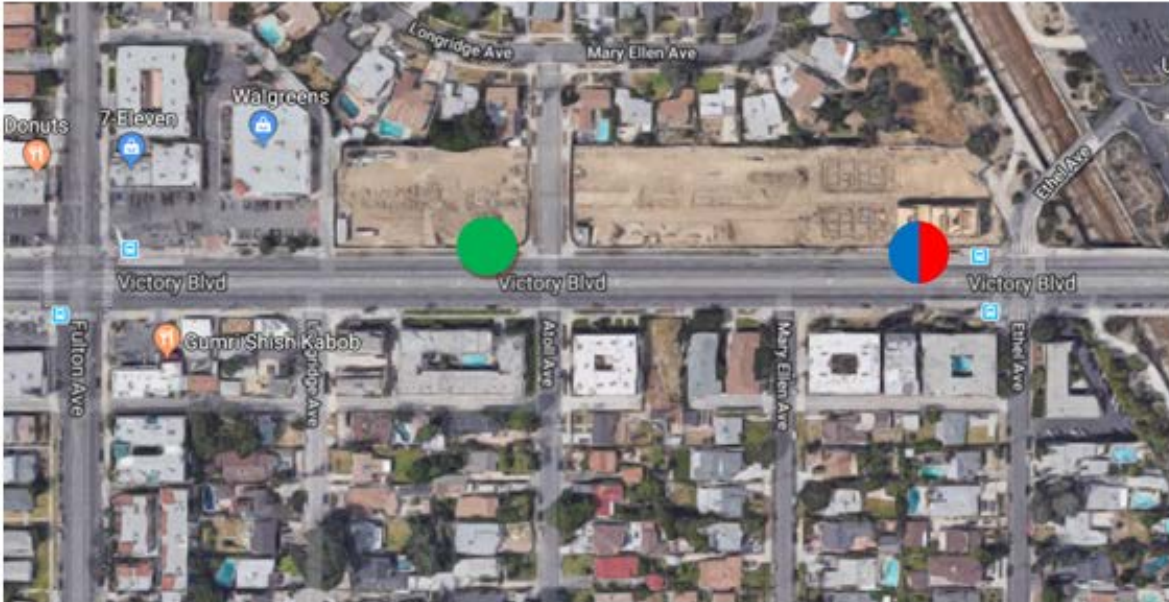
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Green Dot – Pump Station
Red Dot – 24-hr Noise Monitor



LTN4, STV3



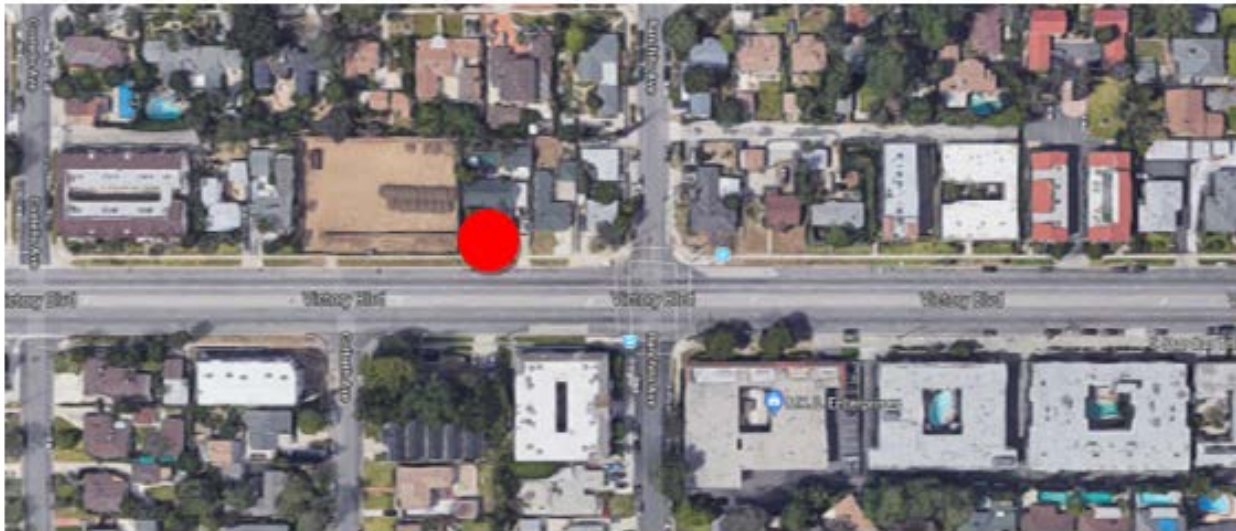
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- Green Dot** – Pump Station
- Red Dot** – 24-hr Noise Monitor
- Blue Dot** – Short Term Vibration Monitor



LTN5



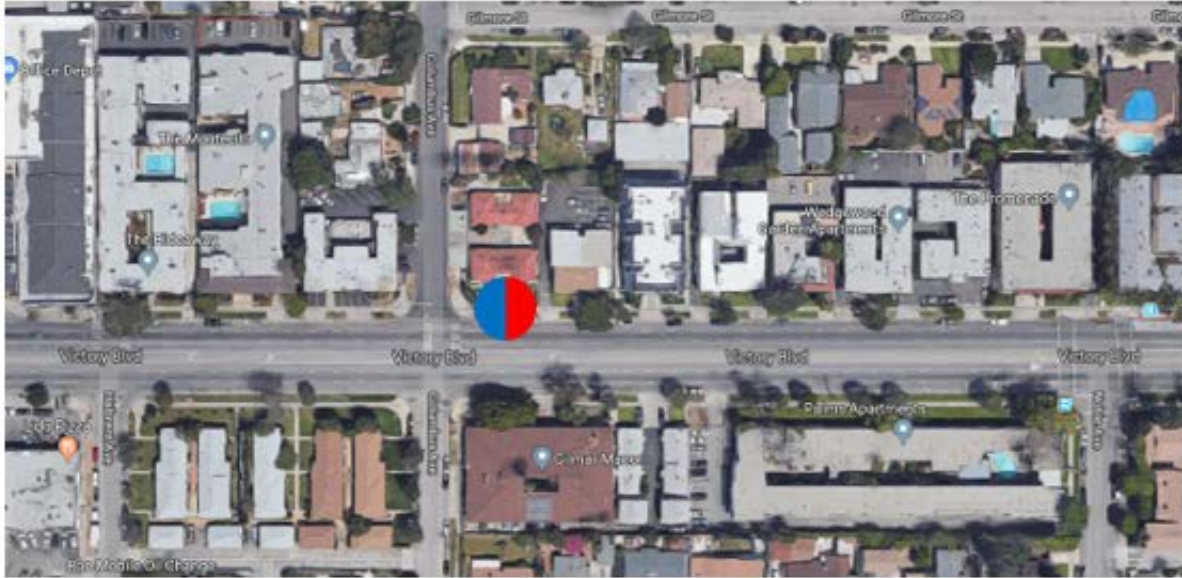
13915 Victory Blvd, Van Nuys, CA 91401



Red Dot – 24-hr Noise Monitor



LTN6, STV5



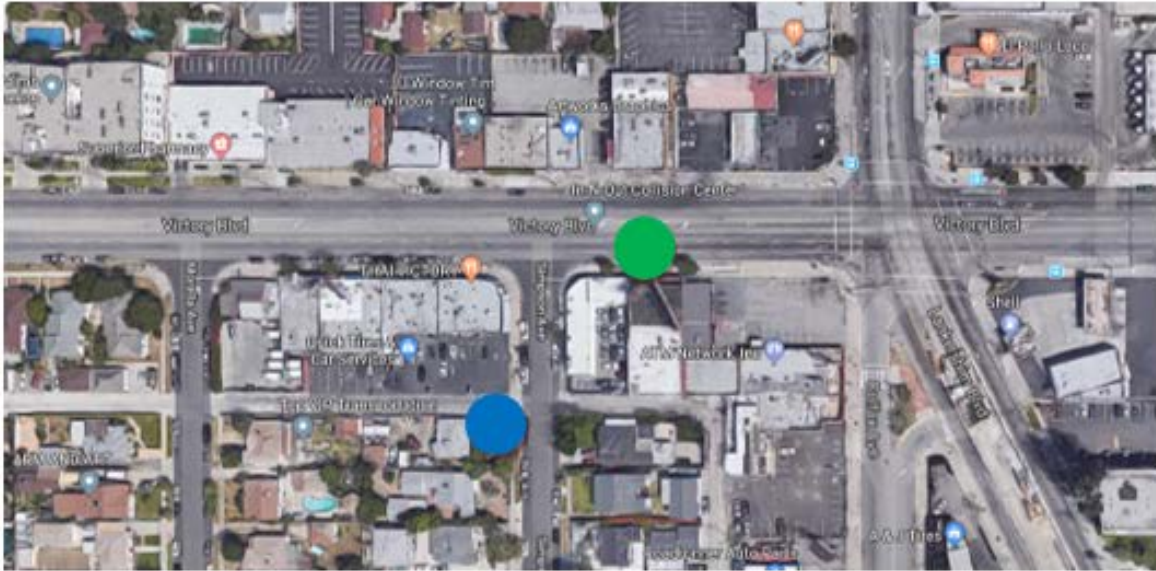
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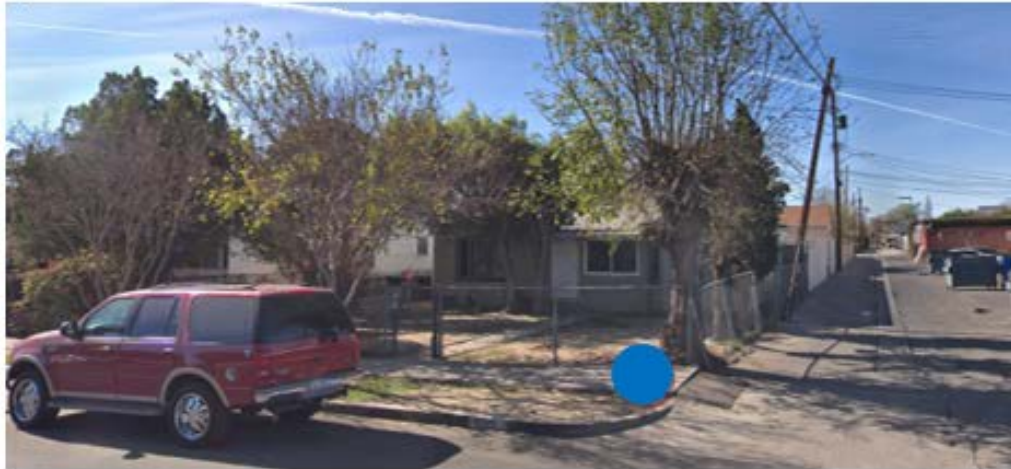
Red Dot – 24-hr Noise Monitor
Blue Dot – Short Term Vibration Monitor



STN1



6345 Simpson Avenue, North Hollywood, CA



- Green Dot** – Pump Station
- Blue Dot** – Short Term Noise Monitor



STN2, STV2



6346 Agnes Ave, North Hollywood, CA 91606

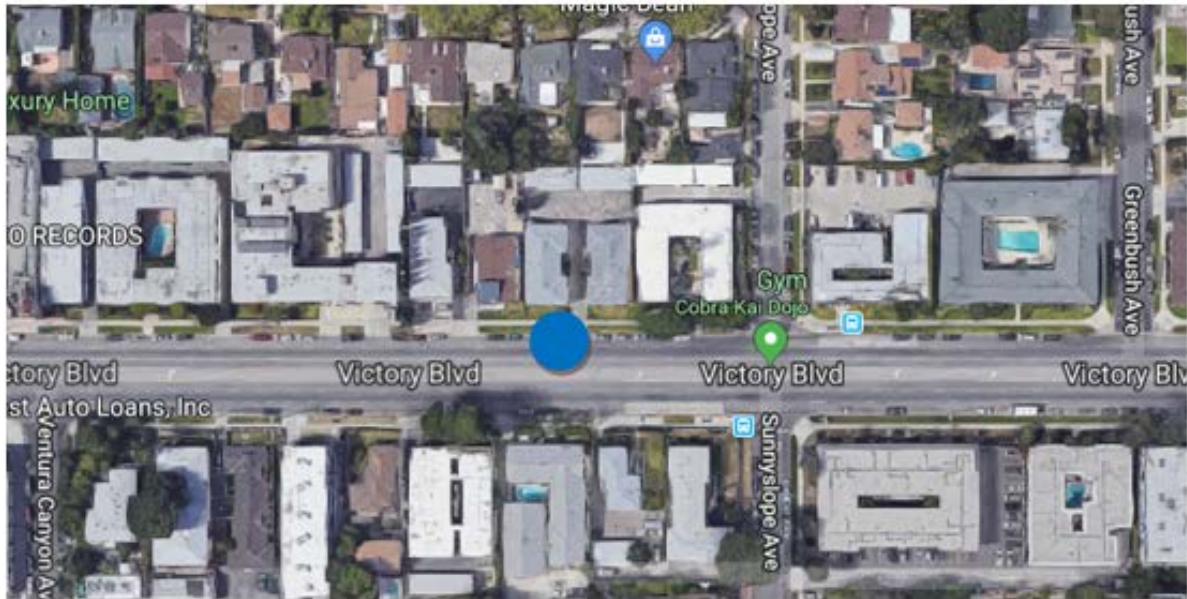


Green Dot – Pump Station

Blue Dot – Short Term Noise & Vibration Monitor



STN3



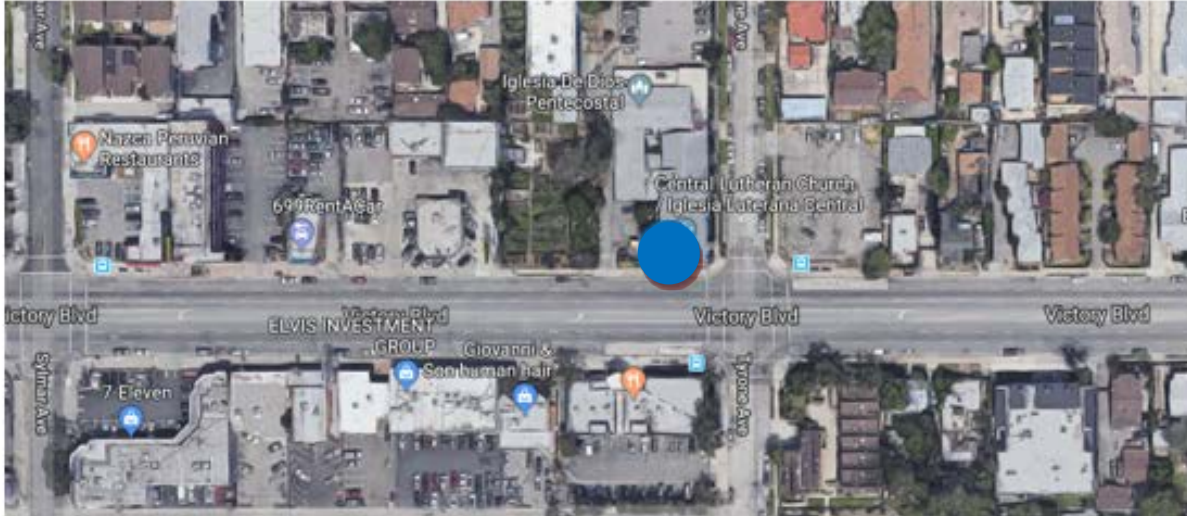
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Blue Dot – Short Term Noise Monitor



STN4, STV4

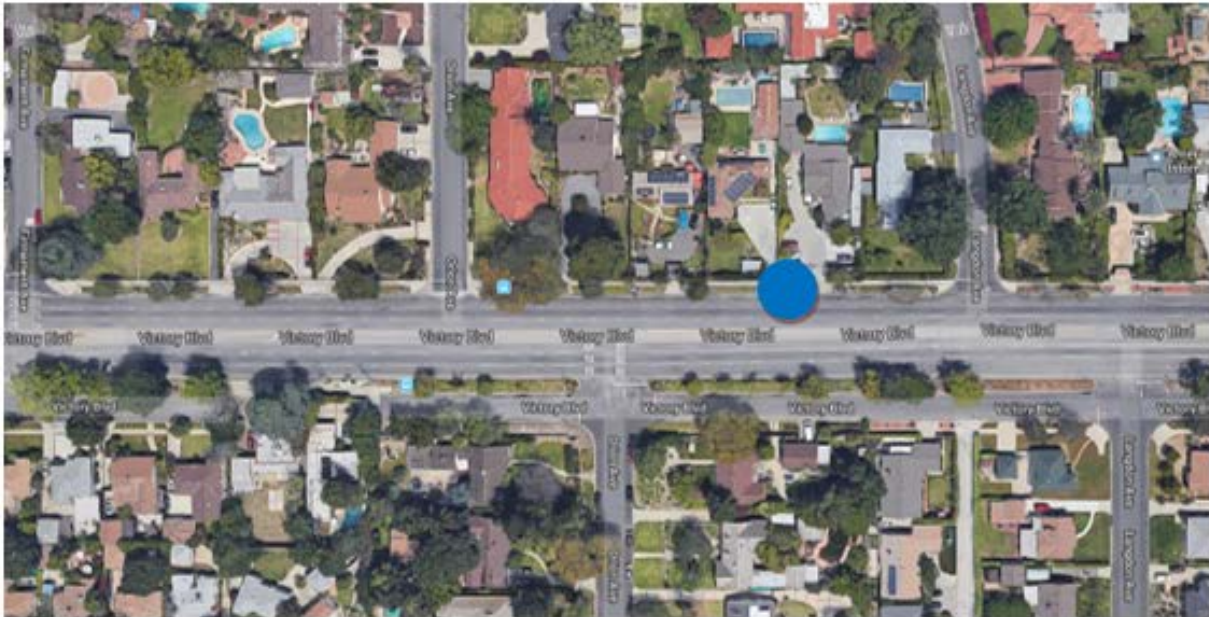


6425 Tyrone Ave, Van Nuys, CA 91401



Blue Dot – Short Term Noise & Vibration Monitor

STN5



15411 Victory Blvd, Van Nuys, CA 91406



Blue Dot – Short Term Noise Monitor

STN6, STV6

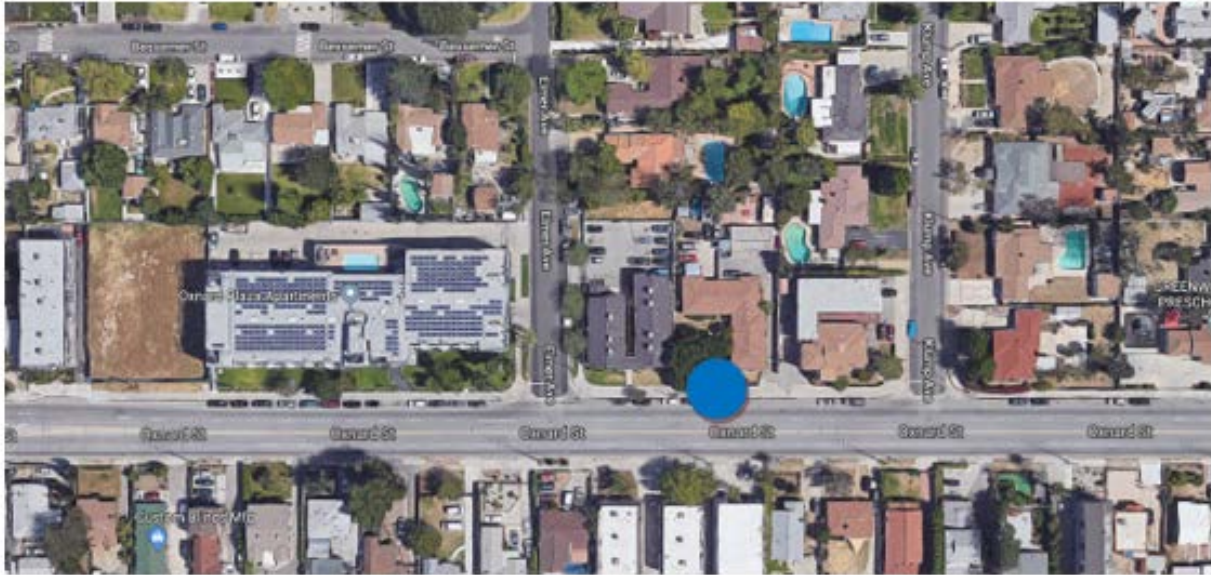


6403 Dempsey Ave, Van Nuys, CA 91406



Blue Dot – Short Term Noise & Vibration Monitor

STN7, STV7

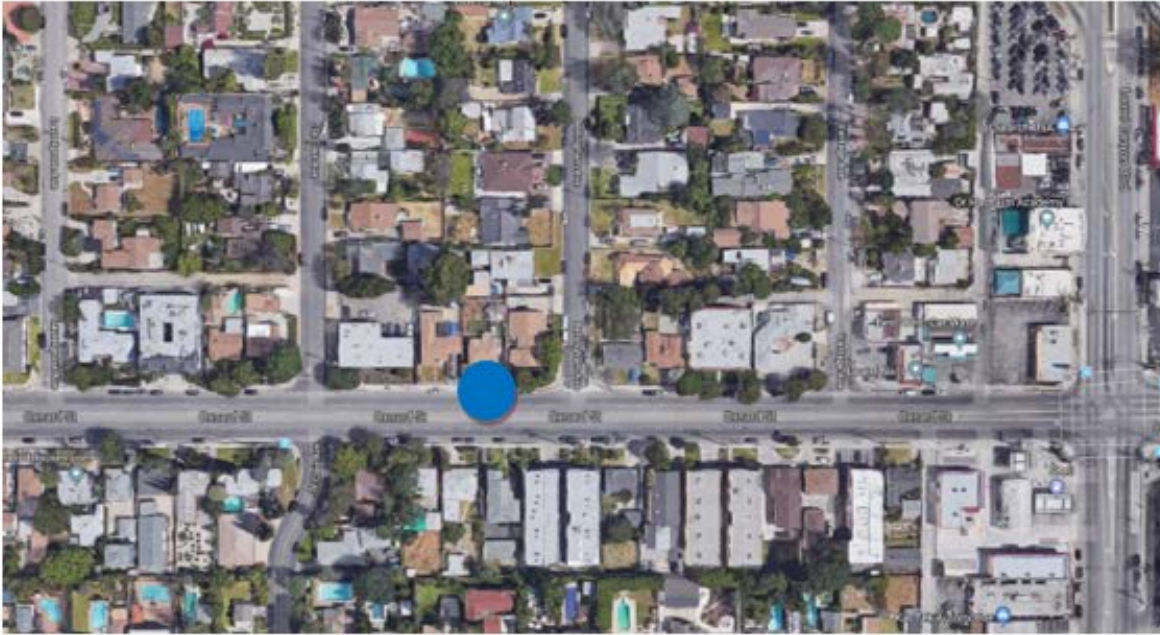


11251 Oxnard St, North Hollywood, CA



Blue Dot – Short Term Noise & Vibration Monitor

STN8, STV8



12217 Oxnard St, North Hollywood, CA 91606



Blue Dot – Short Term Noise & Vibration Monitor



STN9, STV9



13822 Oxnard St, Van Nuys, CA 91401



Blue Dot – Short Term Noise & Vibration Monitor



STN10, STV10



14853 Friar St, Van Nuys, CA 91411

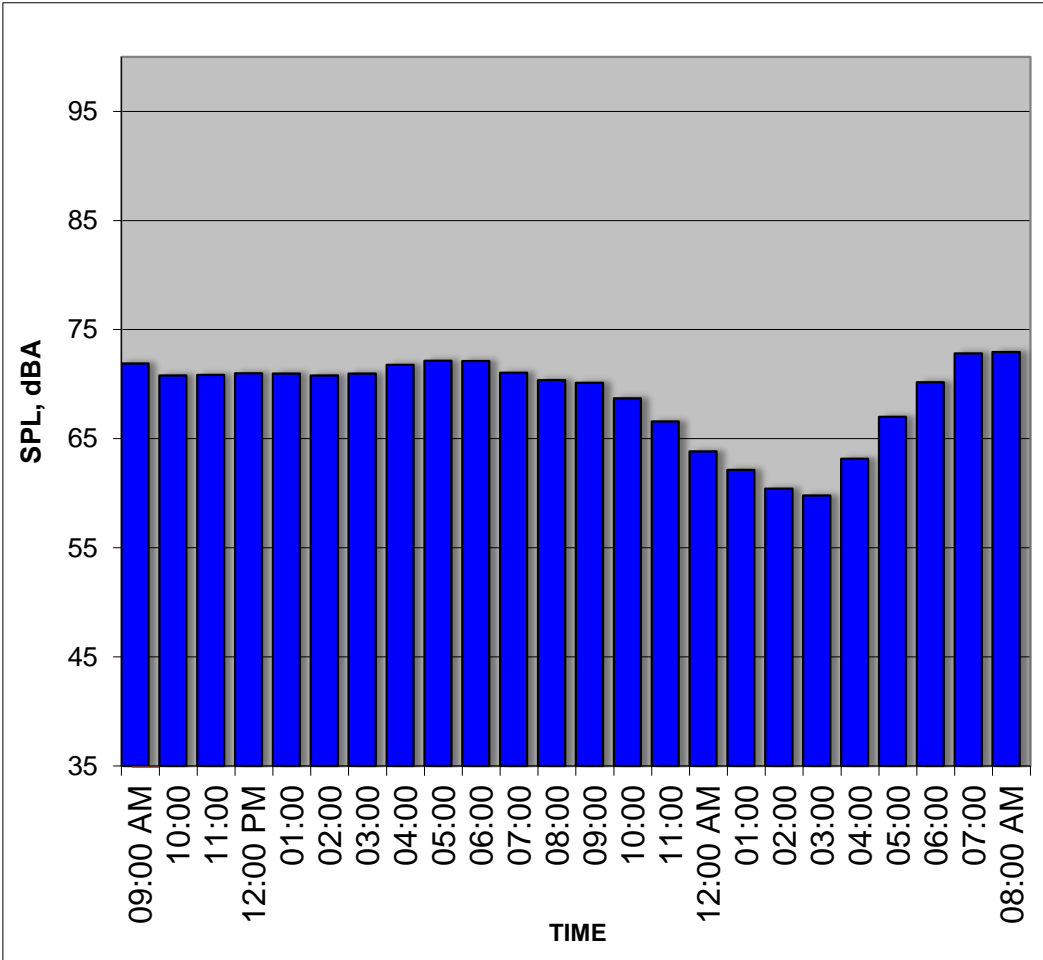


Blue Dot – Short Term Noise & Vibration Monitor

MEASUREMENT DATA - HOURLY NOISE LEVELS

Project: CDM Smith - LASAN EWVIS
Address: 6372 Vicland Place, North Hollywood, CA 91606
Location:
Noise Sources: Traffic Noise

Date: 2/25/2019
 - 2/26/2019
Position: LTN1



TIME	HNL, dB(A)
09:00 - 10:00 AM	71.9
10:00 - 11:00 AM	70.8
11:00 - 12:00 PM	70.9
12:00 - 01:00 PM	71.0
01:00 - 02:00 PM	71.0
02:00 - 03:00 PM	70.8
03:00 - 04:00 PM	71.0
04:00 - 05:00 PM	71.8
05:00 - 06:00 PM	72.2
06:00 - 07:00 PM	72.1
07:00 - 08:00 PM	71.1
08:00 - 09:00 PM	70.4
09:00 - 10:00 PM	70.1
10:00 - 11:00 PM	68.7
11:00 - 12:00 AM	66.6
12:00 - 01:00 AM	63.8
01:00 - 02:00 AM	62.2
02:00 - 03:00 AM	60.4
03:00 - 04:00 AM	59.8
04:00 - 05:00 AM	63.2
05:00 - 06:00 AM	67.0
06:00 - 07:00 AM	70.2
07:00 - 08:00 AM	72.8
08:00 - 09:00 AM	73.0
CNEL:	74.2

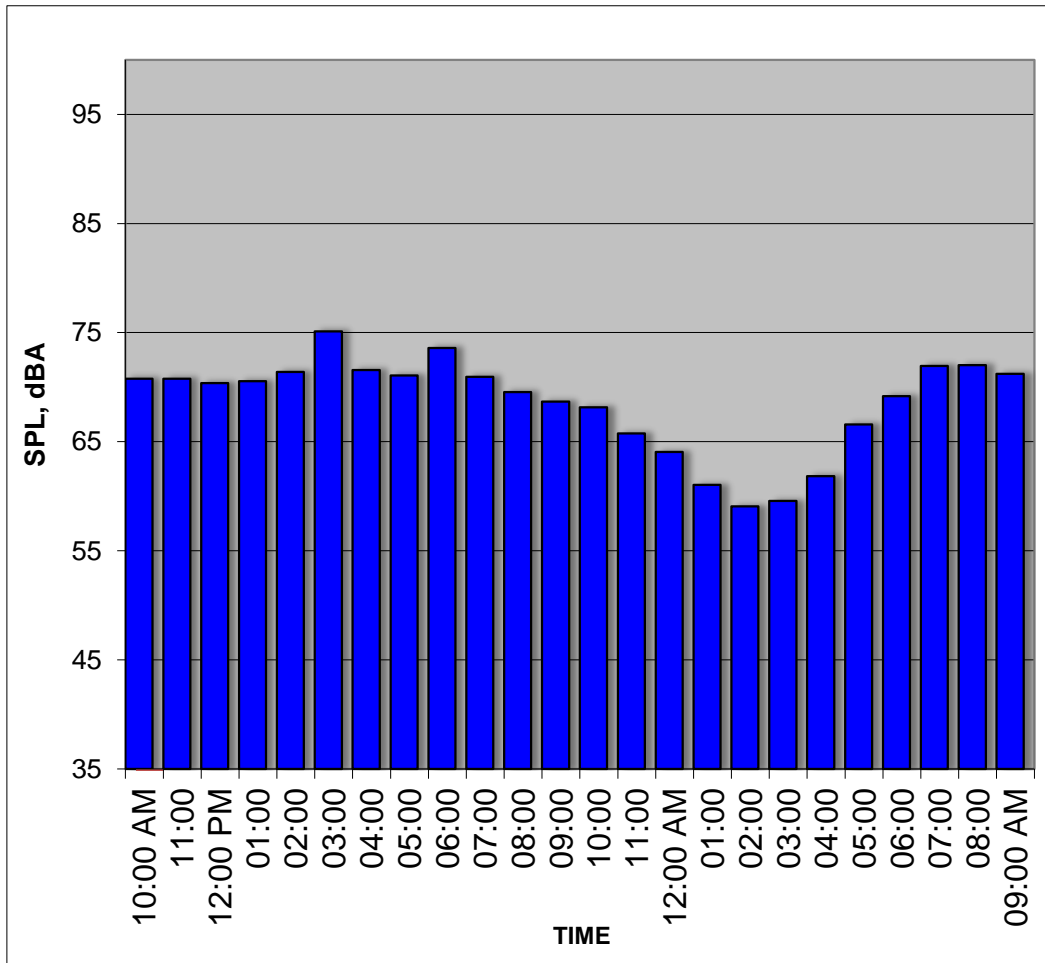
Notes:



MEASUREMENT DATA - HOURLY NOISE LEVELS

Project: CDM Smith - LASAN EWVIS
Address: 11341 Victory Blvd, North Hollywood, CA 91606
Location:
Noise Sources: Traffic Noise

Date: 2/25/2019
 - 2/26/2019
Position: LTN2



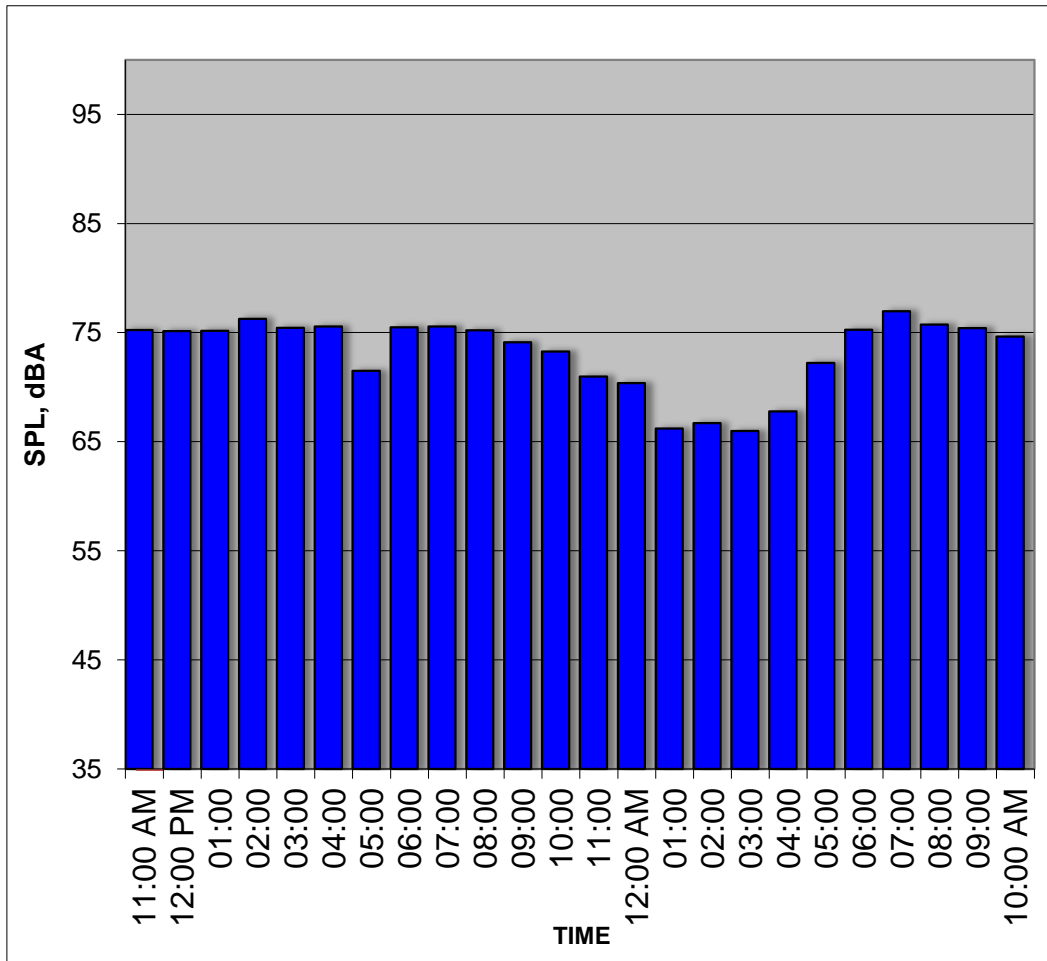
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10:00 - 11:00 AM	70.8
11:00 - 12:00 PM	70.8
12:00 - 01:00 PM	70.4
01:00 - 02:00 PM	70.5
02:00 - 03:00 PM	71.4
03:00 - 04:00 PM	75.1
04:00 - 05:00 PM	71.6
05:00 - 06:00 PM	71.1
06:00 - 07:00 PM	73.6
07:00 - 08:00 PM	71.0
08:00 - 09:00 PM	69.6
09:00 - 10:00 PM	68.7
10:00 - 11:00 PM	68.1
11:00 - 12:00 AM	65.8
12:00 - 01:00 AM	64.1
01:00 - 02:00 AM	61.0
02:00 - 03:00 AM	59.1
03:00 - 04:00 AM	59.6
04:00 - 05:00 AM	61.8
05:00 - 06:00 AM	66.6
06:00 - 07:00 AM	69.2
07:00 - 08:00 AM	71.9
08:00 - 09:00 AM	72.0
09:00 - 10:00 AM	71.2
CNEL:	73.8



MEASUREMENT DATA - HOURLY NOISE LEVELS

Project: CDM Smith - LASAN EWVIS
Address: 12535 Victory Blvd, North Hollywood, CA 91606
Location:
Noise Sources: Traffic Noise

Date: 2/25/2019
 - 2/25/2019
Position: LTN3



TIME	HNL, dB(A)
11:00 - 12:00 PM	75.2
12:00 - 01:00 PM	75.1
01:00 - 02:00 PM	75.2
02:00 - 03:00 PM	76.3
03:00 - 04:00 PM	75.4
04:00 - 05:00 PM	75.6
05:00 - 06:00 PM	71.5
06:00 - 07:00 PM	75.5
07:00 - 08:00 PM	75.6
08:00 - 09:00 PM	75.2
09:00 - 10:00 PM	74.1
10:00 - 11:00 PM	73.3
11:00 - 12:00 AM	71.0
12:00 - 01:00 AM	70.4
01:00 - 02:00 AM	66.2
02:00 - 03:00 AM	66.7
03:00 - 04:00 AM	66.0
04:00 - 05:00 AM	67.8
05:00 - 06:00 AM	72.2
06:00 - 07:00 AM	75.3
07:00 - 08:00 AM	77.0
08:00 - 09:00 AM	75.7
09:00 - 10:00 AM	75.4
10:00 - 11:00 AM	74.6
CNEL:	78.9

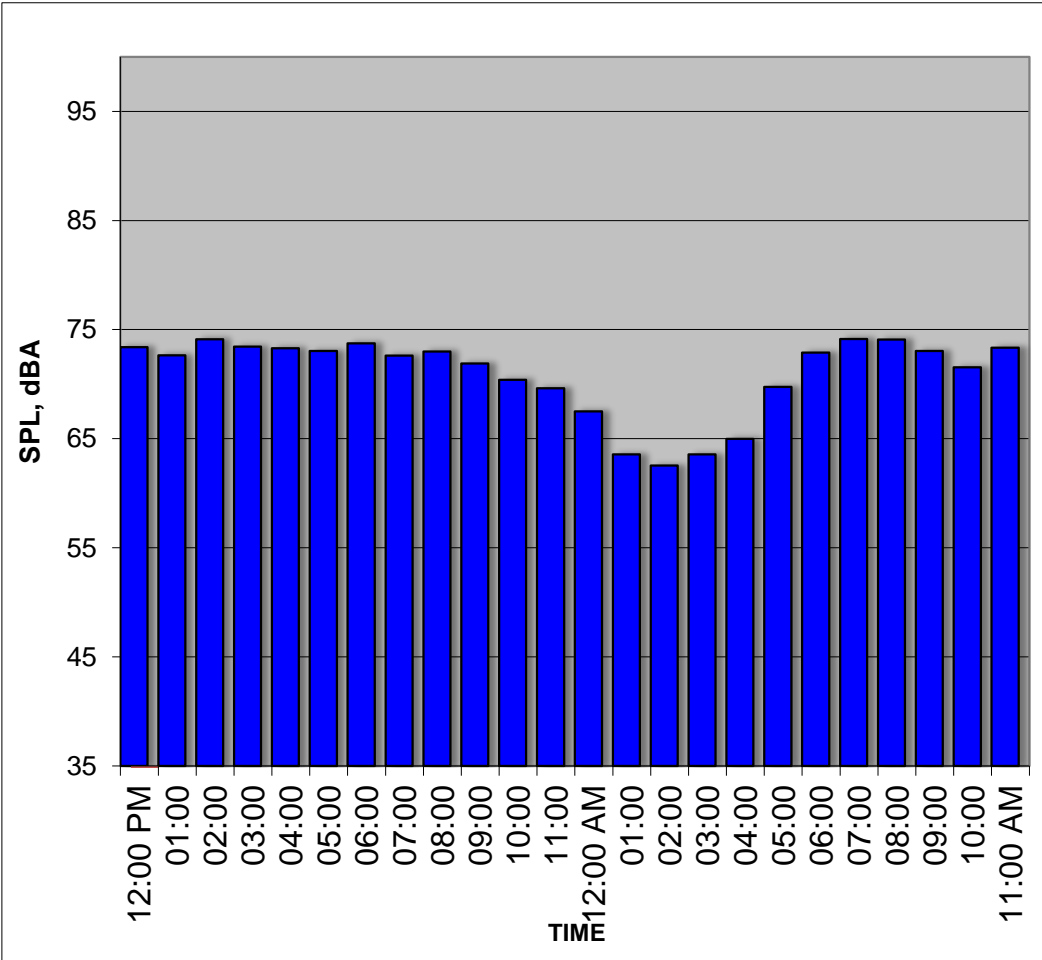
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MEASUREMENT DATA - HOURLY NOISE LEVELS

Project: CDM Smith - LASAN EWVIS
Address: 13109 Victory Blvd, North Hollywood, CA 91401
Location:
Noise Sources: Traffic Noise

Date: 2/25/2019
 - 2/26/2019
Position: LTN4



TIME	HNL, dB(A)
12:00 - 01:00 PM	73.4
01:00 - 02:00 PM	72.6
02:00 - 03:00 PM	74.1
03:00 - 04:00 PM	73.4
04:00 - 05:00 PM	73.3
05:00 - 06:00 PM	73.0
06:00 - 07:00 PM	73.8
07:00 - 08:00 PM	72.6
08:00 - 09:00 PM	73.0
09:00 - 10:00 PM	71.9
10:00 - 11:00 PM	70.4
11:00 - 12:00 AM	69.6
12:00 - 01:00 AM	67.5
01:00 - 02:00 AM	63.6
02:00 - 03:00 AM	62.5
03:00 - 04:00 AM	63.6
04:00 - 05:00 AM	65.0
05:00 - 06:00 AM	69.7
06:00 - 07:00 AM	72.9
07:00 - 08:00 AM	74.1
08:00 - 09:00 AM	74.1
09:00 - 10:00 AM	73.0
10:00 - 11:00 AM	71.5
11:00 - 12:00 PM	73.3
CNEL:	76.5

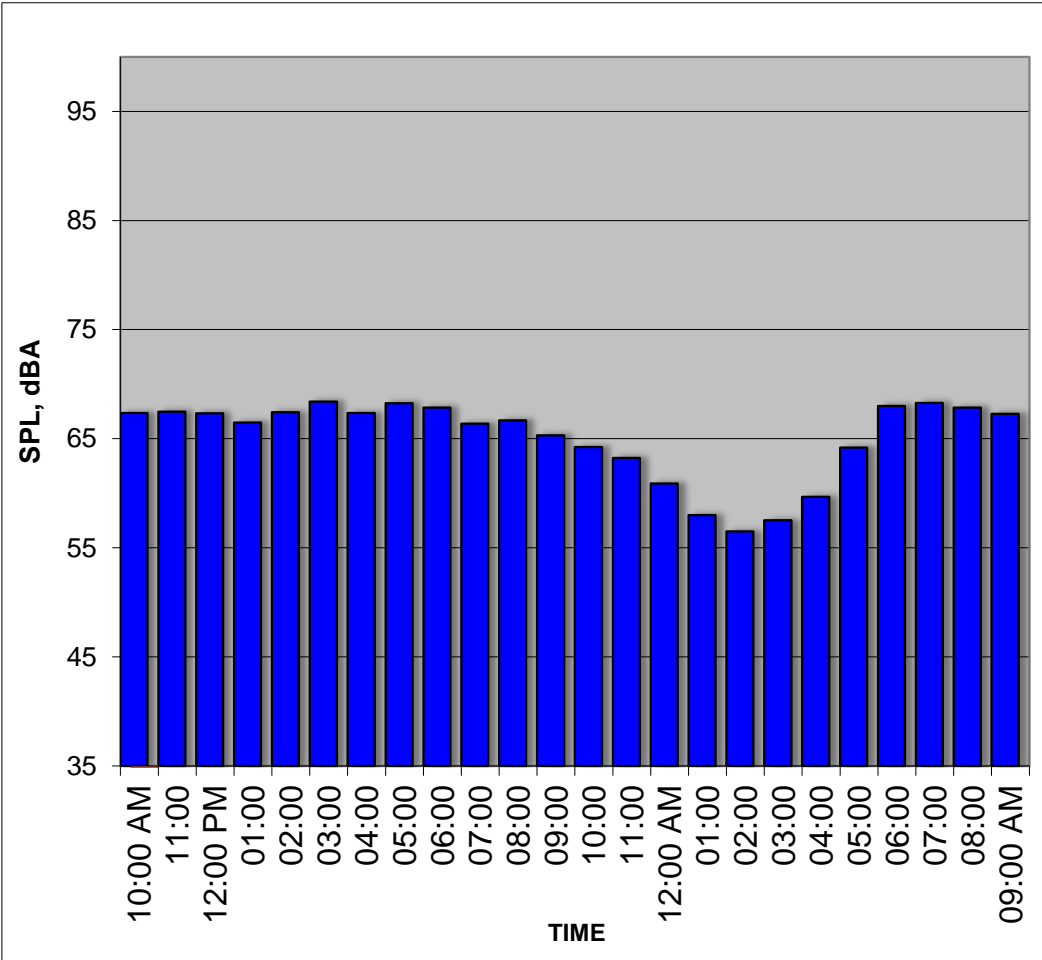
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MEASUREMENT DATA - HOURLY NOISE LEVELS

Project: CDM Smith - LASAN EWVIS
Address: 13903 Victory Blvd, Van Nuys, CA 91401
Location:
Noise Sources: Traffic Noise

Date: 2/25/2019
 - 2/26/2019
Position: LTN5



TIME	HNL, dB(A)
10:00 - 11:00 AM	67.4
11:00 - 12:00 PM	67.5
12:00 - 01:00 PM	67.3
01:00 - 02:00 PM	66.5
02:00 - 03:00 PM	67.4
03:00 - 04:00 PM	68.4
04:00 - 05:00 PM	67.4
05:00 - 06:00 PM	68.3
06:00 - 07:00 PM	67.9
07:00 - 08:00 PM	66.4
08:00 - 09:00 PM	66.7
09:00 - 10:00 PM	65.3
10:00 - 11:00 PM	64.2
11:00 - 12:00 AM	63.2
12:00 - 01:00 AM	60.9
01:00 - 02:00 AM	58.0
02:00 - 03:00 AM	56.5
03:00 - 04:00 AM	57.5
04:00 - 05:00 AM	59.7
05:00 - 06:00 AM	64.2
06:00 - 07:00 AM	68.0
07:00 - 08:00 AM	68.3
08:00 - 09:00 AM	67.9
09:00 - 10:00 AM	67.3
CNEL:	70.7

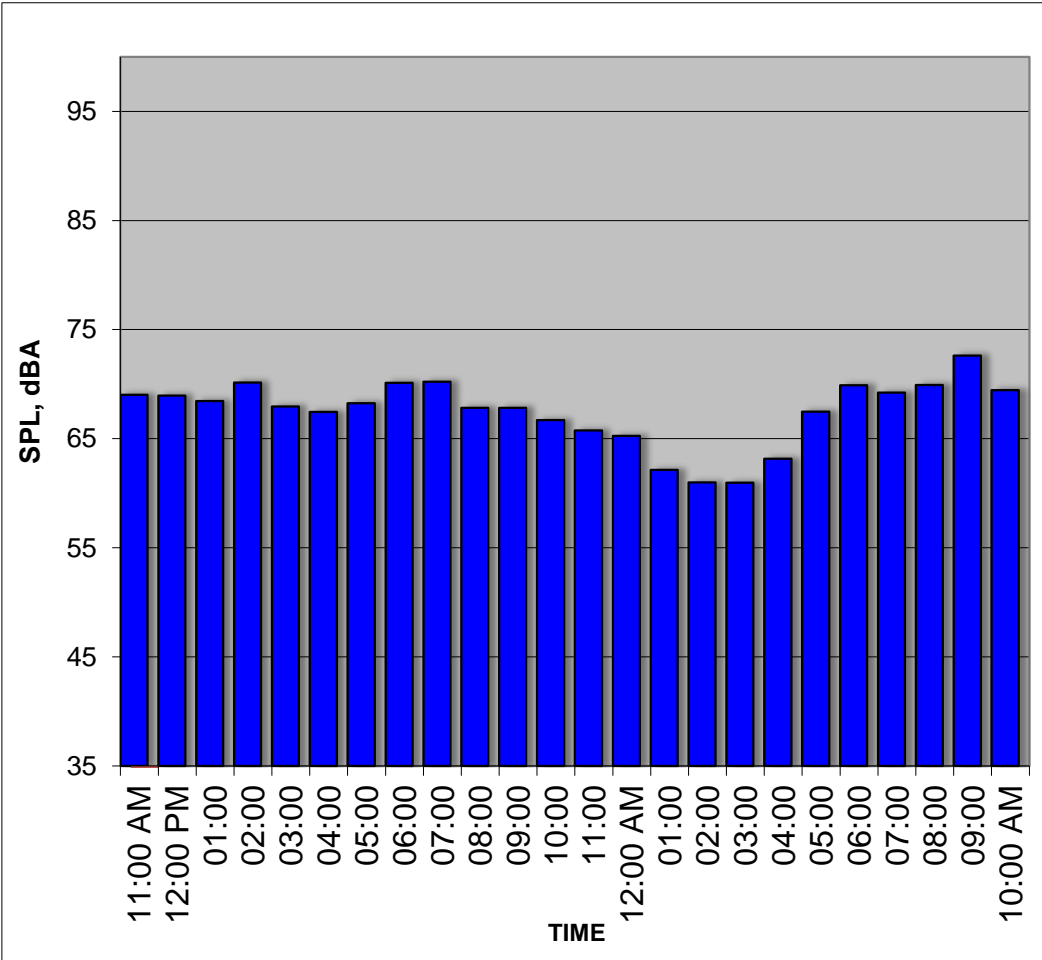
Notes:



MEASUREMENT DATA - HOURLY NOISE LEVELS

Project: CDM Smith - LASAN EWVIS
Address: 15157 Victory Blvd, Van Nuys, CA 91411
Location:
Noise Sources: Traffic Noise

Date: 2/25/2019
 - 2/26/2019
Position: LTN6



TIME	HNL, dB(A)
11:00 - 12:00 PM	69.0
12:00 - 01:00 PM	69.0
01:00 - 02:00 PM	68.5
02:00 - 03:00 PM	70.2
03:00 - 04:00 PM	67.9
04:00 - 05:00 PM	67.5
05:00 - 06:00 PM	68.3
06:00 - 07:00 PM	70.1
07:00 - 08:00 PM	70.2
08:00 - 09:00 PM	67.8
09:00 - 10:00 PM	67.8
10:00 - 11:00 PM	66.7
11:00 - 12:00 AM	65.8
12:00 - 01:00 AM	65.3
01:00 - 02:00 AM	62.1
02:00 - 03:00 AM	61.0
03:00 - 04:00 AM	61.0
04:00 - 05:00 AM	63.2
05:00 - 06:00 AM	67.5
06:00 - 07:00 AM	69.9
07:00 - 08:00 AM	69.2
08:00 - 09:00 AM	69.9
09:00 - 10:00 AM	72.6
10:00 - 11:00 AM	69.5
CNEL:	73.3

Notes:



NOISE MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/8/2019
Loc:	STN1		
	6345 Simpson Avenue, North Hollywood, CA 91606		
SLM:	Bruel & Kjaer Type 2270	SN:	3011341
Mic:	Bruel & Kjaer Type 4189	SN:	3086903
P/A:		SN:	

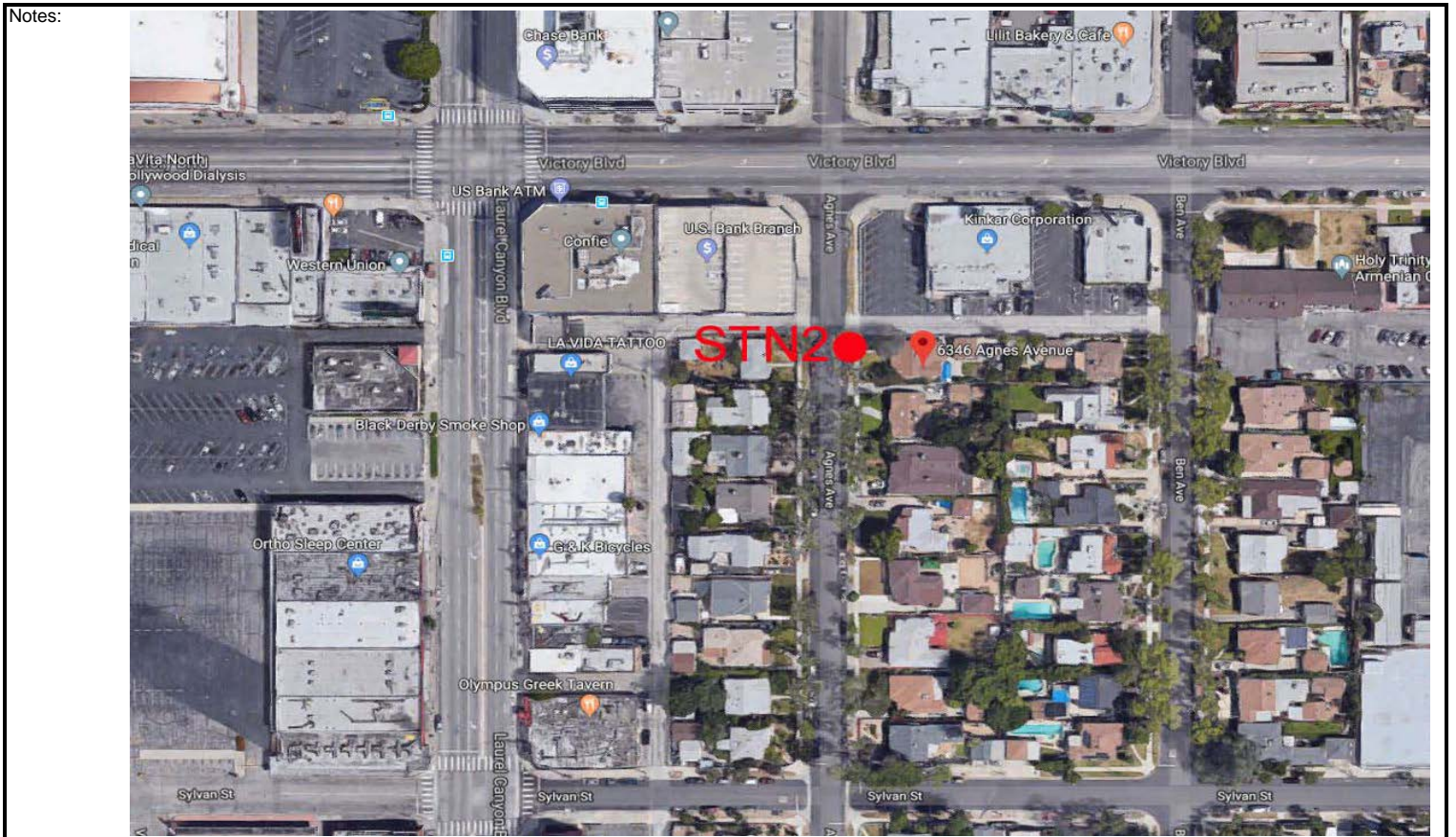
Start	Stop	L2	L8	L25	L50	L90	L99	Lmax	Lmin	Leq	Notes
2/8/2019 9:06 AM	2/8/2019 9:26 AM	64.2	62.0	59.5	57.4	54.5	53.8	71.4	51.8	58.3	Vehicular Traffic, Mechanical Equipment, Wildlife
2/8/2019 12:15 PM	2/8/2019 12:46 PM	63.7	60.6	57.7	55.5	51.6	50.5	70.8	46.5	57.1	Vehicular Traffic, Aircraft, Mechcal Equipment, Water Hose
2/8/2019 3:12 PM	2/8/2019 3:41 PM	64.7	60.9	58.4	56.9	54.6	53.9	74.9	51.7	58.2	Vehicular Traffic, Mechanical Equipment, Community Noise, Wind



NOISE MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/8/2019
Loc:	STN2		
	6346 Agnes Ave, North Hollywood, CA 91606		
SLM:	Bruel & Kjaer Type 2270	SN:	3023678
Mic:	Bruel & Kjaer Type 4189	SN:	3100588
P/A:		SN:	

Start	Stop	L2	L8	L25	L50	L90	L99	Lmax	Lmin	Leq	Notes
2/8/2019 9:26 AM	2/8/2019 9:46 AM	66.5	64.5	62.3	60.3	55.5	53.9	71.2	49.1	61.2	Vehicular Traffic, Community Noise, Helicopter
2/8/2019 12:23 PM	2/8/2019 12:43 PM	66.3	63.1	60.7	59.0	55.8	54.3	75.5	51.0	60.3	Vehicular Traffic, Community Noise, Aircraft, Wildlife
2/8/2019 3:18 PM	2/8/2019 3:38 PM	68.2	65.5	63.0	61.4	59.2	57.8	73.7	55.7	62.5	Vehicular Traffic, Community Noise, Aircraft, Wildlife

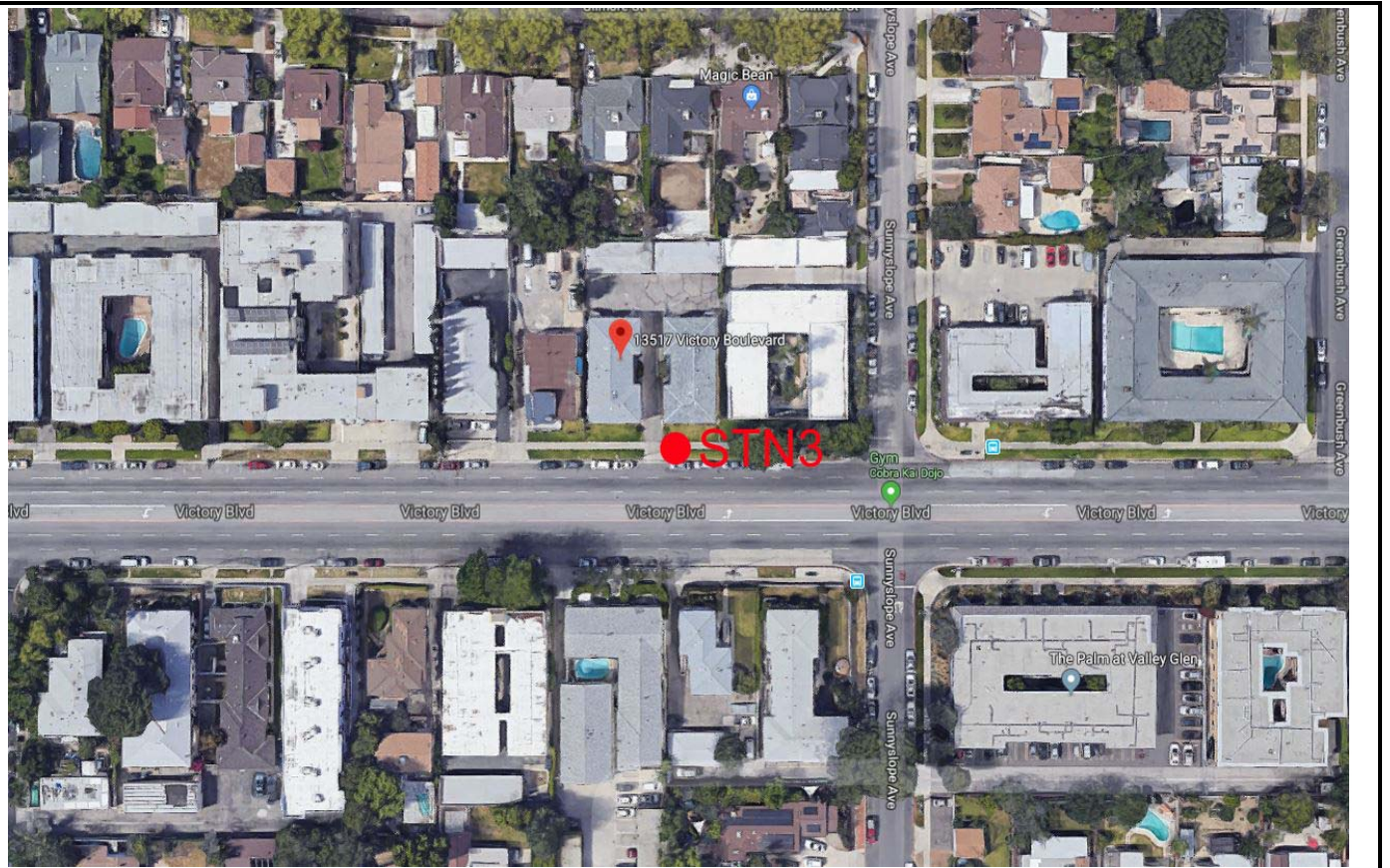


NOISE MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/8/2019
Loc:	STN3		
	13517 Victory Blvd, Van Nuys, CA 91401		
SLM:	Bruel & Kjaer Type 2270	SN:	3011341
Mic:	Bruel & Kjaer Type 4189	SN:	3086903
P/A:		SN:	

Start	Stop	L2	L8	L25	L50	L90	L99	Lmax	Lmin	Leq	Notes
2/8/2019 10:01 AM	2/8/2019 10:36 AM	78.3	76.8	75.2	73.7	69.7	67.1	85.6	53.4	74.1	Vehicular Traffic, Community Noise
2/8/2019 1:05 PM	2/8/2019 1:39 PM	82.4	78.1	75.5	73.8	68.7	65.9	94.8	55.7	75.3	Vehicular Traffic, Siren, Community Noise
2/8/2019 3:57 PM	2/8/2019 4:30 PM	77.0	74.8	73.1	71.5	67.3	64.5	86.3	57.0	72.1	Vehicular Traffic, Bust Stop, Community Noise

Notes:



NOISE MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/8/2019
Loc:	STN4		
	6425 Tyrone Ave, Van Nuys, CA 91401		
SLM:	Bruel & Kjaer Type 2270	SN:	3023678
Mic:	Bruel & Kjaer Type 4189	SN:	3100588
P/A:		SN:	

Start	Stop	L2	L8	L25	L50	L90	L99	Lmax	Lmin	Leq	Notes
2/8/2019 10:09 AM	2/8/2019 10:29 AM	82.1	77.7	75.2	72.7	66.1	63.9	93.3	56.2	74.5	Vehicular Traffic, Community Noise
2/8/2019 1:14 PM	2/8/2019 1:34 PM	80.3	76.9	74.8	72.6	64.9	62.3	88.9	56.1	73.6	Vehicular Traffic, Community Noise
2/8/2019 4:05 PM	2/8/2019 4:25 PM	80.3	77.1	75.0	73.0	67.3	65.8	88.7	56.8	74.0	Vehicular Traffic, Community Noise



NOISE MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/8/2019
Loc:	STN5		
	15411 Victory Blvd, Van Nuys, CA 91406		
SLM:	Bruel & Kjaer Type 2270	SN:	3023678
Mic:	Bruel & Kjaer Type 4189	SN:	3100588
P/A:		SN:	

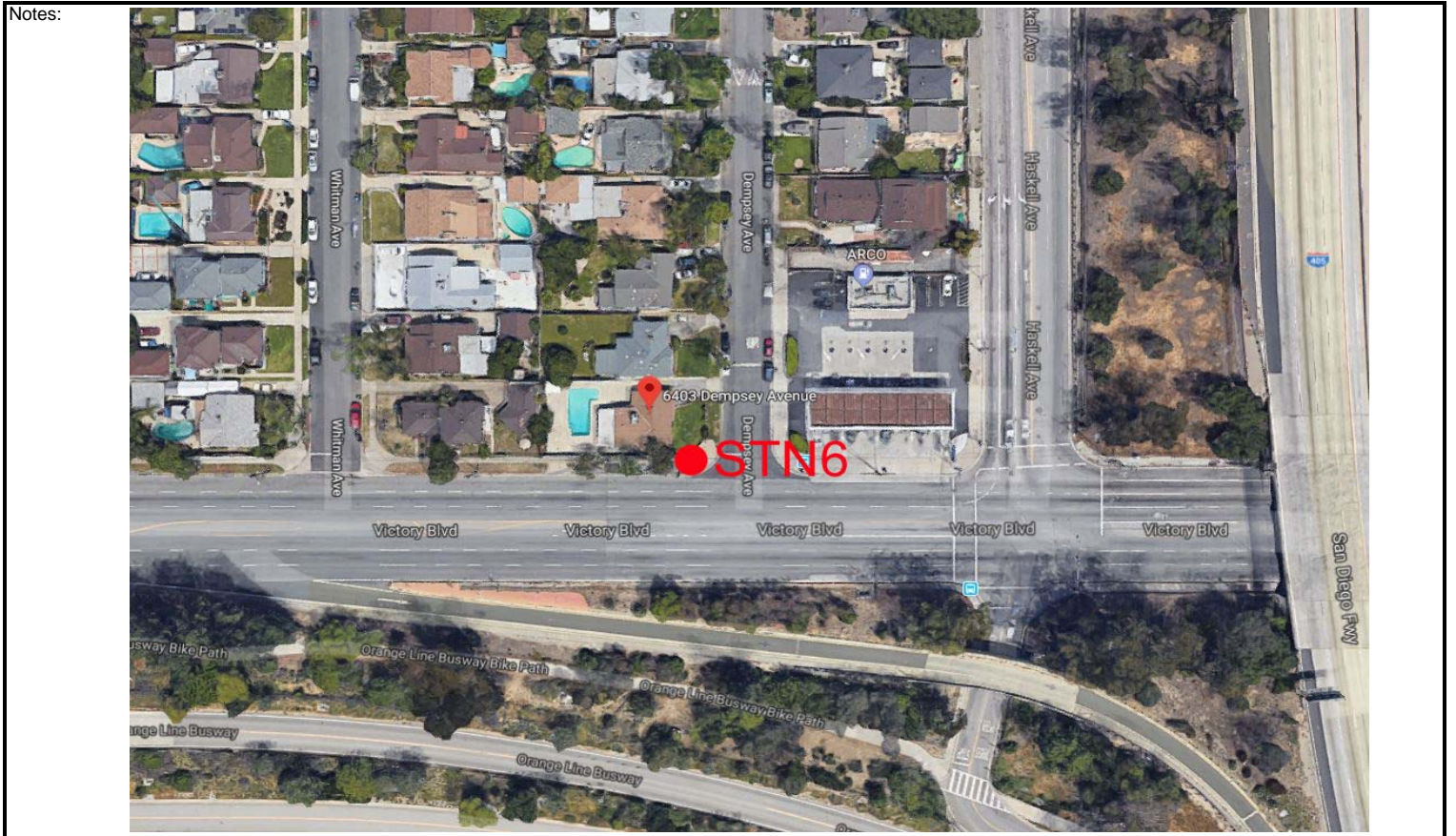
Start	Stop	L2	L8	L25	L50	L90	L99	Lmax	Lmin	Leq	Notes
2/8/2019 11:07 AM	2/8/2019 11:30 AM	81.7	79.6	77.4	74.7	69.2	66.0	87.0	56.8	76.1	Vehicular Traffic, Community Noise
2/8/2019 2:05 PM	2/8/2019 2:25 PM	81.5	80.1	78.3	75.8	69.4	65.7	85.1	59.7	76.8	Vehicular Traffic, Community Noise, Helicopter, Aircraft
2/8/2019 5:04 PM	2/8/2019 5:24 PM	83.2	80.8	79.1	77.3	72.9	70.8	91.5	63.0	78.0	Vehicular Traffic, Community Noise, Weed Wacker



NOISE MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/8/2019
Loc:	STN6		
	6403 Dempsey Ave, Van Nuys, CA 91406		
SLM:	Bruel & Kjaer Type 2270	SN:	3011341
Mic:	Bruel & Kjaer Type 4189	SN:	3086903
P/A:		SN:	

Start	Stop	L2	L8	L25	L50	L90	L99	Lmax	Lmin	Leq	Notes
2/8/2019 10:54 AM	2/8/2019 11:24 AM	80.4	77.8	75.3	72.4	65.6	63.7	90.5	59.5	73.9	Vehicular Traffic, Community Noise, Commercial Plaza Noise
2/8/2019 1:57 PM	2/8/2019 2:30 PM	83.3	79.0	76.9	74.1	69.0	66.5	97.7	60.5	76.1	Vehicular Traffic, Community Noise
2/8/2019 4:47 PM	2/8/2019 5:25 PM	82.8	79.8	77.6	74.7	69.5	67.3	95.1	61.5	75.4	Vehicular Traffic, Community Noise, Aircraft

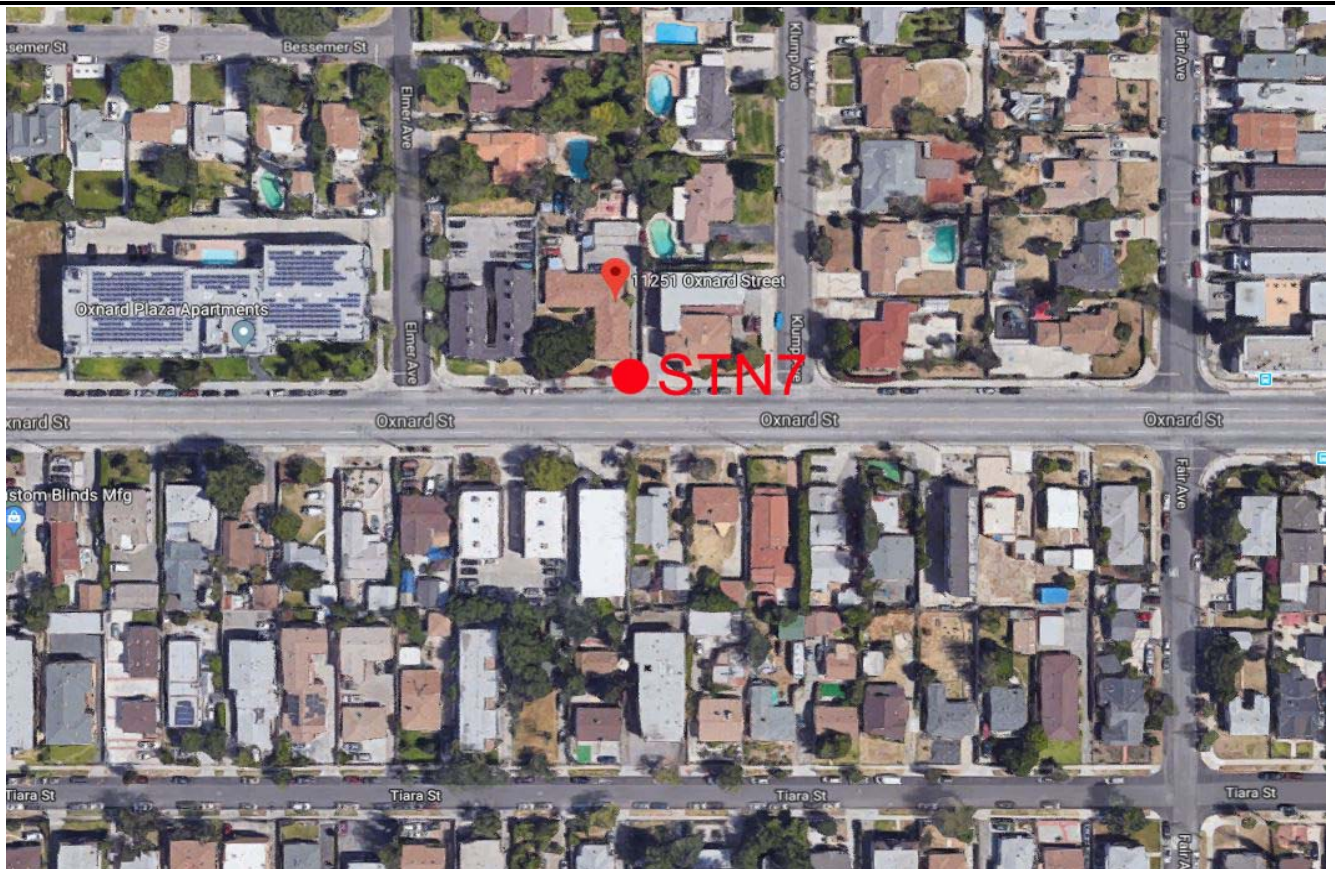


NOISE MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/11/2019
Loc:	STN7		2/12/2019
	11251 Oxnard St, North Hollywood, CA 91606		
SLM:	Bruel & Kjaer Type 2270	SN:	3011341
Mic:	Bruel & Kjaer Type 4189	SN:	3086903
P/A:		SN:	

Start	Stop	L2	L8	L25	L50	L90	L99	Lmax	Lmin	Leq	Notes
2/11/2019 10:37 AM	2/11/2019 11:07 AM	76.9	75.0	72.2	67.9	58.1	55.0	81.4	42.1	70.5	Vehicular Traffic, Community Noise, Wildlife
2/11/2019 12:14 PM	2/11/2019 12:38 PM	76.1	73.8	71.0	67.0	57.6	55.0	82.9	43.9	69.4	Vehicular Traffic, Community Noise, Wildlife
2/12/2019 2:09 PM	2/12/2019 2:32 PM	76.9	75.2	72.6	69.3	59.9	57.6	81.1	49.4	71.1	Vehicular Traffic, Community Noise, Wildlife

Notes:



NOISE MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/11/2019
Loc:	STN8		2/12/2019
	12217 Oxnard St, North Hollywood, CA 91606		
SLM:	Bruel & Kjaer Type 2270	SN:	3023678
Mic:	Bruel & Kjaer Type 4189	SN:	3100588
P/A:		SN:	

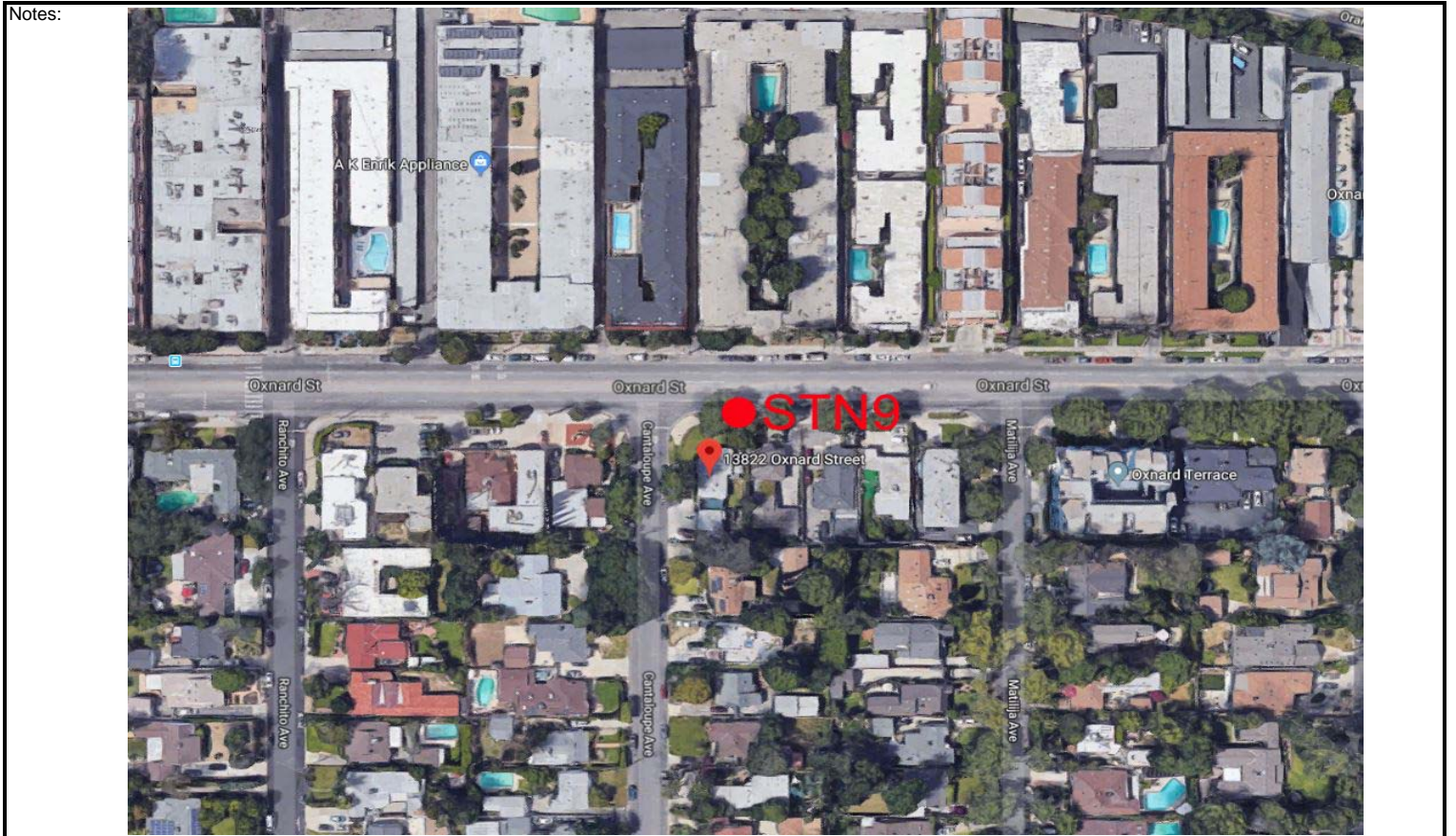
Start	Stop	L2	L8	L25	L50	L90	L99	Lmax	Lmin	Leq	Notes
2/11/2019 10:51 AM	2/11/2019 11:01 AM	80.1	77.5	74.8	72.7	66.9	64.8	86.9	56.0	74.1	Vehicular Traffic, Community Noise, Helicopter
2/11/2019 12:19 PM	2/11/2019 12:31 PM	82.4	77.5	73.5	71.1	66.0	63.3	92.2	55.4	73.8	Vehicular Traffic, Community Noise, Motorcycle, Wildlife
2/12/2019 2:15 PM	2/12/2019 2:26 PM	75.6	74.2	72.3	70.4	65.9	63.9	86.7	65.4	71.6	Vehicular Traffic, Community Noise



NOISE MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/11/2019
Loc:	STN9		2/12/2019
	13822 Oxnard St, Van Nuys, CA 91401		
SLM:	Bruel & Kjaer Type 2270	SN:	3011341
Mic:	Bruel & Kjaer Type 4189	SN:	3086903
P/A:		SN:	

Start	Stop	L2	L8	L25	L50	L90	L99	Lmax	Lmin	Leq	Notes
2/11/2019 11:14 AM	2/11/2019 11:56 AM	79.5	77.7	75.4	72.6	64.2	61.5	83.8	47.3	73.9	Vehicular Traffic, Community Noise, Wildlife
2/11/2019 12:57 PM	2/11/2019 1:24 PM	79.7	77.4	74.9	72.1	66.0	64.0	86.0	51.6	73.6	Vehicular Traffic, Community Noise, Wildlife
2/12/2019 2:49 PM	2/12/2019 3:00 PM	80.7	78.8	76.1	73.7	66.9	62.8	88.2	52.5	75.0	Vehicular Traffic

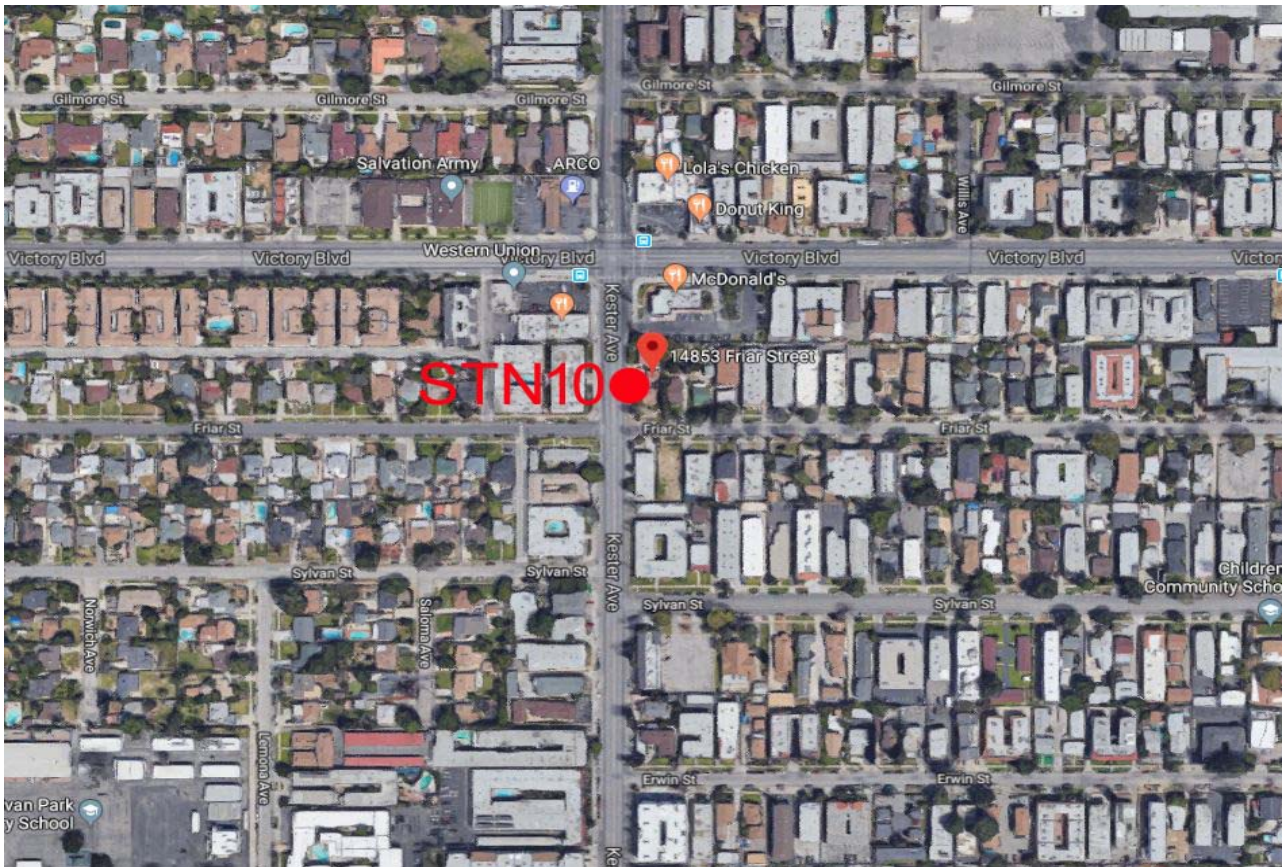


NOISE MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/11/2019
Loc:	STN10		2/12/2019
	14853 Friar St, Van Nuys, CA 91411		
SLM:	Bruel & Kjaer Type 2270	SN:	3023678
Mic:	Bruel & Kjaer Type 4189	SN:	3100588
P/A:		SN:	

Start	Stop	L2	L8	L25	L50	L90	L99	Lmax	Lmin	Leq	Notes
2/11/2019 11:35 AM	2/11/2019 11:46 AM	77.4	74.8	72.2	69.7	63.0	60.4	85.3	52.6	71.1	Vehicular Traffic, Community Noise
2/11/2019 1:07 PM	2/11/2019 1:17 PM	76.0	73.7	71.4	67.8	59.9	57.7	80.3	50.3	69.8	Vehicular Traffic, Community Noise
2/12/2019 3:11 PM	2/12/2019 3:22 PM	80.6	76.4	70.8	68.7	65.0	63.9	81.1	49.4	71.1	Vehicular Traffic, Community Noise, Construction, Siren

Notes:



VIBRATION MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/11/2019, 2/12/2019
Loc:	STV1		
	11341 Victory Blvd, North Hollywood, CA 91606		
SLM:	Bruel & Kjaer Type 2270	SN:	3011341
Mic:	Dytran Model 3100D24	SN:	7155
P/A:		SN:	

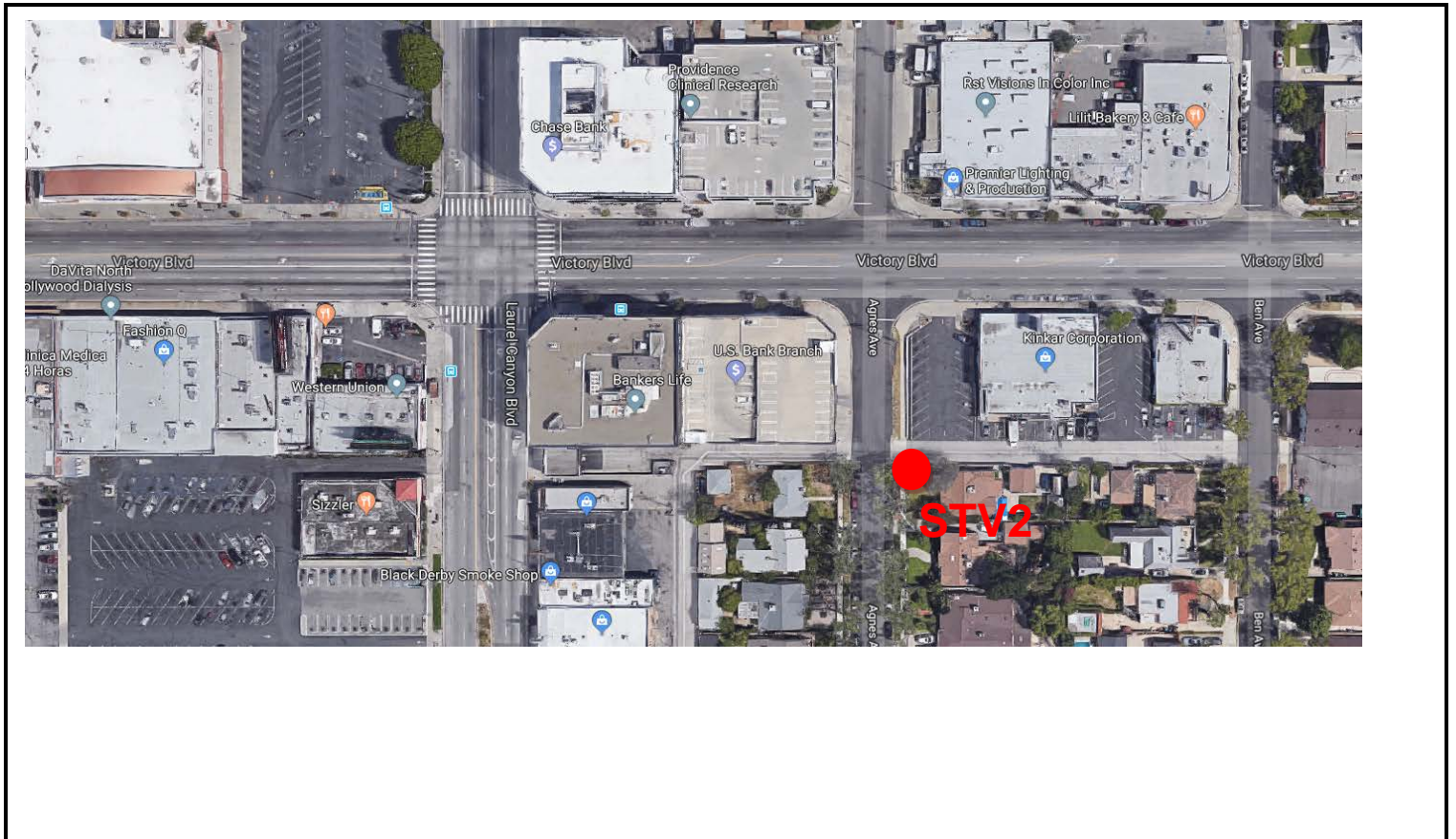
Start	Stop	PPV Max, in/sec	PPV Min, in/sec	RMS, VdB	RMS Max, VdB	RMS Min, VdB	Notes
2/11/2019 9:06 AM	2/11/2019 9:26 AM	0.029	0.007	81.86	89.25	77.10	Vehicular traffic
2/12/2019 12:43 PM	2/12/2019 12:53 PM	0.007	0.003	72.19	76.81	69.21	Vehicular traffic
2/12/2019 4:25 PM	2/12/2019 4:35 PM	0.011	0.005	76.32	80.52	73.44	Vehicular traffic, community activity



VIBRATION MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/8/2019
Loc:	STV2		
	6346 Agnes Ave, North Hollywood, CA 91606		
SLM:	Bruel & Kjaer Type 2270	SN:	3023678
Mic:	Dytran Model 3100D24T	SN:	7136
P/A:		SN:	

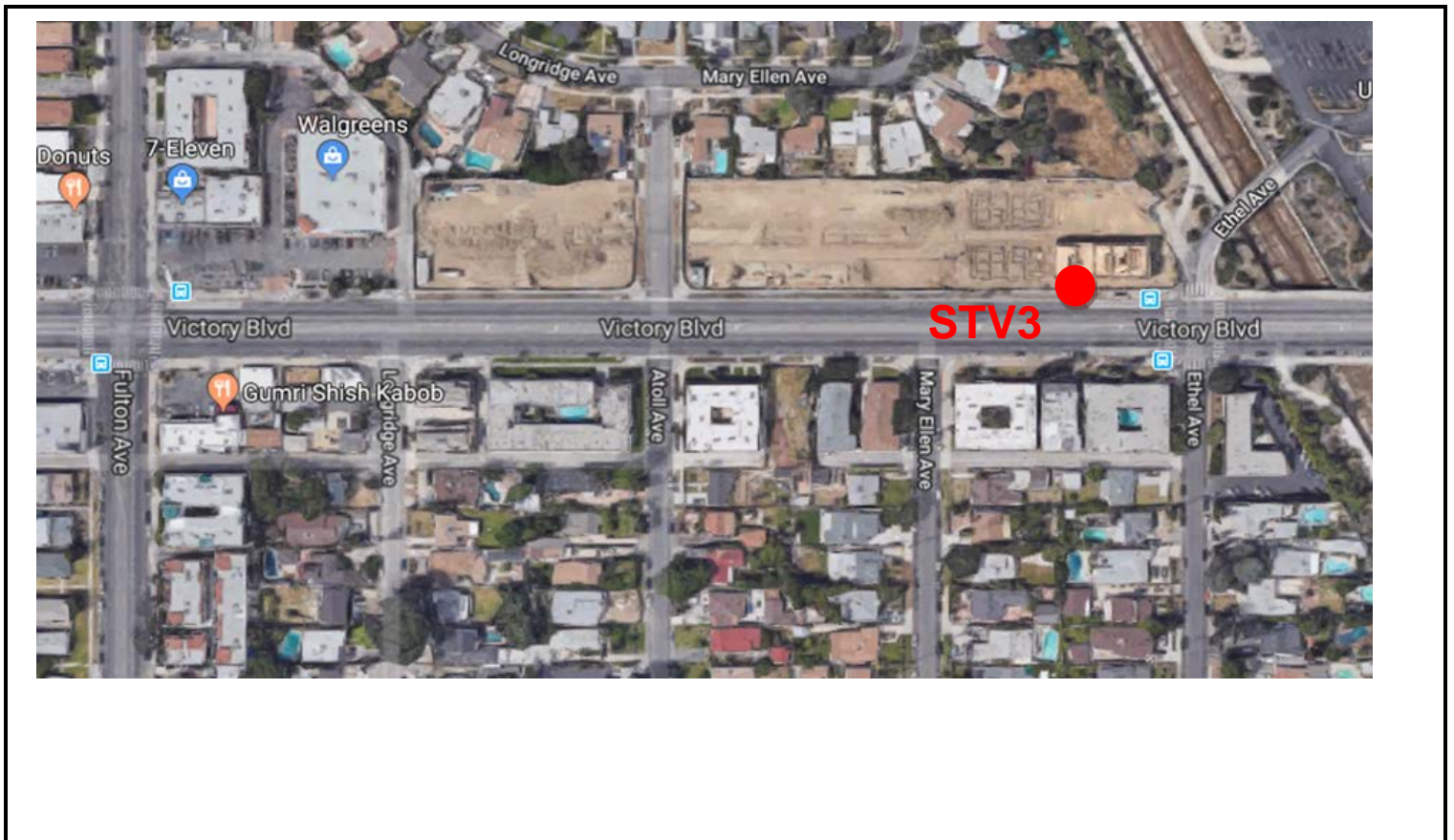
Start	Stop	PPV Max, in/sec	PPV Min, in/sec	RMS, VdB	RMS Max, VdB	RMS Min, VdB	Notes
2/8/2019 9:26 AM	2/8/2019 9:46 AM	0.011	0.003	74.39	80.91	70.77	Vehicular traffic, community activity
2/8/2019 12:23 PM	2/8/2019 12:43 PM	0.011	0.003	71.60	80.61	68.85	Vehicular traffic, community activity
2/8/2019 3:18 PM	2/8/2019 3:38 PM	0.013	0.003	71.88	82.06	69.15	Vehicular traffic, community activity



VIBRATION MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/12/2019, 2/25/2019
Loc:	STV3		
	13109 Victory Blvd, Valley Glen, CA 91401		
SLM:	Bruel & Kjaer Type 2270	SN:	3011341
Mic:	Dytran Model 3100D24	SN:	7155
P/A:		SN:	

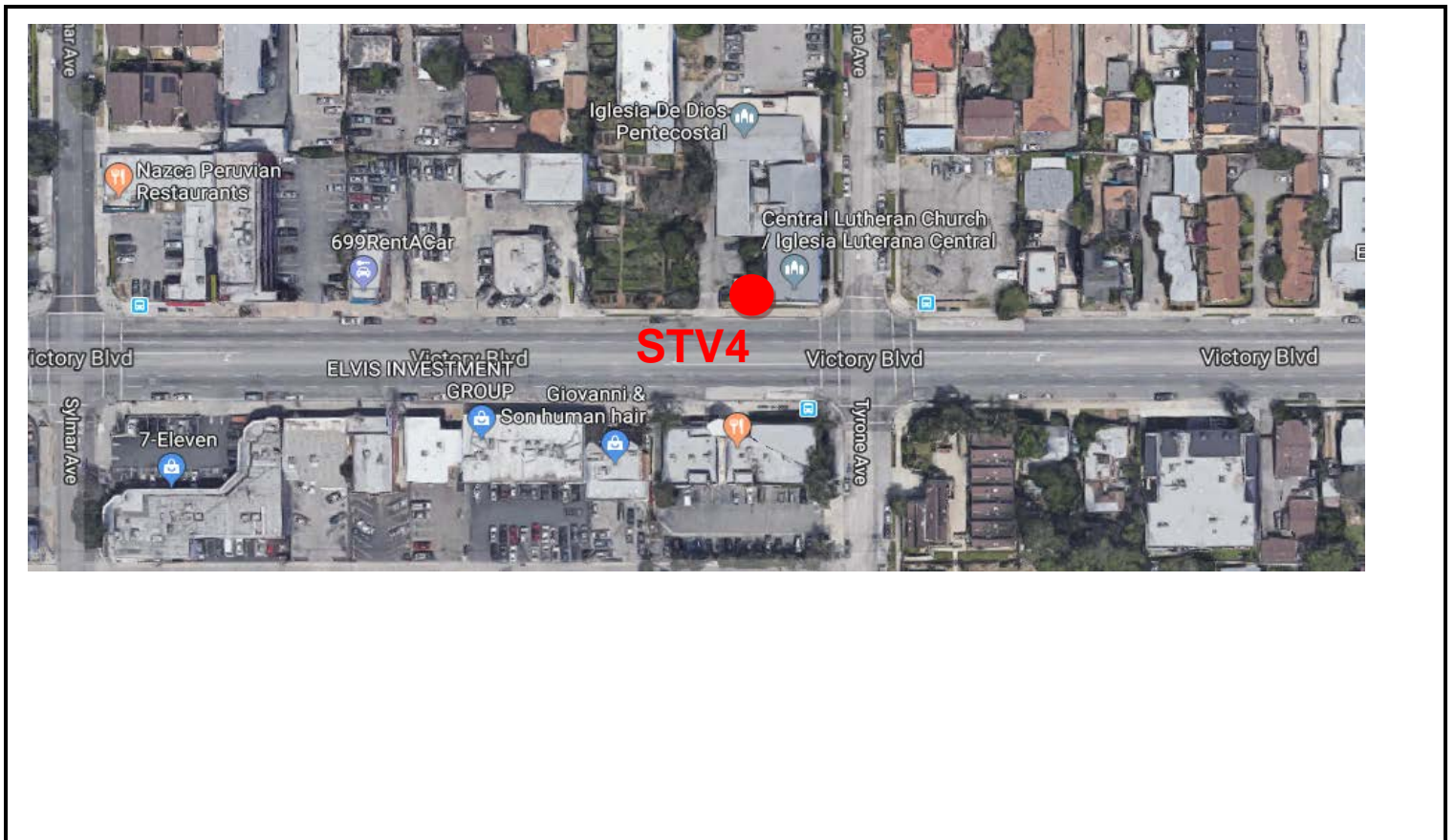
Start	Stop	PPV Max, in/sec	PPV Min, in/sec	RMS, VdB	RMS Max, VdB	RMS Min, VdB	Notes
2/25/2019 10:25 AM	2/25/2019 10:35 AM	0.005	0.002	70.09	74.03	67.10	Vehicular traffic, community activity
2/12/2019 11:50 AM	2/12/2019 12:18 PM	0.009	0.003	72.05	78.64	69.29	Vehicular traffic, community activity
2/12/2019 4:01 PM	2/12/2019 4:10 PM	0.009	0.004	76.55	79.54	72.29	Vehicular traffic, bus stop, community activity



VIBRATION MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/8/2019
Loc:	STV4		
	6425 Tyrone Ave, Van Nuys, CA 91401		
SLM:	Bruel & Kjaer Type 2270	SN:	3023678
Mic:	Dytran Model 3100D24T	SN:	7136
P/A:		SN:	

Start	Stop	PPV Max, in/sec	PPV Min, in/sec	RMS, VdB	RMS Max, VdB	RMS Min, VdB	Notes
2/8/2019 10:09 AM	2/8/2019 10:29 AM	0.002	0.003	72.79	85.95	70.02	Vehicular traffic, community activity
2/8/2019 1:14 PM	2/8/2019 1:34 PM	0.017	0.002	70.64	84.53	67.85	Vehicular traffic, community activity
2/8/2019 4:05 PM	2/8/2019 4:25 PM	0.018	0.003	72.73	85.05	69.01	Vehicular traffic, community activity



VIBRATION MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/12/2019, 2/25/2019
Loc:	STV5		
	15157 Victory Blvd, Van Nuys, CA 91411		
SLM:	Bruel & Kjaer Type 2270	SN:	3023678
Mic:	Dytran Model 3100D24T	SN:	7136
P/A:		SN:	

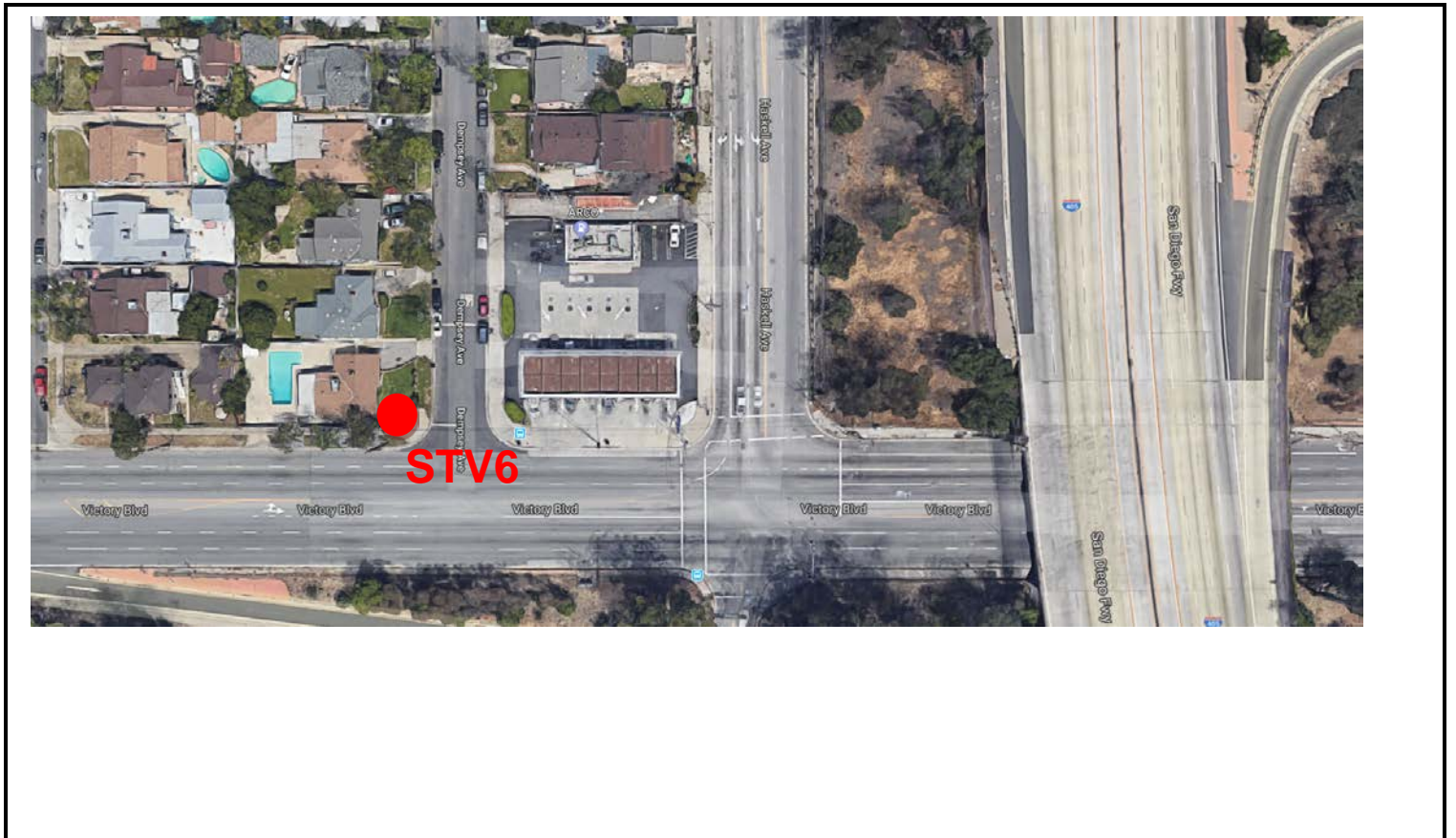
Start	Stop	PPV Max, in/sec	PPV Min, in/sec	RMS, VdB	RMS Max, VdB	RMS Min, VdB	Notes
2/25/2019 10:56 AM	2/25/2019 11:02 AM	0.006	0.003	72.02	75.26	68.62	Vehicular traffic, community activity
2/12/2019 11:58 AM	2/12/2019 12:12 PM	0.014	0.004	79.60	83.20	71.36	Vehicular traffic, community activity
2/12/2019 3:34 PM	2/12/2019 3:45 PM	0.009	0.004	77.09	79.33	72.42	Vehicular traffic, community activity



VIBRATION MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/8/2019
Loc:	STV6		
	6403 Dempsey Ave, Van Nuys, CA 91406		
SLM:	Bruel & Kjaer Type 2270	SN:	3011341
Mic:	Dytran Model 3100D24	SN:	7155
P/A:		SN:	

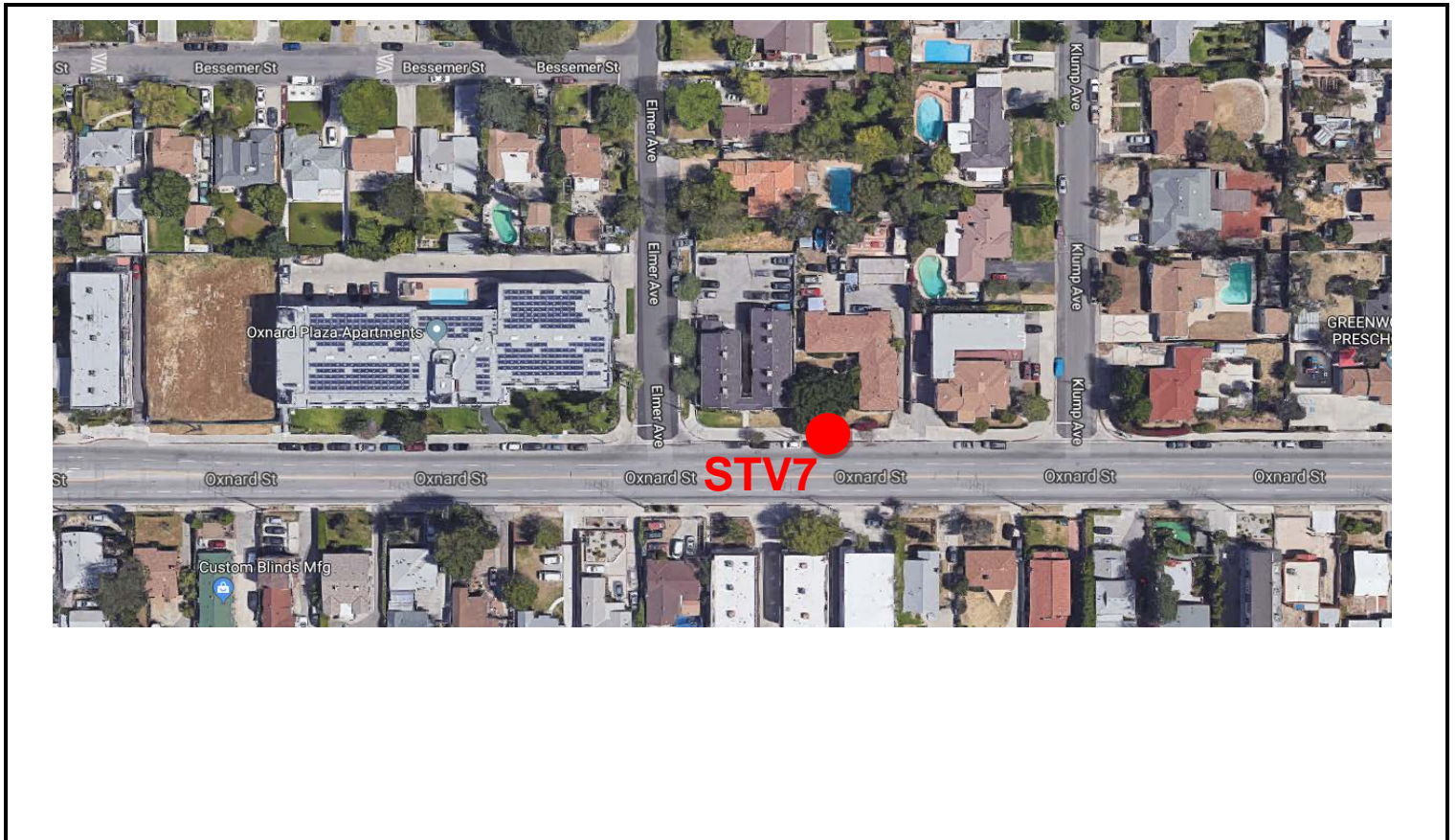
Start	Stop	PPV Max, in/sec	PPV Min, in/sec	RMS, VdB	RMS Max, VdB	RMS Min, VdB	Notes
2/8/2019 10:54M	2/8/2019 11:24 AM	0.035	0.005	81.68	90.91	74.73	Vehicular traffic, community activity, commercial plaza activity
2/8/2019 1:57 PM	2/8/2019 2:30 PM	0.039	0.004	81.17	91.73	70.94	Vehicular traffic, community activity
2/8/2019 4:47 PM	2/8/2019 5:25 PM	0.033	0.004	83.22	90.29	71.58	Vehicular traffic, community activity



VIBRATION MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/11/2019, 2/12/2019
Loc:	STV7		
	11251 Oxnard St, North Hollywood, CA 91606		
SLM:	Bruel & Kjaer Type 2270	SN:	3011341
Mic:	Dytran Model 3100D24	SN:	7155
P/A:		SN:	

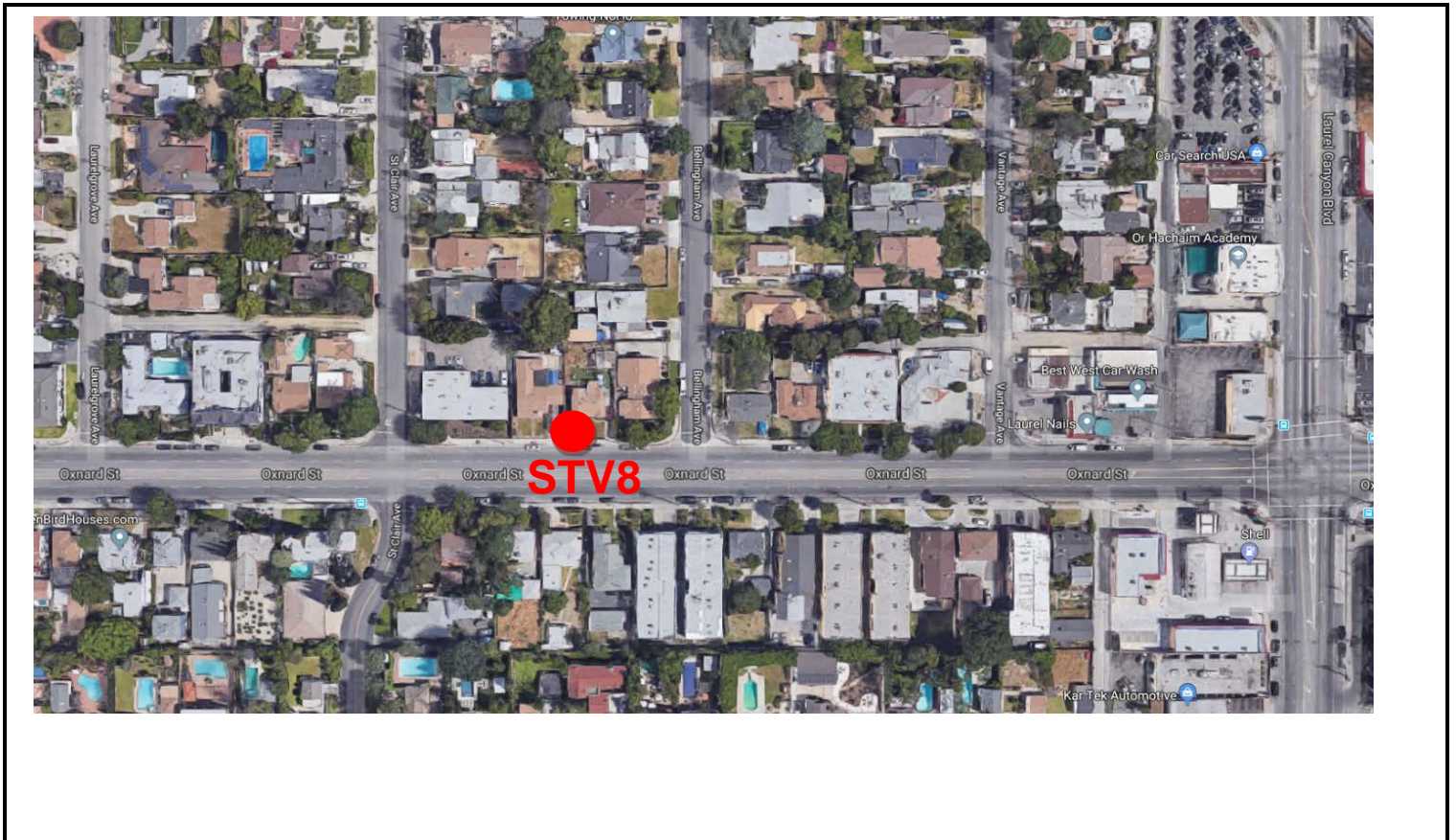
Start	Stop	PPV Max, in/sec	PPV Min, in/sec	RMS, VdB	RMS Max, VdB	RMS Min, VdB	Notes
2/11/2019 10:37 AM	2/11/2019 11:07 AM	0.023	0.006	81.93	87.23	75.05	Vehicular traffic, community activity
2/11/2019 12:14 PM	2/11/2019 12:38 PM	0.024	0.007	81.88	87.59	76.55	Vehicular traffic, community activity
2/12/2019 2:09 PM	2/12/2019 2:32 PM	0.007	0.002	71.38	76.65	67.84	Vehicular traffic, community activity



VIBRATION MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/11/2019, 2/12/2019
Loc:	STV8		
	12217 Oxnard St, North Hollywood, CA 91606		
SLM:	Bruel & Kjaer Type 2270	SN:	3023678
Mic:	Dytran Model 3100D24T	SN:	7136
P/A:		SN:	

Start	Stop	PPV Max, in/sec	PPV Min, in/sec	RMS, VdB	RMS Max, VdB	RMS Min, VdB	Notes
2/11/2019 10:51 AM	2/11/2019 11:01 AM	0.008	0.003	72.08	78.06	69.12	Vehicular traffic, community activity
2/11/2019 12:19 PM	2/11/2019 12:31 PM	0.008	0.003	72.97	78.21	69.53	Vehicular traffic, community activity, motorcycle
2/12/2019 2:15 PM	2/12/2019 2:26 PM	0.009	0.003	76.09	78.74	69.89	Vehicular traffic, community activity



VIBRATION MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/11/2019, 2/12/2019
Loc:	STV9		
	13822 Oxnard St, Van Nuys, CA 91401		
SLM:	Bruel & Kjaer Type 2270	SN:	3023678
Mic:	Dytran Model 3100D24T	SN:	7136
P/A:		SN:	

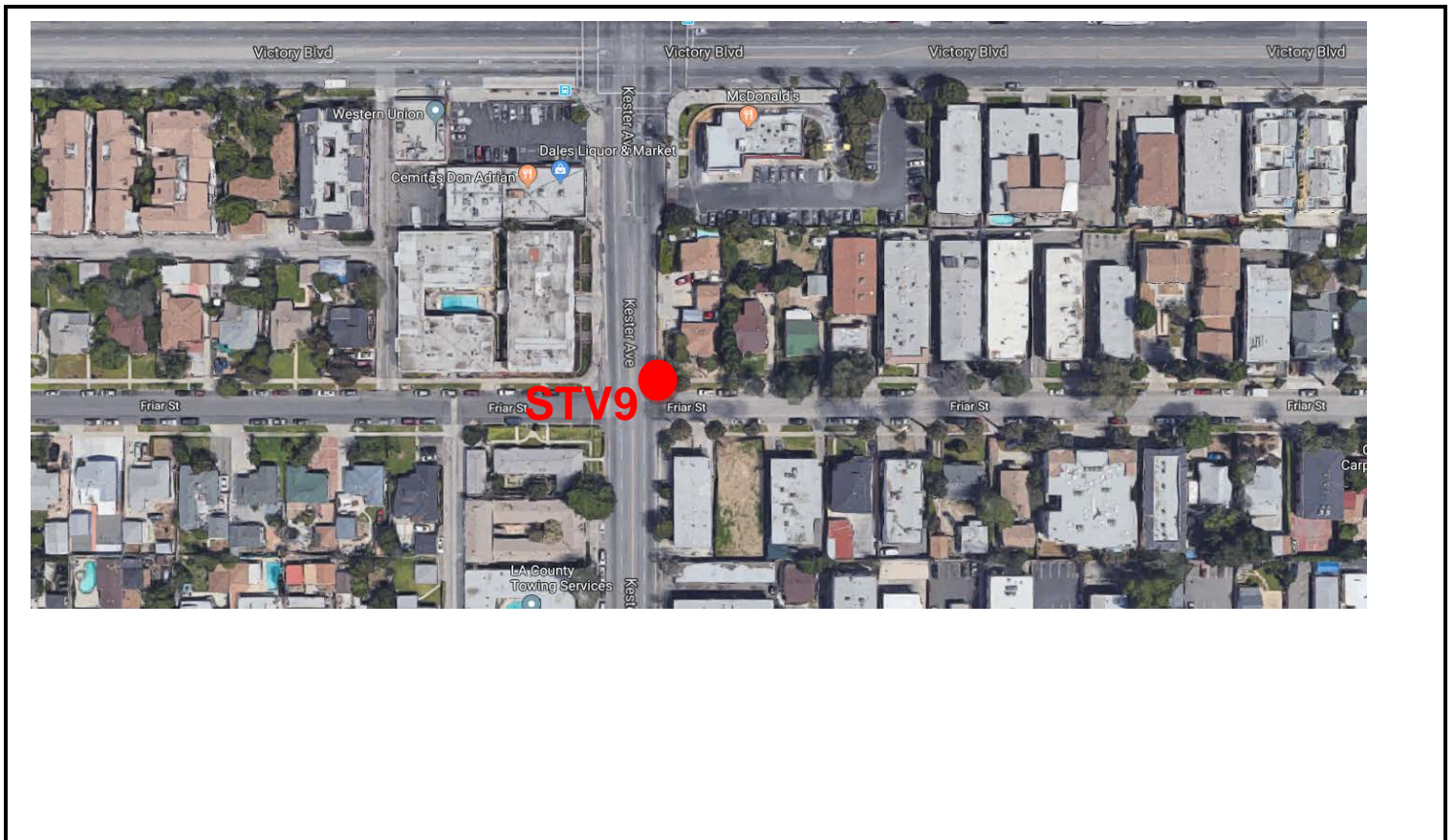
Start	Stop	PPV Max, in/sec	PPV Min, in/sec	RMS, VdB	RMS Max, VdB	RMS Min, VdB	Notes
2/11/2019 11:14 AM	2/11/2019 11:56 AM	0.026	0.005	81.68	88.30	74.27	Vehicular traffic, community activity
2/11/2019 12:57 PM	2/11/2019 1:24 PM	0.025	0.006	82.20	88.00	75.1	Vehicular traffic, community activity
2/12/2019 2:49 PM	2/12/2019 3:00 PM	0.009	0.003	71.89	78.98	69.33	Vehicular traffic



VIBRATION MONITORING FIELD DATA SHEET

Project:	CDM Smith - LASAN EWVIS	Date:	2/11/2019, 2/12/2019
Loc:	STV10		
	14853 Friar St, Van Nuys, CA 91411		
SLM:	Bruel & Kjaer Type 2270	SN:	3011341
Mic:	Dytran Model 3100D24	SN:	7155
P/A:		SN:	

Start	Stop	PPV Max, in/sec	PPV Min, in/sec	RMS, VdB	RMS Max, VdB	RMS Min, VdB	Notes
2/11/2019 11:35 AM	2/11/2019 11:46 AM	0.007	0.003	73.10	76.39	70.17	Vehicular traffic, community activity
2/11/2019 1:07 PM	2/11/2019 1:17 PM	0.006	0.003	71.16	75.17	68.51	Vehicular traffic, community activity
2/12/2019 3:11 PM	2/12/2019 3:22 PM	0.009	0.003	76.21	78.59	70.82	Vehicular traffic, community activity



Stage	Client Equipment	RCM Equipment	Client Percent Usage (each)	Number of Pieces	HP (each) or other info	Lmax												Nearest Residence				Overall Lmax											
						LTN1	LTN2	LTN3	LTN4	LTN5	LTN6	STN1	STN2	STN3	STN4	STN5	STN6	1. SR-170	2. Tanjung 3. Kester	4. Sepulvei 5. 405 Fwy	LTN1	LTN2	LTN3	LTN4	LTN5	LTN6	STN1	STN2	STN3	STN4	STN5	STN6	1. SR-170
5.1.1 Excavation and Shoring																																	
Connecting Sewers (Each)																																	
Concrete Saw																																	
Pavement Breaker																																	
Loader																																	
Drill Rig/Auger																																	
Service Crane																																	
Excavator																																	
Generator w/Per/Tools																																	
Generator - Vent. Fans																																	
Compressor w/Per/Tools																																	
Forklift																																	
Sawyer																																	
Pumping Equipment																																	
Haul Truck - self export																																	
Haul Truck - staging																																	
Supply Trips - materials																																	
Concrete or Gravel Trips																																	
Restding																																	
5.2.1 Loader																																	
Generator - Vent. Fans																																	
Supply Trips																																	
Pipe Laying																																	
5.3.1 Service Crane																																	
Loader																																	
Generator w/Per/Tools																																	
Generator - Vent. Fans																																	
Compressor w/Per/Tools																																	
Supply Trips																																	
Restoration																																	
5.4.1 Loader																																	
Generator w/Per/Tools																																	
Generator - Vent. Fans																																	
Ball Compactor																																	
Roller																																	
Sawyer																																	
Asphalt Paver																																	
Haul Truck (loading)																																	
Haul Truck (offering)																																	
Supply Trips (asphalt)																																	
Concrete Trips																																	
6. Miscellaneous (Each)																																	
6.1.1 Excavation and Shoring																																	
Concrete Saw																																	
Pavement Breaker																																	
Loader																																	
Drill Rig/Auger																																	
Service Crane																																	
Excavator																																	
Generator w/Per/Tools																																	
Generator - Vent. Fans																																	
Compressor w/Per/Tools																																	
Forklift																																	
Sawyer																																	
Low Pumping Equipment																																	
Haul Trips - staging																																	
Supply Trips - materials																																	
Concrete or Gravel Trips																																	
6.2 Pipe Installation																																	
Large Crane																																	
Loader																																	
Generator w/Per/Tools																																	
Generator - Vent. Fans																																	
Compressor w/Per/Tools																																	
Horizontal Boring Hydr. Jack																																	
Shurry Pumps																																	
Shurry Mixing/separator																																	
Hydraulic Jack System																																	
Water Truck																																	
Haul Trips (empty) - soil																																	
Supply Trips																																	
6.3.1 Restoration																																	
Large Crane																																	
Loader																																	
Generator w/Per/Tools																																	
Generator - Vent. Fans																																	
Ball Compactor																																	
Roller																																	
Sawyer																																	
Supply Trips (asphalt)																																	
Supply Trips (access structures)																																	
6.3.2 Haul Trips (loading)																																	

FHWA TRAFFIC NOISE CALCULATOR

FUTURE TRAFFIC NOISE

ROADWAY	Peak Hour	Vehicle Distribution			Vehicle Speed	Receiver Distance	Grade %		CNEL	PREDICTED TRAFFIC NOISE LEVEL, dBA		DISTANCE TO CNEL CONTOURS				
	Volume	%Auto	%MT	%HT	mph	CL, ft	NL	FL	Correction	Leq @ Rec.	CNEL @ Rec.	80	75	70	65	60
	Victory Boulevard, between Haskell Avenue and Sepulveda Boulevard	6922	97.5	0.0	2.5	40	50	0	0	0.7	75.6	76.3	23	66	187	370
Victory Boulevard, between Kester Avenue and Van Nuys Boulevard	5329	97.5	0.0	2.5	40	50	0	0	0.7	73.5	74.2	15	42	120	255	507
Victory Boulevard, between Hazeltine Avenue and Woodman Avenue	4853	97.5	0.0	2.5	40	50	0	0	2.3	73.1	75.4	19	54	154	314	616
Victory Boulevard, between Fulton Avenue and Coldwater Canyon Avenue	4075	97.5	0.0	2.5	40	50	0	0	2.4	72.3	74.7	17	47	134	280	553
Victory Boulevard, between Whitsett Avenue and Laurel Canyon Boulevard	6473	97.5	0.0	2.5	40	50	0	0	1.9	74.3	76.2	23	65	184	366	708
Victory Boulevard, between Lankershim Boulevard/Colfax Avenue and Tujunga Avenue	4176	97.5	0.0	2.5	40	50	0	0	1.2	72.4	73.6	13	38	107	231	463

FHWA TRAFFIC NOISE CALCULATOR

FUTURE WITH PROJECT CONSTRUCTION TRAFFIC NOISE

ROADWAY	Peak Hour	Vehicle Distribution			Vehicle Speed mph	Receiver Distance CL, ft	Grade %		CNEL Correction	PREDICTED TRAFFIC NOISE LEVEL, dBA		DISTANCE TO CNEL CONTOURS				
	Volume	%Auto	%MT	%HT			NL	FL		Leq @ Rec.	CNEL @ Rec.	80	75	70	65	60
Victory Boulevard, between Haskell Avenue and Sepulveda Boulevard	5218	97.0	0.0	3.0	40	50	0	0	0.7	74.7	75.4	19	54	155	316	619
Victory Boulevard, between Kester Avenue and Van Nuys Boulevard	4030	96.7	0.2	3.2	40	50	0	0	0.7	72.6	73.3	12	35	100	217	439
Victory Boulevard, between Hazeltine Avenue and Woodman Avenue	3661	96.9	0.2	2.9	40	50	0	0	2.3	72.1	74.4	15	44	125	263	523
Victory Boulevard, between Fulton Avenue and Coldwater Canyon Avenue	3107	95.8	0.4	3.8	40	50	0	0	2.4	71.8	74.2	15	42	119	253	505
Victory Boulevard, between Whitsett Avenue and Laurel Canyon Boulevard	4895	96.7	0.2	3.1	40	50	0	0	1.9	73.4	75.3	19	54	153	312	612
Victory Boulevard, between Lankershim Boulevard/Colfax Avenue and Tujuna Avenue	3132	97.5	0.0	2.5	40	50	0	0	1.2	71.2	72.4	10	29	82	185	378

LASAN EWWIS Construction Vibration Analysis

Equipment	PPV Velocity, in/sec											RMS Velocity Level, VdB ¹											
	Relative Distances				Vibration Receptor Distance, ft							Relative Distances				Vibration Receptor Distance, ft							
					STV1	Nearest VSR	STV2	STV3	STV4	STV5	STN6					STV1	Nearest VSR	STV2	STV3	STV4	STV5	STN6	
25 ft	50 ft	100 ft	200 ft	10	35	168	15	30	34	193	25 ft	50 ft	100 ft	200 ft	10	35	168	15	30	34	193		
Hydromill (slurry wall)	In soil	0.008	0.003	0.001	0.000	0.032	0.005	0.000	0.017	0.006	0.005	0.000	66	57	48	39	78	62	41	73	64	62	39
	In rock	0.017	0.006	0.002	0.001	0.067	0.010	0.001	0.037	0.013	0.011	0.001	73	64	55	45	85	68	48	79	70	69	46
Hoe Ram		0.089	0.031	0.011	0.004	0.352	0.054	0.005	0.191	0.068	0.056	0.004	87	78	69	60	99	83	62	94	85	83	60
Large Bulldozer		0.089	0.031	0.011	0.004	0.352	0.054	0.005	0.191	0.068	0.056	0.004	87	78	69	60	99	83	62	94	85	83	60
Caisson Drilling		0.089	0.031	0.011	0.004	0.352	0.054	0.005	0.191	0.068	0.056	0.004	87	78	69	60	99	83	62	94	85	83	60
Loaded Trucks		0.076	0.027	0.010	0.003	0.300	0.046	0.004	0.164	0.058	0.048	0.004	86	77	68	58	98	81	61	92	83	82	59
Jackhammer		0.035	0.012	0.004	0.002	0.138	0.021	0.002	0.075	0.027	0.022	0.002	79	70	61	52	91	74	54	85	76	75	52
Small Bulldozer		0.003	0.001	0.000	0.000	0.012	0.002	0.000	0.006	0.002	0.002	0.000	58	48	39	30	69	53	33	64	55	53	31

Note: 1 - RMS velocity in decibels (VdB) re 1 micro-inch/second

