APPENDIX 3.12-1

Noise Modeling Data

Noise Appendix – Field Data Sheets

FIELD NOISE MEASUREMENT DATA

DUDEK

PROJECT: REEDLEY DMV — PROJECT #: 11574
SITE ID: ST 1
SITE ADDRESS:
OBSERVER(S): PEDRO GARCIA
START DATE: ~~01/30/19~~ 01/30/19 — END DATE: 01/30/19
START TIME: 1245 — END TIME: 1315

METEOROLOGICAL CONDITIONS

TEMP: 70 F — HUMIDITY: 49 % R.H. — WIND: (CALM) LIGHT MODERATE
WINDSPD: 1 MPH — DIR. N NE S SE S SW W NW (E) — VARIABLE STEADY GUSTY
SKY: (SUNNY) (CLEAR) — OVRCAST PRTLY CLDY FOG — RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: PICCOLO — TYPE 1 (2) — SERIAL # 15Ø921ØØ8
CALIBRATOR: REED R8Ø9Ø — SERIAL # BØØ85ØØVR2
CALIBRATION CHECK — PRE-MEASUREMENT: 94 dBA SPL — POST-MEASUREMENT: ____ dBA SPL — WINDSCRN: Y

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

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
001	1245	1315	49.3	64.7	41.6	43	45	51	

COMMENTS: PHOTOS: ST01_01 ; ST01_02 ; A LARGE SCHOOL BUS DROVE BY 5 MINS BEFORE START OF SURVEY, NOT CAPTURED BY NOISE READINGS.

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: COLLECTOR — DIST. TO RDWY C/L OR (EOP): ~~30~~ 6 ft.
TRAFFIC COUNT DURATION: 30 (MIN) — SPEED: 25 mpH ___ MIN SPEED

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

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE: X

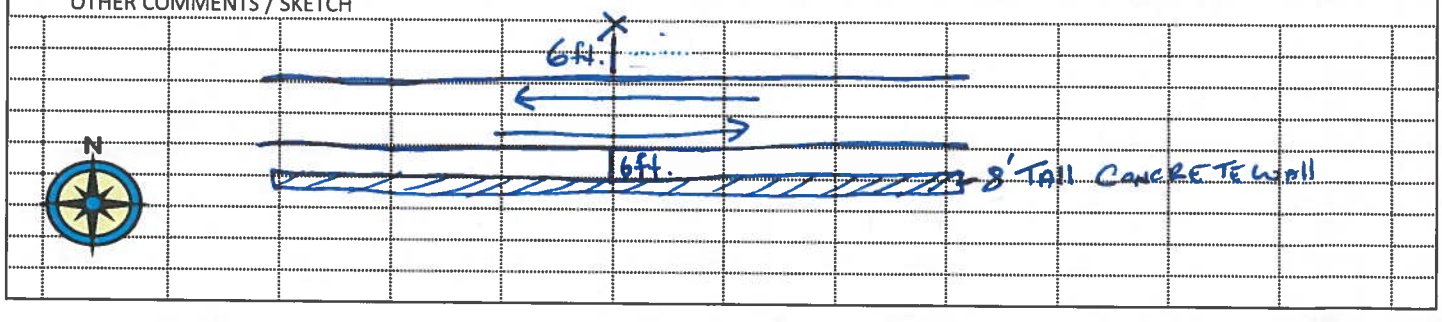
COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB	SB/WB

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

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

DESCRIPTION / SKETCH

TERRAIN: (HARD) SOFT MIXED FLAT OTHER: SIDEWALK Approx. 1' ABOVE ROAD ELEVATION
PHOTOS
OTHER COMMENTS / SKETCH



DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT Reedley DMV — PROJECT # 11574
SITE ID ST 02
SITE ADDRESS — OBSERVER(S) Pedro García
START DATE 01/30/19 — END DATE 01/30/19
START TIME 1340 — END TIME 1410

METEOROLOGICAL CONDITIONS

TEMP 70 F — HUMIDITY 47 % R.H. — WIND (CALM) LIGHT MODERATE
WINDSPD 1 MPH — DIR. N NE S SE S SW W NW (E) — VARIABLE STEADY GUSTY
SKY SUNNY (CLEAR) — OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT Piccolo — TYPE 1 (2) — SERIAL # ISØ921ØØ8
CALIBRATOR REED R8Ø9Ø — SERIAL # BØØ85ØØVR2
CALIBRATION CHECK — PRE-MEASUREMENT 94 dBA SPL — POST-MEASUREMENT ____ dBA SPL — WINDSCRN Y

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

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
02	1340	1410	56.2	75.9	40.5	43	49	57	

COMMENTS
PHOTOS: ST02_01; ST02_02; ST02_03.

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: ARTERIAL — DIST. TO RDWY C/L OR (EOP): 6 ft.
TRAFFIC COUNT DURATION: 30 (MIN) — SPEED 25 MPH — ____ MIN — SPEED

	DIRECTION	COUNT 1 (OR RDWY 1) NB/EB	COUNT 1 (OR RDWY 1) SB/WB	NB/EB	SB/WB	COUNT 2 (OR RDWY 2) NB/EB	COUNT 2 (OR RDWY 2) SB/WB	NB/EB	SB/WB
	AUTOS	10							
	MED TRKS	4							
	HVY TRKS	Ø							
	BUSES	2							
	MOTRCLS	Ø							

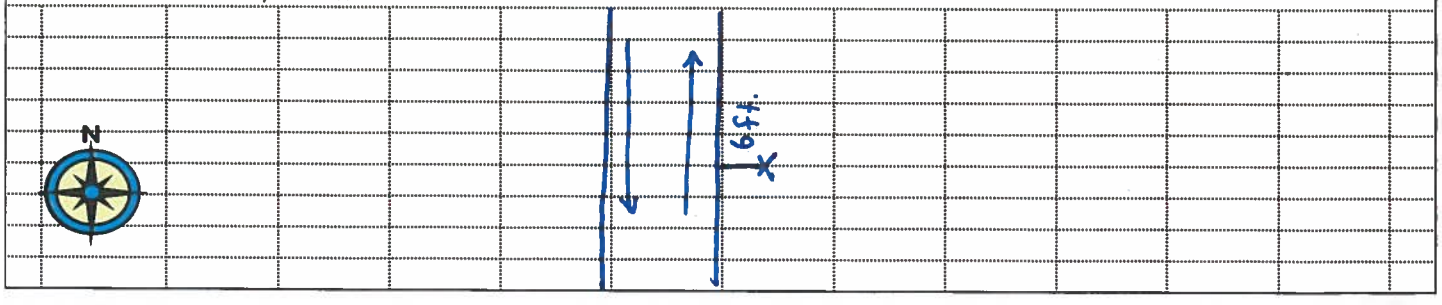
IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ____

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

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

DESCRIPTION / SKETCH

TERRAIN HARD SOFT (MIXED) FLAT OTHER:
PHOTOS
OTHER COMMENTS / SKETCH



FIELD NOISE MEASUREMENT DATA

DUDEK

PROJECT: Reedley DMV — PROJECT #: 11574
SITE ID: ST 03
SITE ADDRESS:
START DATE: 01/30/19 — END DATE: 01/30/19
START TIME: 1430 — END TIME: 1445
OBSERVER(S): PEDRO GARCIA

METEOROLOGICAL CONDITIONS

TEMP 77 F — HUMIDITY 31 % R.H. — WIND (CALM) LIGHT MODERATE VARIABLE STEADY GUSTY
WINDSPD 0 MPH — DIR. N NE S SE S SW W NW
SKY (SUNNY) (CLEAR) OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: Piccolo — TYPE 1 (2) — SERIAL # 15492108
CALIBRATOR: Reed R8090 — SERIAL # B080850VR2
CALIBRATION CHECK — PRE-MEASUREMENT 94 dBA SPL — POST-MEASUREMENT ____ dBA SPL — WINDSCRN Y

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

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
03	1430	1445	68.9	80.8	46.5	55	65	77	

COMMENTS: PHOTOS: ST03_01 ; ST03_02

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: MAJOR ARTERIAL — DIST. TO RDWY C/L OR (EOP): 15 ft
TRAFFIC COUNT DURATION: 15 (MIN) — SPEED 45 MPH

COUNT 1 (OR RDWY 1)

DIRECTION	NB/EB	SB/WB	NB/EB	SB/WB
AUTOS	97			
MED TRKS	46			
HVY TRKS	10			
BUSES	1			
MOTRCLS	0			

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE: X

COUNT 2 (OR RDWY 2)

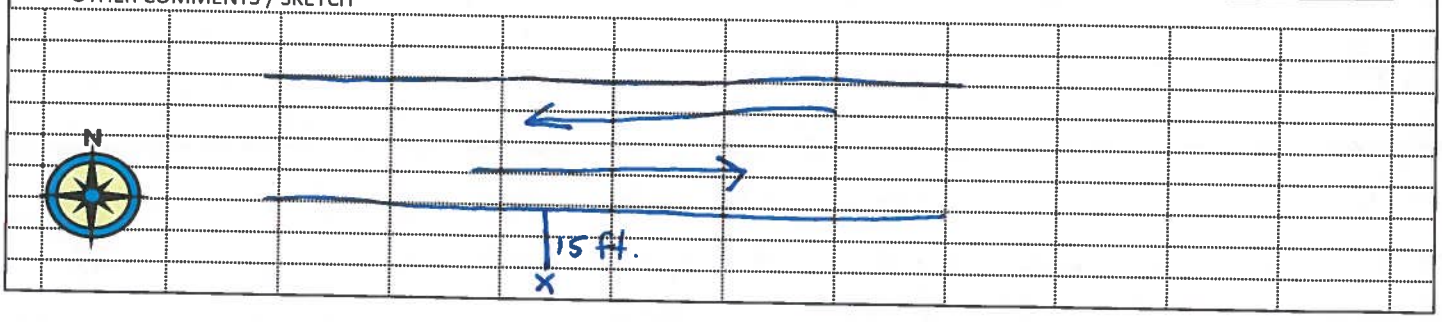
____ MIN		SPEED	
NB/EB	SB/WB	NB/EB	SB/WB

SPEEDS ESTIMATED BY: RADAR / (DRIVING THE PACE)
POSTED SPEED LIMIT SIGNS SAY: 45

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

DESCRIPTION / SKETCH

TERRAIN (HARD) SOFT MIXED (FLAT) OTHER:
PHOTOS
OTHER COMMENTS / SKETCH



FIELD NOISE MEASUREMENT DATA

DUDEK

PROJECT: REDDLEY DMV — PROJECT #: 11574
SITE ID: ST04
SITE ADDRESS:
START DATE: 01/30/19 — END DATE: 01/30/19
START TIME: 1505 — END TIME: 1515
OBSERVER(S): POOM GARCIA

METEOROLOGICAL CONDITIONS

TEMP 77 F — HUMIDITY 32 % R.H. — WIND (CALM) LIGHT MODERATE VARIABLE STEADY GUSTY
WINDSPD 0 MPH — DIR. N NE S SE S SW W NW
SKY (SUNNY) (CLEAR) OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: Piccolo — TYPE 1 (2) — SERIAL # 15092/008
CALIBRATOR: REED R8090 — SERIAL # B 000850 OVR2
CALIBRATION CHECK — PRE-MEASUREMENT 94 dBA SPL — POST-MEASUREMENT ____ dBA SPL — WINDSCRN Y

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

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
04	1505	1515	66.6	79.3	55.6	59	63	73	

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: MAJOR ARTERIAL — DIST. TO RDWY C/L OR (EOP): 5 ft.
TRAFFIC COUNT DURATION: ___ MIN — SPEED 35

COUNT 1 (OR RDWY 1)	DIRECTION	NB/EB	SB/WB	NB/EB	SB/WB
	AUTOS	75			
	MED TRKS	38			
	HVY TRKS	1			
	BUSES	2			
	MOTRCLS	0			

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE: X

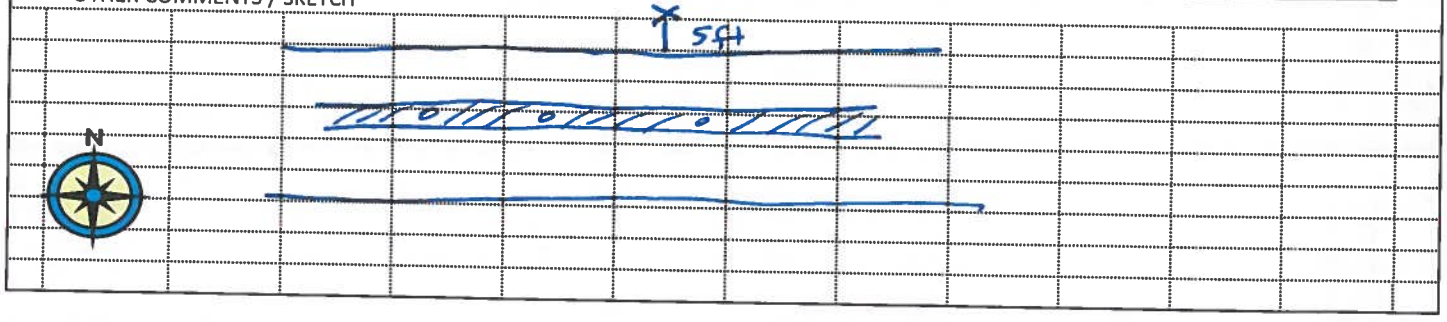
COUNT 2 (OR RDWY 2)	___ MIN		SPEED	
	NB/EB	SB/WB	NB/EB	SB/WB

SPEEDS ESTIMATED BY: RADAR / (DRIVING THE PACE)
POSTED SPEED LIMIT SIGNS SAY: 40

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

DESCRIPTION / SKETCH

TERRAIN HARD SOFT (MIXED) (FLAT) OTHER:
PHOTOS
OTHER COMMENTS / SKETCH



Noise Appendix – RCNM Inputs/Outputs

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 5/3/2019
Case Description: Reedley DMV - Site Prep

---- Receptor #1 ----

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

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	34	0
Dozer	No	40		81.7	34	0
Dozer	No	40		81.7	34	0
Front End Loader	No	40		79.1	34	0
Front End Loader	No	40		79.1	34	0
Front End Loader	No	40		79.1	34	0
Front End Loader	No	40		79.1	34	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Dozer		85	81
Dozer		85	81
Dozer		85	81
Front End Loader		82.5	78.5
Front End Loader		82.5	78.5
Front End Loader		82.5	78.5
Front End Loader		82.5	78.5
	Total	85	88.2

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

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

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	99	0
Dozer	No	40		81.7	99	0

Dozer	No	40	81.7	99	0
Front End Loader	No	40	79.1	99	0
Front End Loader	No	40	79.1	99	0
Front End Loader	No	40	79.1	99	0
Front End Loader	No	40	79.1	99	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Dozer	75.7	71.8
Dozer	75.7	71.8
Dozer	75.7	71.8
Front End Loader	73.2	69.2
Front End Loader	73.2	69.2
Front End Loader	73.2	69.2
Front End Loader	73.2	69.2
Total	75.7	78.9

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 5/3/2019
Case Description: Reedley DMV - Grading

---- Receptor #1 ----

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

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	34	0
Grader	No	40	85		34	0
Dozer	No	40		81.7	34	0
Front End Loader	No	40		79.1	34	0
Front End Loader	No	40		79.1	34	0
Front End Loader	No	40		79.1	34	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Excavator		84.1	80.1
Grader		88.3	84.4
Dozer		85	81
Front End Loader		82.5	78.5
Front End Loader		82.5	78.5
Front End Loader		82.5	78.5
	Total	88.3	88.5

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

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

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	99	0
Grader	No	40	85		99	0
Dozer	No	40		81.7	99	0
Front End Loader	No	40		79.1	99	0

Front End Loader	No	40	79.1	99	0
Front End Loader	No	40	79.1	99	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Excavator	74.8	70.8
Grader	79.1	75.1
Dozer	75.7	71.8
Front End Loader	73.2	69.2
Front End Loader	73.2	69.2
Front End Loader	73.2	69.2
Total	79.1	79.3

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 5/3/2019
Case Description: Reedley DMV - Building Construction

---- Receptor #1 ----

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

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	34	0
Gradall	No	40		83.4	34	0
Gradall	No	40		83.4	34	0
Gradall	No	40		83.4	34	0
Generator	No	50		80.6	34	0
Backhoe	No	40		77.6	34	0
Backhoe	No	40		77.6	34	0
Backhoe	No	40		77.6	34	0
Welder / Torch	No	40		74	34	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Crane		83.9	75.9
Gradall		86.7	82.8
Gradall		86.7	82.8
Gradall		86.7	82.8
Generator		84	81
Backhoe		80.9	76.9
Backhoe		80.9	76.9
Backhoe		80.9	76.9
Welder / Torch		77.3	73.4
	Total	86.7	89.6

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

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

			Equipment			
			Spec	Actual	Receptor	Estimated

Description	Impact Device	Usage(%)	Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16		80.6	99	0
Gradall	No	40		83.4	99	0
Gradall	No	40		83.4	99	0
Gradall	No	40		83.4	99	0
Generator	No	50		80.6	99	0
Backhoe	No	40		77.6	99	0
Backhoe	No	40		77.6	99	0
Backhoe	No	40		77.6	99	0
Welder / Torch	No	40		74	99	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	74.6	66.7
Gradall	77.5	73.5
Gradall	77.5	73.5
Gradall	77.5	73.5
Generator	74.7	71.7
Backhoe	71.6	67.6
Backhoe	71.6	67.6
Backhoe	71.6	67.6
Welder / Torch	68.1	64.1
Total	77.5	80.3

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 5/3/2019
Case Description: Reedley DMV - Paving

---- Receptor #1 ----

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

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	34	0
Concrete Mixer Truck	No	40		78.8	34	0
Paver	No	50		77.2	34	0
Dump Truck	No	40		76.5	34	0
Dump Truck	No	40		76.5	34	0
Roller	No	20		80	34	0
Roller	No	20		80	34	0
Backhoe	No	40		77.6	34	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Concrete Mixer Truck		82.1	78.2
Concrete Mixer Truck		82.1	78.2
Paver		80.6	77.6
Dump Truck		79.8	75.8
Dump Truck		79.8	75.8
Roller		83.3	76.4
Roller		83.3	76.4
Backhoe		80.9	76.9
	Total	83.3	86

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

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

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)

Concrete Mixer Truck	No	40	78.8	99	0
Concrete Mixer Truck	No	40	78.8	99	0
Paver	No	50	77.2	99	0
Dump Truck	No	40	76.5	99	0
Dump Truck	No	40	76.5	99	0
Roller	No	20	80	99	0
Roller	No	20	80	99	0
Backhoe	No	40	77.6	99	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Mixer Truck	72.9	68.9
Concrete Mixer Truck	72.9	68.9
Paver	71.3	68.3
Dump Truck	70.5	66.5
Dump Truck	70.5	66.5
Roller	74.1	67.1
Roller	74.1	67.1
Backhoe	71.6	67.6
Total	74.1	76.7

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 5/3/2019
Case Description: Reedley DMV - Archit. Coating

---- Receptor #1 ----

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

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	34	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Compressor (air)		81	77
	Total	81	77

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

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

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	99	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Compressor (air)		71.7	67.8
	Total	71.7	67.8

*Calculated Lmax is the Loudest value.

Noise Appendix – Traffic Noise Worksheets

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Orange	DATE:	5/23/2019
Scenario:	**Calibration**	BY:	J. Leech

ADT	320			PK HR VOL	32
SPEED	25				
PK HR %	10				
DIST CTL	24				
DIST N/F	12	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		23.8
DIST WALL	0		MED TRUCK SLE DIST		23.4
DIST W/OB	24		HVY TRUCK SLE DIST		23.4
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

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

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.6300
MEDIUM TRUCKS	0.874	0.051	0.075	0.2500
HEAVY TRUCKS	0.891	0.028	0.081	0.1200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	43.8	41.9	40.1	34.1	43.3
MEDIUM TRUCKS	52.0	50.6	44.2	41.2	50.7
HEAVY TRUCKS	56.0	54.7	45.7	45.5	54.7
VEHICULAR NOISE	**57.6**	56.3	48.7	47.1	56.4

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Orange	DATE:	5/23/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	588			PK HR VOL	59
SPEED	25				
PK HR %	10				
DIST CTL	24				
DIST N/F	12	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		23.8
DIST WALL	0		MED TRUCK SLE DIST		23.4
DIST W/OB	24		HVY TRUCK SLE DIST		23.4
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	48.4	46.4	44.6	38.6	47.8
MEDIUM TRUCKS	43.7	42.3	35.9	32.9	42.4
HEAVY TRUCKS	47.8	46.5	37.6	37.3	46.5
VEHICULAR NOISE	**51.8**	50.2	45.9	41.7	50.9

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Orange	DATE:	5/23/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	1,117			PK HR VOL	112
SPEED	25				
PK HR %	10				
DIST CTL	24				
DIST N/F	12	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		23.8
DIST WALL	0		MED TRUCK SLE DIST		23.4
DIST W/OB	24		HVY TRUCK SLE DIST		23.4
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	51.1	49.2	47.4	41.4	50.6
MEDIUM TRUCKS	46.4	45.1	38.7	35.7	45.2
HEAVY TRUCKS	50.6	49.3	40.4	40.1	49.3
VEHICULAR NOISE	**54.6**	53.0	48.7	44.4	53.7

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Orange	DATE:	5/23/2019
Scenario:	**2040**	BY:	J. Leech

ADT	1,088			PK HR VOL	109
SPEED	25				
PK HR %	10				
DIST CTL	24				
DIST N/F	12	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		23.8
DIST WALL	0		MED TRUCK SLE DIST		23.4
DIST W/OB	24		HVY TRUCK SLE DIST		23.4
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	51.0	49.1	47.3	41.3	50.5
MEDIUM TRUCKS	46.3	45.0	38.6	35.6	45.0
HEAVY TRUCKS	50.5	49.2	40.3	40.0	49.2
VEHICULAR NOISE	**54.5**	52.9	48.5	44.3	53.6

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Orange	DATE:	5/23/2019
Scenario:	**2040 + Project**	BY:	J. Leech

ADT	1,617			PK HR VOL	162
SPEED	25				
PK HR %	10				
DIST CTL	24				
DIST N/F	12	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		23.8
DIST WALL	0		MED TRUCK SLE DIST		23.4
DIST W/OB	24		HVY TRUCK SLE DIST		23.4
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

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

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	52.7	50.8	49.0	43.0	52.2
MEDIUM TRUCKS	48.1	46.7	40.3	37.3	46.8
HEAVY TRUCKS	52.2	50.9	42.0	41.7	50.9
VEHICULAR NOISE	**56.2**	54.6	50.3	46.1	55.3

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Dinuba	DATE:	5/23/2019
Scenario:	**Calibration**	BY:	J. Leech

ADT	6,160			PK HR VOL	616
SPEED	45				
PK HR %	10				
DIST CTL	35				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		30.4
DIST WALL	0		MED TRUCK SLE DIST		30.1
DIST W/OB	35		HVY TRUCK SLE DIST		30.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.6300
MEDIUM TRUCKS	0.874	0.051	0.075	0.3000
HEAVY TRUCKS	0.891	0.028	0.081	0.0700

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	56.8	54.9	53.1	47.1	56.3
MEDIUM TRUCKS	64.6	63.3	56.9	53.8	63.3
HEAVY TRUCKS	63.1	61.8	52.9	52.6	61.8
VEHICULAR NOISE	**67.3**	66.0	59.5	56.8	66.1

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Dinuba West of Orange	DATE:	5/23/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	11,492			PK HR VOL	1,149
SPEED	45				
PK HR %	10				
DIST CTL	35				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		30.4
DIST WALL	0		MED TRUCK SLE DIST		30.1
DIST W/OB	35		HVY TRUCK SLE DIST		30.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	61.4	59.5	57.7	51.7	60.9
MEDIUM TRUCKS	55.6	54.2	47.8	44.8	54.3
HEAVY TRUCKS	57.4	56.1	47.1	46.9	56.1
VEHICULAR NOISE	**63.6**	61.9	58.4	53.5	62.8

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Dinuba West of Orange	DATE:	5/23/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	12,026		PK HR VOL	1,203
SPEED	45			
PK HR %	10			
DIST CTL	35			
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE	30.4
DIST WALL	0		MED TRUCK SLE DIST	30.1
DIST W/OB	35		HVY TRUCK SLE DIST	30.2
HTH WALL	0.0	********		
HTH OBS	5.0			
AMBIENT	45.0			
ROADWAY VIEW:				
LF ANGLE	-15			
RT ANGLE	15			
DF ANGLE	30			

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	61.6	59.7	57.9	51.9	61.1
MEDIUM TRUCKS	55.8	54.4	48.0	45.0	54.5
HEAVY TRUCKS	57.6	56.3	47.3	47.1	56.3
VEHICULAR NOISE	**63.8**	62.1	58.6	53.7	63.0

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Dinuba West of Orange	DATE:	5/23/2019
Scenario:	**2040**	BY:	J. Leech

ADT	21,266			PK HR VOL	2,127
SPEED	45				
PK HR %	10				
DIST CTL	35				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		30.4
DIST WALL	0		MED TRUCK SLE DIST		30.1
DIST W/OB	35		HVY TRUCK SLE DIST		30.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	64.1	62.1	60.3	54.4	63.6
MEDIUM TRUCKS	58.2	56.9	50.5	47.5	57.0
HEAVY TRUCKS	60.0	58.7	49.8	49.6	58.8
VEHICULAR NOISE	**66.3**	64.6	61.1	56.2	65.5

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Dinuba West of Orange	DATE:	5/23/2019
Scenario:	**2040 + Project**	BY:	J. Leech

ADT	21,800			PK HR VOL	2,180
SPEED	45				
PK HR %	10				
DIST CTL	35				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		30.4
DIST WALL	0		MED TRUCK SLE DIST		30.1
DIST W/OB	35		HVY TRUCK SLE DIST		30.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	64.2	62.3	60.4	54.5	63.7
MEDIUM TRUCKS	58.4	57.0	50.6	47.6	57.1
HEAVY TRUCKS	60.1	58.9	49.9	49.7	58.9
VEHICULAR NOISE	**66.4**	64.7	61.2	56.3	65.5

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Dinuba East of Orange	DATE:	5/23/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	8,596			PK HR VOL	860
SPEED	45				
PK HR %	10				
DIST CTL	35				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		30.4
DIST WALL	0		MED TRUCK SLE DIST		30.1
DIST W/OB	35		HVY TRUCK SLE DIST		30.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.1	58.2	56.4	50.4	59.6
MEDIUM TRUCKS	54.3	52.9	46.6	43.5	53.0
HEAVY TRUCKS	56.1	54.8	45.9	45.6	54.8
VEHICULAR NOISE	**62.3**	60.7	57.2	52.3	61.5

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Dinuba East of Orange	DATE:	5/23/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	9,655			PK HR VOL	966
SPEED	45				
PK HR %	10				
DIST CTL	35				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		30.4
DIST WALL	0		MED TRUCK SLE DIST		30.1
DIST W/OB	35		HVY TRUCK SLE DIST		30.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.6	58.7	56.9	50.9	60.1
MEDIUM TRUCKS	54.8	53.4	47.1	44.0	53.5
HEAVY TRUCKS	56.6	55.3	46.4	46.1	55.3
VEHICULAR NOISE	**62.8**	61.2	57.7	52.8	62.0

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV			JN:	11574
ROADWAY:	Dinuba East of Orange			DATE:	5/23/2019
Scenario:	**2040**			BY:	J. Leech
ADT	15,907			PK HR VOL	1,591
SPEED	45				
PK HR %	10				
DIST CTL	35				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		30.4
DIST WALL	0		MED TRUCK SLE DIST		30.1
DIST W/OB	35		HVY TRUCK SLE DIST		30.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	62.8	60.9	59.1	53.1	62.3
MEDIUM TRUCKS	57.0	55.6	49.2	46.2	55.7
HEAVY TRUCKS	58.8	57.5	48.5	48.3	57.5
VEHICULAR NOISE	**65.0**	63.3	59.8	55.0	64.2

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Dinuba East of Orange	DATE:	5/23/2019
Scenario:	**2040 + Project**	BY:	J. Leech

ADT	16,966			PK HR VOL	1,697
SPEED	45				
PK HR %	10				
DIST CTL	35				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		30.4
DIST WALL	0		MED TRUCK SLE DIST		30.1
DIST W/OB	35		HVY TRUCK SLE DIST		30.2
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	63.1	61.2	59.4	53.4	62.6
MEDIUM TRUCKS	57.3	55.9	49.5	46.5	56.0
HEAVY TRUCKS	59.1	57.8	48.8	48.6	57.8
VEHICULAR NOISE	**65.3**	63.6	60.1	55.2	64.5

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Buttonwillow	DATE:	5/23/2019
Scenario:	**Calibration**	BY:	J. Leech

ADT	7,140			PK HR VOL	714
SPEED	35				
PK HR %	10				
DIST CTL	25				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		18.1
DIST WALL	0		MED TRUCK SLE DIST		17.6
DIST W/OB	25		HVY TRUCK SLE DIST		17.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.770	0.127	0.096	0.6600
MEDIUM TRUCKS	0.874	0.051	0.075	0.3200
HEAVY TRUCKS	0.891	0.028	0.081	0.0200

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	56.9	54.9	53.1	47.1	56.3
MEDIUM TRUCKS	65.3	63.9	57.5	54.5	64.0
HEAVY TRUCKS	59.1	57.8	48.8	48.6	57.8
VEHICULAR NOISE	**66.7**	65.3	59.3	56.1	65.5

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Buttonwillow North of Dinuba	DATE:	5/23/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	9,925			PK HR VOL	993
SPEED	35				
PK HR %	10				
DIST CTL	25				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		18.1
DIST WALL	0		MED TRUCK SLE DIST		17.6
DIST W/OB	25		HVY TRUCK SLE DIST		17.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.0	58.0	56.2	50.2	59.4
MEDIUM TRUCKS	54.7	53.3	46.9	43.9	53.4
HEAVY TRUCKS	57.5	56.2	47.2	47.0	56.2
VEHICULAR NOISE	**62.7**	61.0	57.2	52.6	61.8

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Buttonwillow North of Dinuba	DATE:	5/23/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	10,032			PK HR VOL	1,003
SPEED	35				
PK HR %	10				
DIST CTL	25				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		18.1
DIST WALL	0		MED TRUCK SLE DIST		17.6
DIST W/OB	25		HVY TRUCK SLE DIST		17.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	60.0	58.1	56.3	50.3	59.5
MEDIUM TRUCKS	54.7	53.3	47.0	43.9	53.4
HEAVY TRUCKS	57.5	56.2	47.3	47.0	56.2
VEHICULAR NOISE	**62.7**	61.1	57.2	52.6	61.9

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Buttonwillow North of Dinuba	DATE:	5/23/2019
Scenario:	**2040**	BY:	J. Leech

ADT	18,366			PK HR VOL	1,837
SPEED	35				
PK HR %	10				
DIST CTL	25				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		18.1
DIST WALL	0		MED TRUCK SLE DIST		17.6
DIST W/OB	25		HVY TRUCK SLE DIST		17.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	62.6	60.7	58.9	52.9	62.1
MEDIUM TRUCKS	57.3	56.0	49.6	46.6	56.1
HEAVY TRUCKS	60.1	58.9	49.9	49.7	58.9
VEHICULAR NOISE	**65.3**	63.7	59.9	55.2	64.5

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Buttonwillow North of Dinuba	DATE:	5/23/2019
Scenario:	**2040 + Project**	BY:	J. Leech

ADT	18,473			PK HR VOL	1,847
SPEED	35				
PK HR %	10				
DIST CTL	25				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		18.1
DIST WALL	0		MED TRUCK SLE DIST		17.6
DIST W/OB	25		HVY TRUCK SLE DIST		17.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	62.7	60.7	58.9	52.9	62.1
MEDIUM TRUCKS	57.4	56.0	49.6	46.6	56.1
HEAVY TRUCKS	60.2	58.9	49.9	49.7	58.9
VEHICULAR NOISE	**65.4**	63.7	59.9	55.3	64.5

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Buttonwillow South of Dinuba	DATE:	5/23/2019
Scenario:	**Existing**	BY:	J. Leech

ADT	7,463			PK HR VOL	746
SPEED	35				
PK HR %	10				
DIST CTL	25				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		18.1
DIST WALL	0		MED TRUCK SLE DIST		17.6
DIST W/OB	25		HVY TRUCK SLE DIST		17.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	58.7	56.8	55.0	49.0	58.2
MEDIUM TRUCKS	53.4	52.1	45.7	42.7	52.2
HEAVY TRUCKS	56.2	54.9	46.0	45.8	55.0
VEHICULAR NOISE	**61.4**	59.8	55.9	51.3	60.6

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Buttonwillow South of Dinuba	DATE:	5/23/2019
Scenario:	**Existing + Project**	BY:	J. Leech

ADT	7,784			PK HR VOL	778
SPEED	35				
PK HR %	10				
DIST CTL	25				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		18.1
DIST WALL	0		MED TRUCK SLE DIST		17.6
DIST W/OB	25		HVY TRUCK SLE DIST		17.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	58.9	57.0	55.2	49.2	58.4
MEDIUM TRUCKS	53.6	52.2	45.9	42.8	52.3
HEAVY TRUCKS	56.4	55.1	46.2	45.9	55.1
VEHICULAR NOISE	**61.6**	60.0	56.1	51.5	60.7

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Buttonwillow South of Dinuba	DATE:	5/23/2019
Scenario:	**2040**	BY:	J. Leech

ADT	13,810			PK HR VOL	1,381
SPEED	35				
PK HR %	10				
DIST CTL	25				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		18.1
DIST WALL	0		MED TRUCK SLE DIST		17.6
DIST W/OB	25		HVY TRUCK SLE DIST		17.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	61.4	59.5	57.7	51.7	60.9
MEDIUM TRUCKS	56.1	54.7	48.4	45.3	54.8
HEAVY TRUCKS	58.9	57.6	48.7	48.4	57.6
VEHICULAR NOISE	**64.1**	62.5	58.6	54.0	63.2

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for CNEL)

DUDEK

PROJECT:	Reedley DMV	JN:	11574
ROADWAY:	Buttonwillow South of Dinuba	DATE:	5/23/2019
Scenario:	**2040 + Project**	BY:	J. Leech

ADT	14,131			PK HR VOL	1,413
SPEED	35				
PK HR %	10				
DIST CTL	25				
DIST N/F	36	(M=76,P=52,S=36,C=12)	AUTO SLE DISTANCE		18.1
DIST WALL	0		MED TRUCK SLE DIST		17.6
DIST W/OB	25		HVY TRUCK SLE DIST		17.6
HTH WALL	0.0	********			
HTH OBS	5.0				
AMBIENT	45.0				
ROADWAY VIEW:					
LF ANGLE	-15				
RT ANGLE	15				
DF ANGLE	30				

SITE CONDITIONS:		(15=HARD SITE, 10=SOFT SITE)			
AUTOM	10.0				
MED TR	10.0				
HVY TR	10.0				
BARRIER	0	(0=WALL,1=BERM)			
ELEVATIONS:					
PAD	0.0	AUTOMOBILES =	0.00		
ROAD	0.0	MEDIUM TRUCKS=	2.30		
		HEAVY TRUCKS =	8.01		
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

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

NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING:

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	CNEL
AUTOMOBILES	61.5	59.6	57.8	51.8	61.0
MEDIUM TRUCKS	56.2	54.8	48.5	45.4	54.9
HEAVY TRUCKS	59.0	57.7	48.8	48.5	57.7
VEHICULAR NOISE	**64.2**	62.6	58.7	54.1	63.3