

Del Rey Pointe AM Peak Mobile Noise

2017 Existing Conditions AM Peak

ROAD SEGMENT			TOT. # VEH.	VEHICLE TYPE %						Speed	dBA (from TNM)
from:	to:		Auto	MT	HT						
			%	%	%	Auto	MT	HT			
Jefferson	Lincoln	Alla	2613	98.1	0.7	1.3	2563	18	34	45	67.9
Jefferson	Alla	Beethoven	2798	98.1	0.7	1.3	2745	20	36	45	68.5
jefferson	Beethoven	McConnell	2107	98.1	0.7	1.3	2067	15	27	45	67.4
Jefferson	McConnell	Centinela	3528	98.1	0.7	1.3	3460	25	46	45	69
Jefferson	Centinela	Inglewood	3285	98.1	0.7	1.3	3223	23	43	45	68.7
Jefferson	Inglewood	East	2594	98.1	0.7	1.3	2544	18	34	45	68.1
Lincoln	Jefferson	North	5634	98.1	0.7	1.3	5527	39	73	45	68.9
PCH/Lincoln	Jefferson	South	4332	98.1	0.7	1.3	4250	30	56	45	68.4
Beethoven	Jefferson	North	365	98.1	0.7	1.3	358	3	5	25	56.6
Centinela	Jefferson	North	2567	98.1	0.7	1.3	2518	18	33	35	64.1
Inglewood	Jefferson	North	1703	98.1	0.7	1.3	1671	12	22	35	65.6

Existing Plus Project AM Peak

ROAD SEGMENT			TOT. # VEH.	VEHICLE TYPE %						Speed	dBA (from TNM)	Increase from Existing
from:	to:		Auto	MT	HT							
			%	%	%	Auto	MT	HT				
Jefferson	Lincoln	Alla	2655	98.1	0.7	1.3	2604	19	35	45	68	0.1
Jefferson	Alla	Beethoven	2840	98.1	0.7	1.3	2786	20	37	45	68.6	0.1
jefferson	Beethoven	McConnell	2185	98.1	0.7	1.3	2143	15	28	45	67.5	0.1
Jefferson	McConnell	Centinela	3606	98.1	0.7	1.3	3537	25	47	45	69.1	0.1
Jefferson	Centinela	Inglewood	3345	98.1	0.7	1.3	3281	23	43	45	68.8	0.1
Jefferson	Inglewood	East	2634	98.1	0.7	1.3	2584	18	34	45	68.2	0.1
Lincoln	Jefferson	North	5652	98.1	0.7	1.3	5545	40	73	45	68.9	0
PCH/Lincoln	Jefferson	South	4350	98.1	0.7	1.3	4267	30	57	45	68.5	0.1
Beethoven	Jefferson	North	485	98.1	0.7	1.3	476	3	6	25	57	0.4
Centinela	Jefferson	North	2586	98.1	0.7	1.3	2537	18	34	35	64.1	0
Inglewood	Jefferson	North	1709	98.1	0.7	1.3	1677	12	22	35	65.6	0

Future No Project AM Peak

ROAD SEGMENT			TOT. # VEH.	VEHICLE TYPE %						Speed	dBA (from TNM)
from:	to:		Auto	MT	HT						
			%	%	%	Auto	MT	HT			
Jefferson	Lincoln	Alla	3049	98.1	0.7	1.3	2991	21	40	45	68.6
Jefferson	Alla	Beethoven	3179	98.1	0.7	1.3	3119	22	41	45	69.1
jefferson	Beethoven	McConnell	3159	98.1	0.7	1.3	3099	22	41	45	68.9
Jefferson	McConnell	Centinela	3958	98.1	0.7	1.3	3882	28	51	45	69.5
Jefferson	Centinela	Inglewood	3766	98.1	0.7	1.3	3694	26	49	45	69.3

Jefferson	Inglewood	East	3044	98.1	2986	0.7	21	1.3	40	45	68.8
Lincoln	Jefferson	North	5945	98.1	5832	0.7	42	1.3	77	45	69.1
PCH/Lincoln	Jefferson	South	4537	98.1	4451	0.7	32	1.3	59	45	68.7
Beethoven	Jefferson	North	455	98.1	446	0.7	3	1.3	6	25	57.5
Centinela	Jefferson	North	2869	98.1	2814	0.7	20	1.3	37	35	64.6
Inglewood	Jefferson	North	1870	98.1	1834	0.7	13	1.3	24	35	66

Future Plus Proposed Project AM Peak

ROAD SEGMENT	from:	to:	TOT. # VEH.	VEHICLE TYPE %						Speed	dBA (from TNM)	Increase from Base	Increase from Existing
				Auto %	Auto	MT %	MT	HT %	HT				
Jefferson	Lincoln	Alla	3091	98.1	3032	0.7	22	1.3	40	45	68.6	0	0.7
Jefferson	Alla	Beethoven	3221	98.1	3160	0.7	23	1.3	42	45	69.2	0.1	0.7
Jefferson	Beethoven	McConnell	3237	98.1	3175	0.7	23	1.3	42	45	69	0.1	1.6
Jefferson	McConnell	Centinela	4036	98.1	3959	0.7	28	1.3	52	45	69.6	0.1	0.6
Jefferson	Centinela	Inglewood	3826	98.1	3753	0.7	27	1.3	50	45	69.3	0	0.6
Jefferson	Inglewood	East	3085	98.1	3026	0.7	22	1.3	40	45	68.8	0	0.7
Lincoln	Jefferson	North	5963	98.1	5850	0.7	42	1.3	78	45	69.1	0	0.2
PCH/Lincoln	Jefferson	South	4555	98.1	4468	0.7	32	1.3	59	45	68.7	0	0.3
Beethoven	Jefferson	North	575	98.1	564	0.7	4	1.3	7	25	57.8	0.3	1.2
Centinela	Jefferson	North	2888	98.1	2833	0.7	20	1.3	38	35	64.6	0	0.5
Inglewood	Jefferson	North	1876	98.1	1840	0.7	13	1.3	24	35	66.1	0.1	0.5

Project-Only Volumes AM Peak

ROAD SEGMENT	from:	to:	TOT. # VEH.	VEHICLE TYPE %						Speed
				Auto %	Auto	MT %	MT	HT %	HT	
Jefferson	Lincoln	Alla	42	98.1	41	0.7	0	1.3	1	45
Jefferson	Alla	Beethoven	42	98.1	41	0.7	0	1.3	1	45
Jefferson	Beethoven	McConnell	78	98.1	77	0.7	1	1.3	1	45
Jefferson	McConnell	Centinela	79	98.1	77	0.7	1	1.3	1	45
Jefferson	Centinela	Inglewood	60	98.1	58	0.7	0	1.3	1	45
Jefferson	Inglewood	East	41	98.1	40	0.7	0	1.3	1	45
Lincoln	Jefferson	North	18	98.1	18	0.7	0	1.3	0	45
PCH/Lincoln	Jefferson	South	18	98.1	18	0.7	0	1.3	0	45
Beethoven	Jefferson	North	120	98.1	118	0.7	1	1.3	2	25
Centinela	Jefferson	North	19	98.1	19	0.7	0	1.3	0	35
Inglewood	Jefferson	North	6	98.1	6	0.7	0	1.3	0	35

Traffic mix from LA County 2035 General Plan EIR Noise Calculations Appendix K

Del Rey Pointe PM Peak Mobile Noise

2017 Existing Conditions PM Peak

ROAD SEGMENT		TOT. # VEH.	VEHICLE TYPE %						Speed	dBA (from TNM)
from:	to:		Auto %	Auto	MT %	MT	HT %	HT		
Jefferson	Lincoln	3004	98.1	2946	0.7	21	1.3	39	45	68.5
Jefferson	Alla	2913	98.1	2858	0.7	20	1.3	38	45	68.8
Jefferson	Beethoven	2855	98.1	2800	0.7	20	1.3	37	45	68.5
Jefferson	McConnell	3313	98.1	3250	0.7	23	1.3	43	45	68.7
Jefferson	Centinela	3397	98.1	3332	0.7	24	1.3	44	45	68.8
Jefferson	Inglewood	2561	98.1	2512	0.7	18	1.3	33	45	68.1
Lincoln	Jefferson	5441	98.1	5338	0.7	38	1.3	71	45	68.7
PCH/Lincoln	Jefferson	4437	98.1	4353	0.7	31	1.3	58	45	68.6
Beethoven	Jefferson	484	98.1	475	0.7	3	1.3	6	25	57.2
Centinela	Jefferson	2428	98.1	2381	0.7	17	1.3	32	35	63.9
Inglewood	Jefferson	1672	98.1	1640	0.7	12	1.3	22	35	65.6

Existing Plus Project PM Peak

ROAD SEGMENT		TOT. # VEH.	VEHICLE TYPE %						Speed	dBA (from TNM)	Increase from Existing
from:	to:		Auto %	Auto	MT %	MT	HT %	HT			
Jefferson	Lincoln	3061	98.1	3003	0.7	21	1.3	40	45	68.6	0.1
Jefferson	Alla	2970	98.1	2914	0.7	21	1.3	39	45	68.9	0.1
Jefferson	Beethoven	2963	98.1	2906	0.7	21	1.3	39	45	68.6	0.1
Jefferson	McConnell	3421	98.1	3356	0.7	24	1.3	44	45	68.9	0.2
Jefferson	Centinela	3478	98.1	3412	0.7	24	1.3	45	45	68.9	0.1
Jefferson	Inglewood	2622	98.1	2572	0.7	18	1.3	34	45	68.2	0.1
Lincoln	Jefferson	5606	98.1	5499	0.7	39	1.3	73	45	68.8	0.1
PCH/Lincoln	Jefferson	4463	98.1	4378	0.7	31	1.3	58	45	68.6	0
Beethoven	Jefferson	649	98.1	637	0.7	5	1.3	8	25	57.8	0.6
Centinela	Jefferson	2454	98.1	2407	0.7	17	1.3	32	35	63.9	0
Inglewood	Jefferson	1680	98.1	1648	0.7	12	1.3	22	35	65.6	0

Future No Project PM Peak

ROAD SEGMENT		TOT. # VEH.	VEHICLE TYPE %						Speed	dBA (from TNM)
from:	to:		Auto %	Auto	MT %	MT	HT %	HT		
Jefferson	Lincoln	3555	98.1	3487	0.7	25	1.3	46	45	69.2
Jefferson	Alla	3386	98.1	3322	0.7	24	1.3	44	45	69.4
Jefferson	Beethoven	3226	98.1	3165	0.7	23	1.3	42	45	69
Jefferson	McConnell	3814	98.1	3742	0.7	27	1.3	50	45	69.3
Jefferson	Centinela	3987	98.1	3911	0.7	28	1.3	52	45	69.5
Jefferson	Inglewood	3144	98.1	3084	0.7	22	1.3	41	45	68.9
Lincoln	Jefferson	5799	98.1	5689	0.7	41	1.3	75	45	69
PCH/Lincoln	Jefferson	4667	98.1	4578	0.7	33	1.3	61	45	68.8
Beethoven	Jefferson	577	98.1	566	0.7	4	1.3	8	25	58

Centinel	Jefferson	North	2813	98.1	2759	0.7	20	1.3	37	35	64.5
Inglewood	Jefferson	North	1876	98.1	1840	0.7	13	1.3	24	35	66.1

Future Plus Proposed Project PM Peak

ROAD SEGMENT		TOT. # VEH.	VEHICLE TYPE %						Speed	dBA (from TNM)	Increase from Base	Increase from Existing	
from:	to:		Auto %	Auto	MT %	MT	HT %	HT					
Jefferson	Lincoln	Alla	3612	98.1	3543	0.7	25	1.3	47	45	69.3	0.1	0.8
Jefferson	Alla	Beethoven	3443	98.1	3378	0.7	24	1.3	45	45	69.5	0.1	0.7
Jefferson	Beethoven	McConnell	3334	98.1	3271	0.7	23	1.3	43	45	69.1	0.1	0.6
Jefferson	McConnell	Centinela	3922	98.1	3847	0.7	27	1.3	51	45	69.4	0.1	0.7
Jefferson	Centinela	Inglewood	4068	98.1	3991	0.7	28	1.3	53	45	69.6	0.1	0.8
Jefferson	Inglewood	East	3204	98.1	3143	0.7	22	1.3	42	45	69	0.1	0.9
Lincoln	Jefferson	North	5824	98.1	5713	0.7	41	1.3	76	45	69	0	0.3
PCH/Lincoln	Jefferson	South	4692	98.1	4603	0.7	33	1.3	61	45	68.8	0	0.2
Beethoven	Jefferson	North	742	98.1	728	0.7	5	1.3	10	25	58.4	0.4	1.2
Centinela	Jefferson	North	2839	98.1	2785	0.7	20	1.3	37	35	64.6	0.1	0.7
Inglewood	Jefferson	North	1884	98.1	1848	0.7	13	1.3	24	35	66.1	0	0.5

Project-Only Volumes PM Peak

ROAD SEGMENT		TOT. # VEH.	VEHICLE TYPE %						Speed		
from:	to:		Auto %	Auto	MT %	MT	HT %	HT			
Jefferson	Lincoln	Alla	58	98.1	56	0.7	0	1.3	1	45	
Jefferson	Alla	Beethoven	57	98.1	56	0.7	0	1.3	1	45	
Jefferson	Beethoven	McConnell	108	98.1	106	0.7	1	1.3	1	45	
Jefferson	McConnell	Centinela	108	98.1	106	0.7	1	1.3	1	45	
Jefferson	Centinela	Inglewood	82	98.1	80	0.7	1	1.3	1	45	
Jefferson	Inglewood	East	61	98.1	59	0.7	0	1.3	1	45	
Lincoln	Jefferson	North	25	98.1	25	0.7	0	1.3	0	45	
PCH/Lincoln	Jefferson	South	25	98.1	25	0.7	0	1.3	0	45	
Beethoven	Jefferson	North	165	98.1	162	0.7	1	1.3	2	25	
Centinela	Jefferson	North	26	98.1	26	0.7	0	1.3	0	35	
Inglewood	Jefferson	North	8	98.1	8	0.7	0	1.3	0	35	

Traffic mix from LA County 2035 General Plan EIR Noise Calculations Appendix K

Impact Sciences
jjerome

20-Apr-17
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Del Rey Pointe
RUN: Existing AM Peak Hour
BARRIER DESIGN: INPUT HEIGHTS

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

ATMOSPHERICS: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing	No Barrier		Increase over existing		Type Impact	With Barrier		Calculated minus Goal	
			L _{Aeq} 1h	L _{Aeq} 1h	Crit'n	Calculated	Crit'n		L _{Aeq} 1h	Noise Reduction		
			dB	dB	dB	dB	dB		dB	dB	dB	
Lincoln North of Jefferson	1	1	0	68.9	66	68.9	10	Snd Lvl	68.9	0	8	-8
PCH/Lincoln South of Jefferson	2	1	0	68.4	66	68.4	10	Snd Lvl	68.4	0	8	-8
Jefferson b/w Lincoln and Alla	3	1	0	67.9	66	67.9	10	Snd Lvl	67.9	0	8	-8
Jefferson b/w Alla and Beethov	5	1	0	68.5	66	68.5	10	Snd Lvl	68.5	0	8	-8
Beethoven North of Jefferson	6	1	0	56.6	66	56.6	10	----	56.6	0	8	-8
Jefferson b/w Beethoven and M	7	1	0	67.4	66	67.4	10	Snd Lvl	67.4	0	8	-8
Jefferson b/w McConnell and C	9	1	0	69	66	69	10	Snd Lvl	69	0	8	-8
Centinela North of Jefferson	10	1	0	64.1	66	64.1	10	----	64.1	0	8	-8
Jefferson b/w Centinela and In	12	1	0	68.7	66	68.7	10	Snd Lvl	68.7	0	8	-8
Inglewood North of Jefferson	13	1	0	65.6	66	65.6	10	----	65.6	0	8	-8
Jefferson From Inglewood Eas	14	1	0	68.1	66	68.1	10	Snd Lvl	68.1	0	8	-8

Dwelling Units	# DUs	Noise Reduction		
		Min dB	Avg dB	Max dB
All Selected	11	0	0	0
All Impacted	8	0	0	0
All that meet NR Goal	0	0	0	0

Impact Sci
jerome

20-Apr-17
TNM 2.5
Calculated with TNM 2.5

RESULTS:
PROJECT:
RUN:
BARRIER |

Del Rey Pointe
Existing Plus Project AM Peak Hour
INPUT HEIGHTS

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

ATMOSPHERIC 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing	Type	With Barrier	Noise Reduction	Calculated	Calculated	
			dB	dB	dB	Impact	LAeq1h	Goal	Goal	minus Goal	
				Calculated	Sub'l Inc						
			dB	dB	dB		dB	dB	dB	dB	
Lincoln Nc	1	1	0	68.9	66	68.9	10 Snd Lvl	68.9	0	8	-8
PCH/Lincc	2	1	0	68.5	66	68.5	10 Snd Lvl	68.5	0	8	-8
Jefferson I	3	1	0	68	66	68	10 Snd Lvl	68	0	8	-8
Jefferson I	5	1	0	68.6	66	68.6	10 Snd Lvl	68.6	0	8	-8
Beethover	6	1	0	57	66	57	10 ----	57	0	8	-8
Jefferson I	7	1	0	67.5	66	67.5	10 Snd Lvl	67.5	0	8	-8
Jefferson I	9	1	0	69.1	66	69.1	10 Snd Lvl	69.1	0	8	-8
Centinela	10	1	0	64.1	66	64.1	10 ----	64.1	0	8	-8
Jefferson I	12	1	0	68.8	66	68.8	10 Snd Lvl	68.8	0	8	-8
Inglewood	13	1	0	65.6	66	65.6	10 ----	65.6	0	8	-8
Jefferson I	14	1	0	68.2	66	68.2	10 Snd Lvl	68.2	0	8	-8

Dwelling Units	# DUs	Min	Avg	Max
		dB	dB	dB
All Selected	11	0	0	0
All Impacted	8	0	0	0
All that meet NR Goal	0	0	0	0

Impact Sci
 jjerome

20-Apr-17
 TNM 2.5
 Calculated with TNM 2.5

RESULTS:

PROJECT: Del Rey Pointe
 RUN: Existing Plus Project AM Peak Hour
 BARRIER: INPUT HEIGHTS

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

ATMOSPHERIC: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing	Type	With Barrier LAeq1h	Noise Reduction	Calculated Goal	Calculated minus Goal	
			dB	dB	dB	Sub'l Inc	dB	dB	dB	dB	
Lincoln Nc	1	1	0	69.1	66	69.1	10 Snd Lvl	69.1	0	8	-8
PCH/Lincc	2	1	0	68.7	66	68.7	10 Snd Lvl	68.7	0	8	-8
Jefferson I	3	1	0	68.6	66	68.6	10 Snd Lvl	68.6	0	8	-8
Jefferson I	5	1	0	69.1	66	69.1	10 Snd Lvl	69.1	0	8	-8
Beethover	6	1	0	57.5	66	57.5	10 ----	57.5	0	8	-8
Jefferson I	7	1	0	68.9	66	68.9	10 Snd Lvl	68.9	0	8	-8
Jefferson I	9	1	0	69.5	66	69.5	10 Snd Lvl	69.5	0	8	-8
Centinela	10	1	0	64.6	66	64.6	10 ----	64.6	0	8	-8
Jefferson I	12	1	0	69.3	66	69.3	10 Snd Lvl	69.3	0	8	-8
Inglewood	13	1	0	66	66	66	10 Snd Lvl	66	0	8	-8
Jefferson I	14	1	0	68.8	66	68.8	10 Snd Lvl	68.8	0	8	-8

Dwelling Units	# DUs	Min dB	Avg dB	Max dB
All Selected	11	0	0	0
All Impacted	9	0	0	0
All that meet NR Goal	0	0	0	0

Impact Sci
 jjerome

20-Apr-17
 TNM 2.5
 Calculated with TNM 2.5

RESULTS:
 PROJECT: Del Rey Pointe
 RUN: Future Plus Project AM Peak Hour
 BARRIER: INPUT HEIGHTS

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

ATMOSPHERIC: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h dBA	No Barrier LAeq1h dBA	Calculated Crit'n dBA	Increase over existing Calculated Crit'n dB	Type Impact	With Barrier Calculated LAeq1h dBA	Noise Reduction Calculated Goal dB	Calculated minus Goal dB	
Lincoln Nc	1	1	0	69.1	66	69.1	10 Snd Lvl	69.1	0	8	-8
PCH/Lincc	2	1	0	68.7	66	68.7	10 Snd Lvl	68.7	0	8	-8
Jefferson I	3	1	0	68.6	66	68.6	10 Snd Lvl	68.6	0	8	-8
Jefferson I	5	1	0	69.2	66	69.2	10 Snd Lvl	69.2	0	8	-8
Beethover	6	1	0	57.8	66	57.8	10 ----	57.8	0	8	-8
Jefferson I	7	1	0	69	66	69	10 Snd Lvl	69	0	8	-8
Jefferson I	9	1	0	69.6	66	69.6	10 Snd Lvl	69.6	0	8	-8
Centinela	10	1	0	64.6	66	64.6	10 ----	64.6	0	8	-8
Jefferson I	12	1	0	69.3	66	69.3	10 Snd Lvl	69.3	0	8	-8
Inglewood	13	1	0	66.1	66	66.1	10 Snd Lvl	66.1	0	8	-8
Jefferson I	14	1	0	68.8	66	68.8	10 Snd Lvl	68.8	0	8	-8

Dwelling Units	# DUs	Noise Reduction		
		Min dB	Avg dB	Max dB
All Selected	11	0	0	0
All Impacted	9	0	0	0
All that meet NR Goal	0	0	0	0

Impact Sci
 jjerome

20-Apr-17
 TNM 2.5
 Calculated with TNM 2.5

RESULTS:

PROJECT: Del Rey Pointe
 RUN: Existing Conditions PM Peak Hour
 BARRIER: INPUT HEIGHTS

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

ATMOSPHERIC: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h dBA	No Barrier LAeq1h dBA	Calculated Crit'n dBA	Increase over existing Calculated Crit'n dB	Type Impact	With Barrier Calculated LAeq1h dBA	Noise Reduction Calculated Goal dB	Calculated minus Goal dB	
Lincoln Nc	1	1	0	68.7	66	68.7	10 Snd Lvl	68.7	0	8	-8
PCH/Lincc	2	1	0	68.6	66	68.6	10 Snd Lvl	68.6	0	8	-8
Jefferson I	3	1	0	68.5	66	68.5	10 Snd Lvl	68.5	0	8	-8
Jefferson I	5	1	0	68.8	66	68.8	10 Snd Lvl	68.8	0	8	-8
Beethover	6	1	0	57.2	66	57.2	10 ----	57.2	0	8	-8
Jefferson I	7	1	0	68.5	66	68.5	10 Snd Lvl	68.5	0	8	-8
Jefferson I	9	1	0	68.7	66	68.7	10 Snd Lvl	68.7	0	8	-8
Centinela	10	1	0	63.9	66	63.9	10 ----	63.9	0	8	-8
Jefferson I	12	1	0	68.8	66	68.8	10 Snd Lvl	68.8	0	8	-8
Inglewood	13	1	0	65.6	66	65.6	10 ----	65.6	0	8	-8
Jefferson I	14	1	0	68.1	66	68.1	10 Snd Lvl	68.1	0	8	-8

Dwelling Units	# DUs	Min dB	Avg dB	Max dB
All Selected	11	0	0	0
All Impacted	8	0	0	0
All that meet NR Goal	0	0	0	0

Impact Sci
 jjerome

20-Apr-17
 TNM 2.5
 Calculated with TNM 2.5

RESULTS:
 PROJECT:
 RUN:
 BARRIER |

Del Rey Pointe
 Existing Plus Project PM Peak Hour
 INPUT HEIGHTS

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

ATMOSPH 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing	Type	With Barrier LAeq1h	Noise Reduction	Calculated Goal	Calculated minus Goal	
			dB	dB	dB	Sub'l Inc	dB	dB	dB	dB	
Lincoln Nc	1	1	0	68.8	66	68.8	10 Snd Lvl	68.8	0	8	-8
PCH/Lincc	2	1	0	68.6	66	68.6	10 Snd Lvl	68.6	0	8	-8
Jefferson I	3	1	0	68.6	66	68.6	10 Snd Lvl	68.6	0	8	-8
Jefferson I	5	1	0	68.9	66	68.9	10 Snd Lvl	68.9	0	8	-8
Beethover	6	1	0	57.8	66	57.8	10 ----	57.8	0	8	-8
Jefferson I	7	1	0	68.6	66	68.6	10 Snd Lvl	68.6	0	8	-8
Jefferson I	9	1	0	68.9	66	68.9	10 Snd Lvl	68.9	0	8	-8
Centinela	10	1	0	63.9	66	63.9	10 ----	63.9	0	8	-8
Jefferson I	12	1	0	68.9	66	68.9	10 Snd Lvl	68.9	0	8	-8
Inglewood	13	1	0	65.6	66	65.6	10 ----	65.6	0	8	-8
Jefferson I	14	1	0	68.2	66	68.2	10 Snd Lvl	68.2	0	8	-8

Dwelling Units	# DUs	Min dB	Avg dB	Max dB
All Selected	11	0	0	0
All Impacted	8	0	0	0
All that meet NR Goal	0	0	0	0

Impact Sci
 jjerome

20-Apr-17
 TNM 2.5
 Calculated with TNM 2.5

RESULTS:

PROJECT: Del Rey Pointe
 RUN: Future No Project PM Peak Hour
 BARRIER: INPUT HEIGHTS

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

ATMOSPHERIC: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h dBA	No Barrier LAeq1h dBA	Calculated Crit'n dBA	Increase over existing Calculated Crit'n dB	Type Sub'l Inc	With Barrier Calculated LAeq1h dBA	Noise Reduction Calculated Goal dB	Calculated minus Goal dB
Lincoln Nc	1	1	0	69	66	69	10 Snd Lvl	69	0	8 -8
PCH/Lincc	2	1	0	68.8	66	68.8	10 Snd Lvl	68.8	0	8 -8
Jefferson I	3	1	0	69.2	66	69.2	10 Snd Lvl	69.2	0	8 -8
Jefferson I	5	1	0	69.4	66	69.4	10 Snd Lvl	69.4	0	8 -8
Beethover	6	1	0	58	66	58	10 ----	58	0	8 -8
Jefferson I	7	1	0	69	66	69	10 Snd Lvl	69	0	8 -8
Jefferson I	9	1	0	69.3	66	69.3	10 Snd Lvl	69.3	0	8 -8
Centinela	10	1	0	64.5	66	64.5	10 ----	64.5	0	8 -8
Jefferson I	12	1	0	69.5	66	69.5	10 Snd Lvl	69.5	0	8 -8
Inglewood	13	1	0	66.1	66	66.1	10 Snd Lvl	66.1	0	8 -8
Jefferson I	14	1	0	68.9	66	68.9	10 Snd Lvl	68.9	0	8 -8

Dwelling Units	# DUs	Min dB	Avg dB	Max dB
All Selected	11	0	0	0
All Impacted	9	0	0	0
All that meet NR Goal	0	0	0	0

Impact Sci
 jjerome

20-Apr-17
 TNM 2.5
 Calculated with TNM 2.5

RESULTS:

PROJECT: Del Rey Pointe
 RUN: Future Plus Project PM Peak Hour
 BARRIER: INPUT HEIGHTS

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

ATMOSPHERIC: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h dBA	No Barrier LAeq1h dBA	Calculated Crit'n dBA	Increase over existing Calculated Crit'n dB	Type Sub'l Inc	With Barrier Calculated LAeq1h dBA	Noise Reduction Calculated Goal dB	Calculated minus Goal dB
Lincoln Nc	1	1	0	69	66	69	10 Snd Lvl	69	0	8 -8
PCH/Lincc	2	1	0	68.8	66	68.8	10 Snd Lvl	68.8	0	8 -8
Jefferson I	3	1	0	69.3	66	69.3	10 Snd Lvl	69.3	0	8 -8
Jefferson I	5	1	0	69.5	66	69.5	10 Snd Lvl	69.5	0	8 -8
Beethover	6	1	0	58.4	66	58.4	10 ----	58.4	0	8 -8
Jefferson I	7	1	0	69.1	66	69.1	10 Snd Lvl	69.1	0	8 -8
Jefferson I	9	1	0	69.4	66	69.4	10 Snd Lvl	69.4	0	8 -8
Centinela	10	1	0	64.6	66	64.6	10 ----	64.6	0	8 -8
Jefferson I	12	1	0	69.6	66	69.6	10 Snd Lvl	69.6	0	8 -8
Inglewood	13	1	0	66.1	66	66.1	10 Snd Lvl	66.1	0	8 -8
Jefferson I	14	1	0	69	66	69	10 Snd Lvl	69	0	8 -8

Dwelling Units	# DUs	Noise Reduction		
		Min dB	Avg dB	Max dB
All Selected	11	0	0	0
All Impacted	9	0	0	0
All that meet NR Goal	0	0	0	0

Del Rey Pointe Noise Monitoring Summary (April 11, 2017)

1. Location: Westside Neighborhood School (Beethoven Street approximately 150 feet southwest of intersection with Coral Tree Place)

Time/duration: 11:44AM-11:59AM

15-minute L_{EQ} reading: 60.4 dBA

Notes: Medium duty truck deliveries. Automatic gate at neighboring parking lot beeping/rattling.

2. Location: Jefferson Boulevard at McConnell Avenue (Approximately 270 feet west of McConnell on south side of Jefferson)

Time/duration: 12:17PM-12:32PM

15-minute L_{EQ} reading: 69.2

Notes: Traffic noise from Jefferson Boulevard.

3. Location: Cul de Sac on west end of Sanford Street (Approximately 370 feet west of Rosy Circle)

Time/duration: 12:49PM-1:04PM

15-minute L_{EQ} reading: 62.6

Notes: Distant traffic noise from SR-90.

4. Location: Milton Street at McConnell Avenue (On north side of Milton, approximately 90 feet east of McConnell)

Time/duration: 1:16PM-1:31PM

15-minute L_{EQ} reading: 61.1

Notes: Distant traffic noise from SR-90, light street traffic.

Del Rey Pointe Construction

Construction Noise - Unmitigated

Reference Noise Distance

50

Reference Noise Level

85

Sensitive Receptor	Distance (feet)	Attenuation Factors	Maximum Construction Noise Level	Existing Ambient (dBA, Leq)	New Ambient (dBA, Leq)	Increase
Residences along Sanford	340	6	62.3	62.6	65.5	2.9
Ballona Preserve	370	6	61.6	61.1	64.4	3.3
Westside Neighborhood School	430	6	60.3	60.4	63.4	3.0
Residences along McConnell/Milton Street	650	6	56.7	61.1	62.5	1.4
Animo Westside Charter Middle School	1300	6	50.7	69.2	69.3	0.1

A 6 dBA attenuation was given for hard ground surface as recommended by the Caltrans Technical Noise Supplement.

Del Rey Pointe Construction Vibration

Residences Along Sanford Street

Ref= Reference vibration level (PPV)

RefD= Reference distance for Reference vibration level (Feet)

Vibration PPV

Ref= 0.089 Based on type of equipment

RefD= 25

D= 340 Distance from equipment to sensitive receptor

Equip= 0.002

Annoyance VdB

Ref= 87 Based on type of equipment

RefD= 25

D= 340 Distance from equipment to sensitive receptor

Equip= 53

Peak demolition vibration based on utilizing a large bulldozer.

Source: FTA Tranist Noise and Vibration Impact Assessment, 2006.

Del Rey Pointe Construction Vibration

Ballona Preserve

Ref= Reference vibration level (PPV)

RefD= Reference distance for Reference vibration level (Feet)

Vibration PPV

Ref= 0.089 Based on type of equipment

RefD= 25

D= 370 Distance from equipment to sensitive receptor

Equip= 0.002

Annoyance VdB

Ref= 87 Based on type of equipment

RefD= 25

D= 370 Distance from equipment to sensitive receptor

Equip= 52

Peak demolition vibration based on utilizing a large bulldozer.

Source: FTA Tranist Noise and Vibration Impact Assessment, 2006.

Del Rey Pointe Construction Vibration

Westside Neighborhood School

Ref= Reference vibration level (PPV)

RefD= Reference distance for Reference vibration level (Feet)

Vibration PPV

Ref= 0.089 Based on type of equipment

RefD= 25

D= 430 Distance from equipment to sensitive receptor

Equip= 0.001

Annoyance VdB

Ref= 87 Based on type of equipment

RefD= 25

D= 430 Distance from equipment to sensitive receptor

Equip= 50

Peak demolition vibration based on utilizing a large bulldozer.

Source: FTA Tranist Noise and Vibration Impact Assessment, 2006.

Del Rey Pointe Construction Vibration

Single-Family Residences Along McConnell/Milton Streets

Ref= Reference vibration level (PPV)

RefD= Reference distance for Reference vibration level (Feet)

Vibration PPV

Ref= 0.089 Based on type of equipment

RefD= 25

D= 650 Distance from equipment to sensitive receptor

Equip= 0.001

Annoyance VdB

Ref= 87 Based on type of equipment

RefD= 25

D= 650 Distance from equipment to sensitive receptor

Equip= 45

Peak demolition vibration based on utilizing a large bulldozer.

Source: FTA Tranist Noise and Vibration Impact Assessment, 2006.

Del Rey Pointe Construction Vibration

Multi-Family Residences Along McConnell/Milton Streets

Ref= Reference vibration level (PPV)

RefD= Reference distance for Reference vibration level (Feet)

Vibration PPV

Ref= 0.089 Based on type of equipment

RefD= 25

D= 870 Distance from equipment to sensitive receptor

Equip= 0.000

Annoyance VdB

Ref= 87 Based on type of equipment

RefD= 25

D= 870 Distance from equipment to sensitive receptor

Equip= 41

Peak demolition vibration based on utilizing a large bulldozer.

Source: FTA Tranist Noise and Vibration Impact Assessment, 2006.

Del Rey Pointe Construction Vibration

Animo Middle School

Ref= Reference vibration level (PPV)

RefD= Reference distance for Reference vibration level (Feet)

Vibration PPV

Ref= 0.089 Based on type of equipment

RefD= 25

D= 1300 Distance from equipment to sensitive receptor

Equip= 0.000

Annoyance VdB

Ref= 87 Based on type of equipment

RefD= 25

D= 1300 Distance from equipment to sensitive receptor

Equip= 36

Peak demolition vibration based on utilizing a large bulldozer.

Source: FTA Tranist Noise and Vibration Impact Assessment, 2006.