Site Number: NM1			
Recorded By: Danielle Regimbal			
Job Number: 182596			
Date: 4.20.2021			
Time: 10:21AM			
Location: Directly east of residence located at 12092 Chamberlaine Way, Adelanto.			
Source of Peak Noise: Birds chirping			
Noise Data			
Leq (dB)	**Lmax(dB)**	**Lmin (dB)**	**Peak (dB)**
45.7	58.5	31.5	82.3

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**04/08/2019**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**04/08/2019**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**04/08/2019**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**04/08/2019**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** Sunny
	Note: dBA Offset = -0.02		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	SW 8 mph	77	29.83

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 4.7.4
Start Time:		04/20/2021 10:21:13
End Time:		04/20/2021 10:31:13
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.19

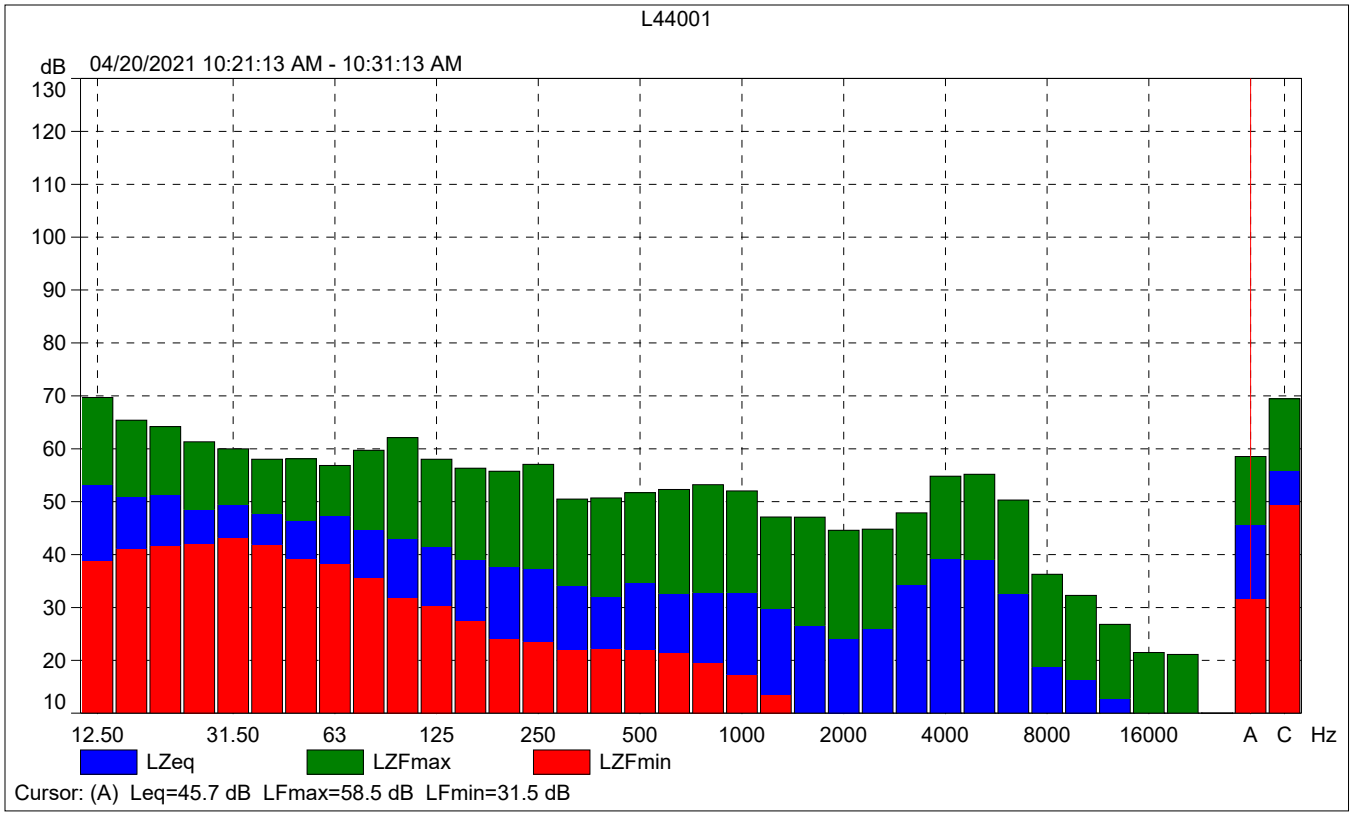
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

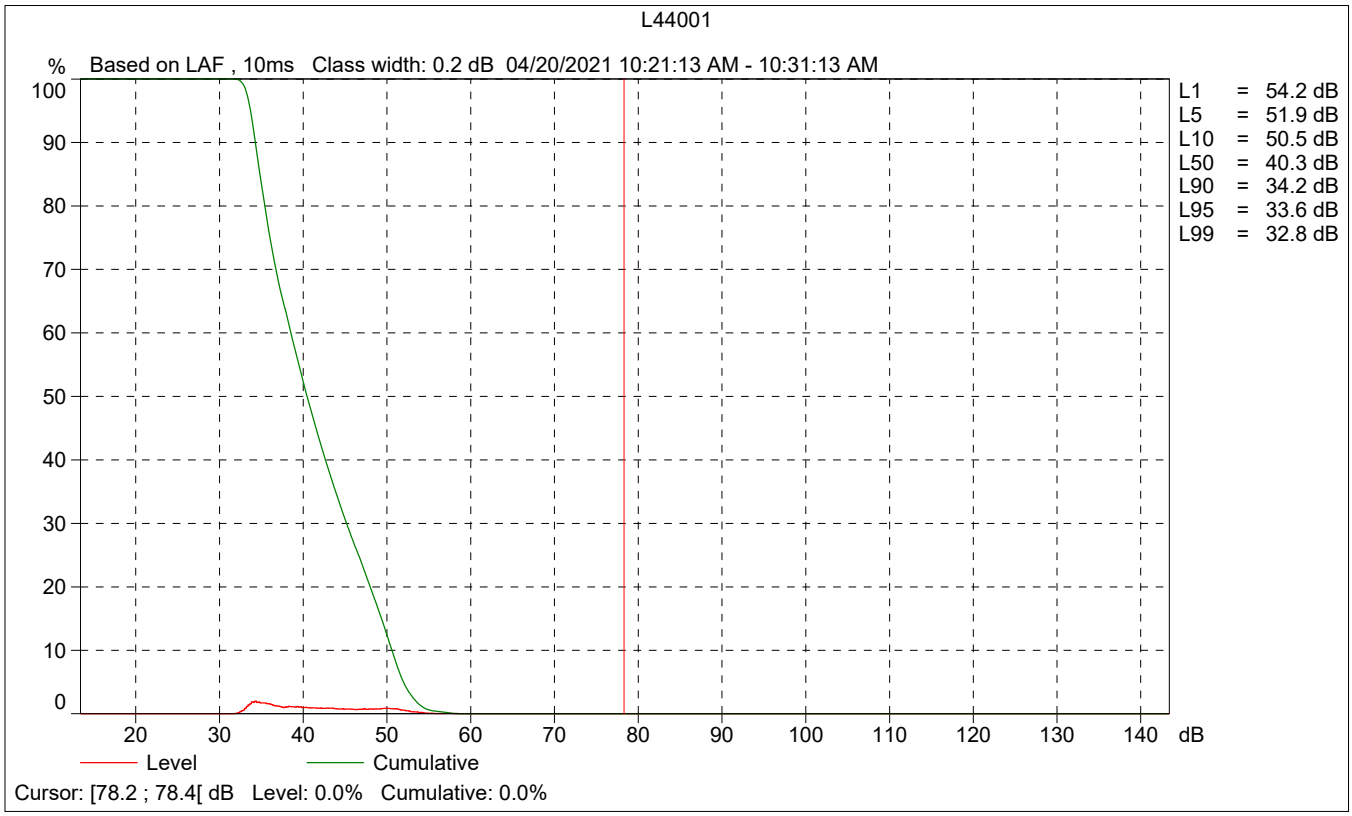
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

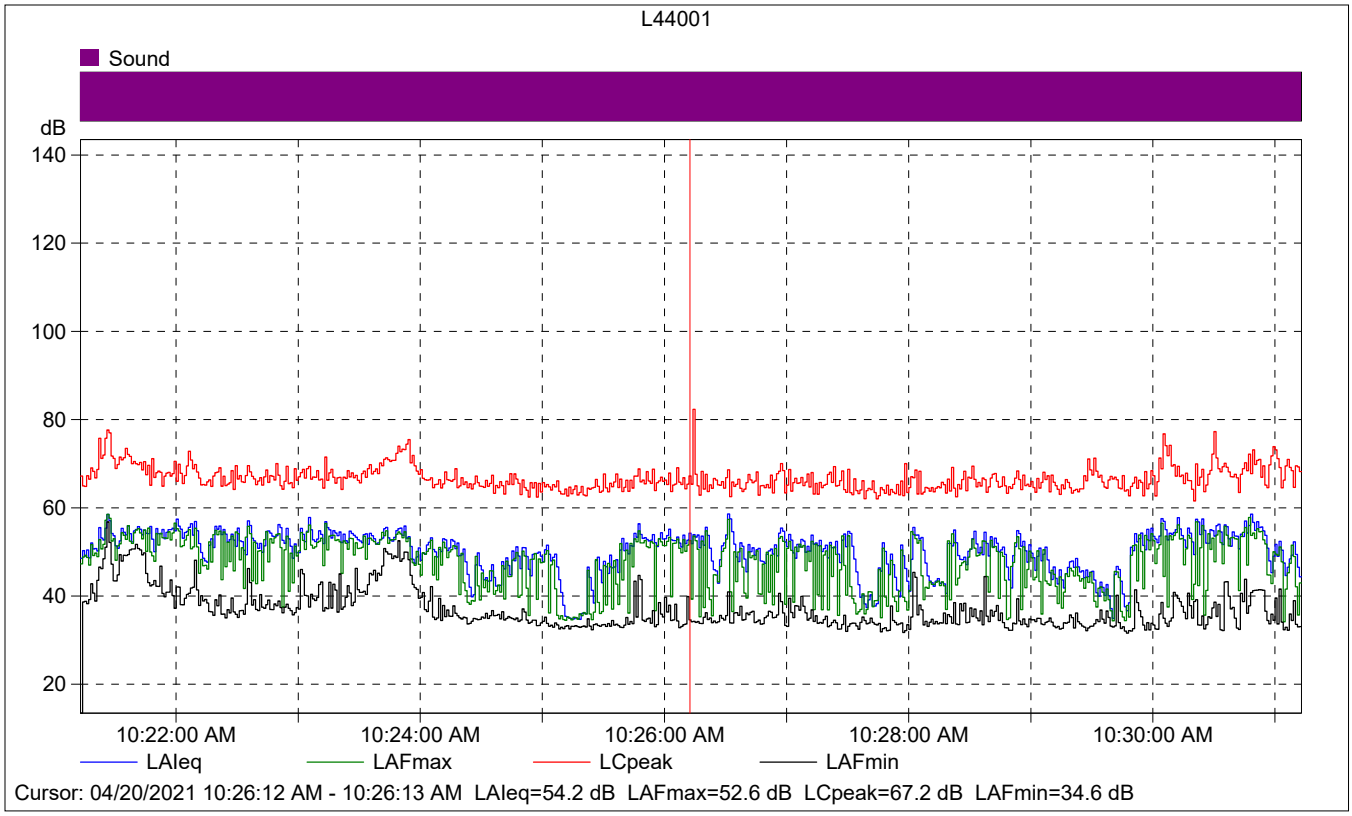
Calibration Time:		04/20/2021 08:19:28
Calibration Type:		External reference
Sensitivity:		43.2877503335476 mV/Pa

L44001

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	45.7	58.5	31.5
Time	10:21:13 AM	10:31:13 AM	0:10:00				
Date	04/20/2021	04/20/2021					

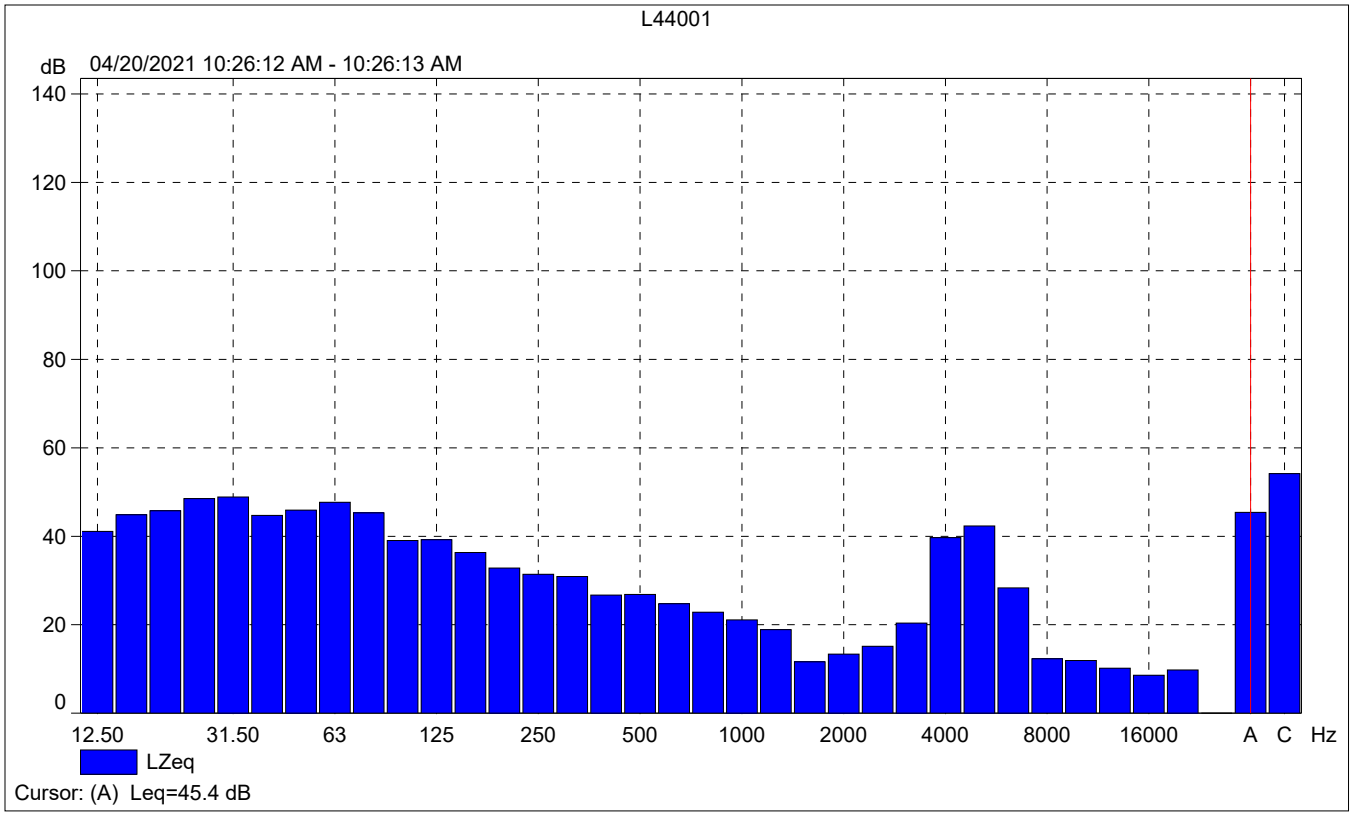

L44001
dB
04/20/2021 10:21:13 AM - 10:31:13 AM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=45.7 dB LFmax=58.5 dB LFmin=31.5 dB

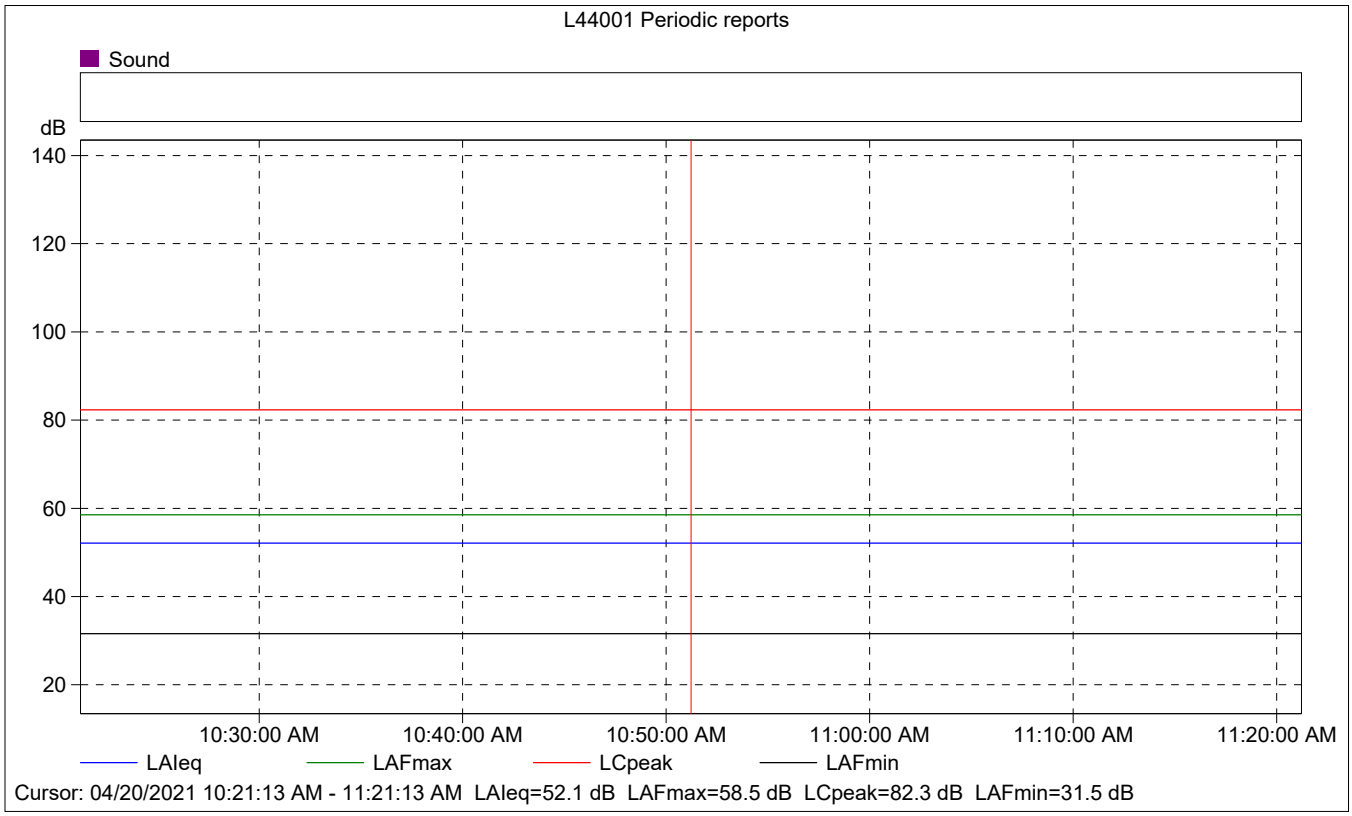

L44001
%
Based on LAF , 10ms Class width: 0.2 dB 04/20/2021 10:21:13 AM - 10:31:13 AM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 54.2 dB
L5 = 51.9 dB
L10 = 50.5 dB
L50 = 40.3 dB
L90 = 34.2 dB
L95 = 33.6 dB
L99 = 32.8 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.0% Cumulative: 0.0%



L44001

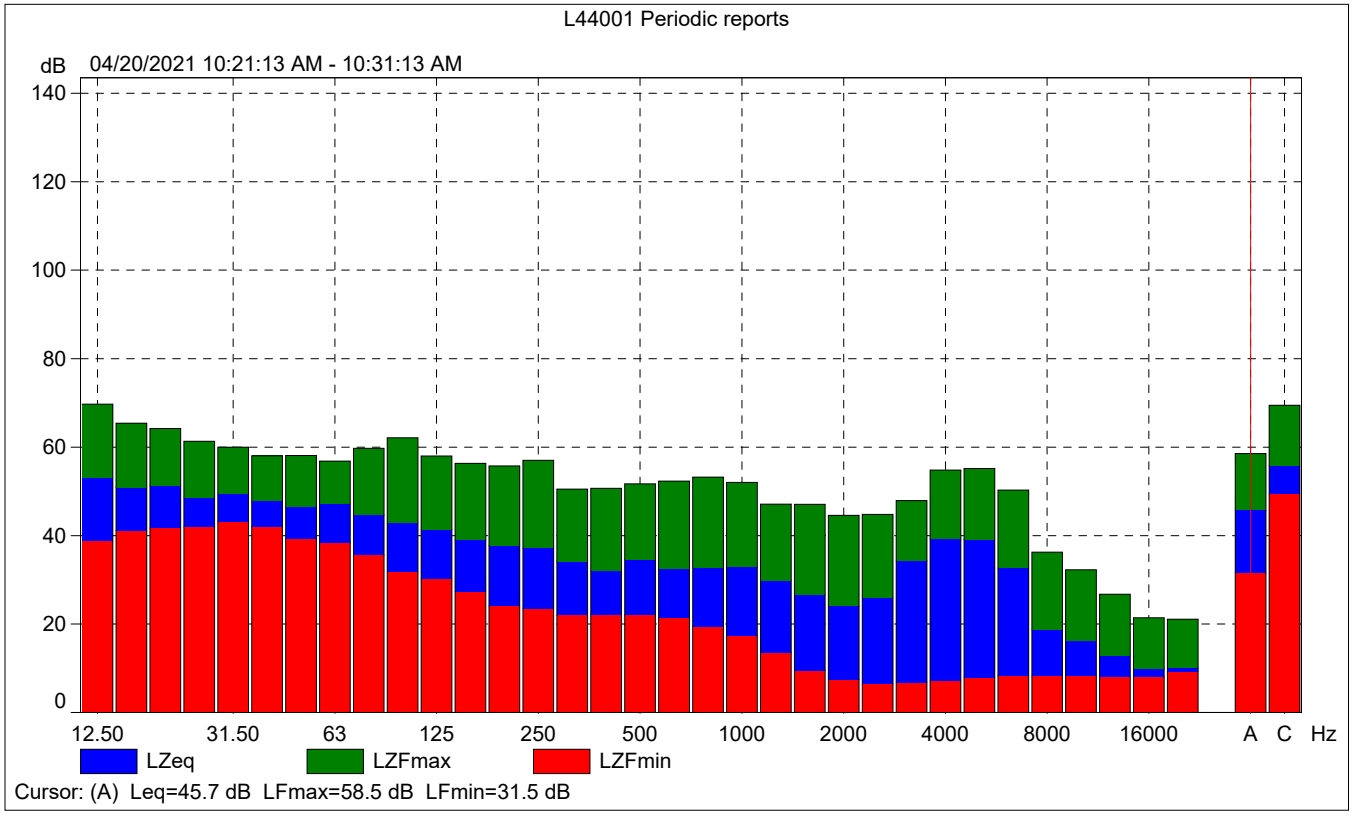
	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			54.2	52.6	34.6
Time	10:26:12 AM	0:00:01			
Date	04/20/2021				

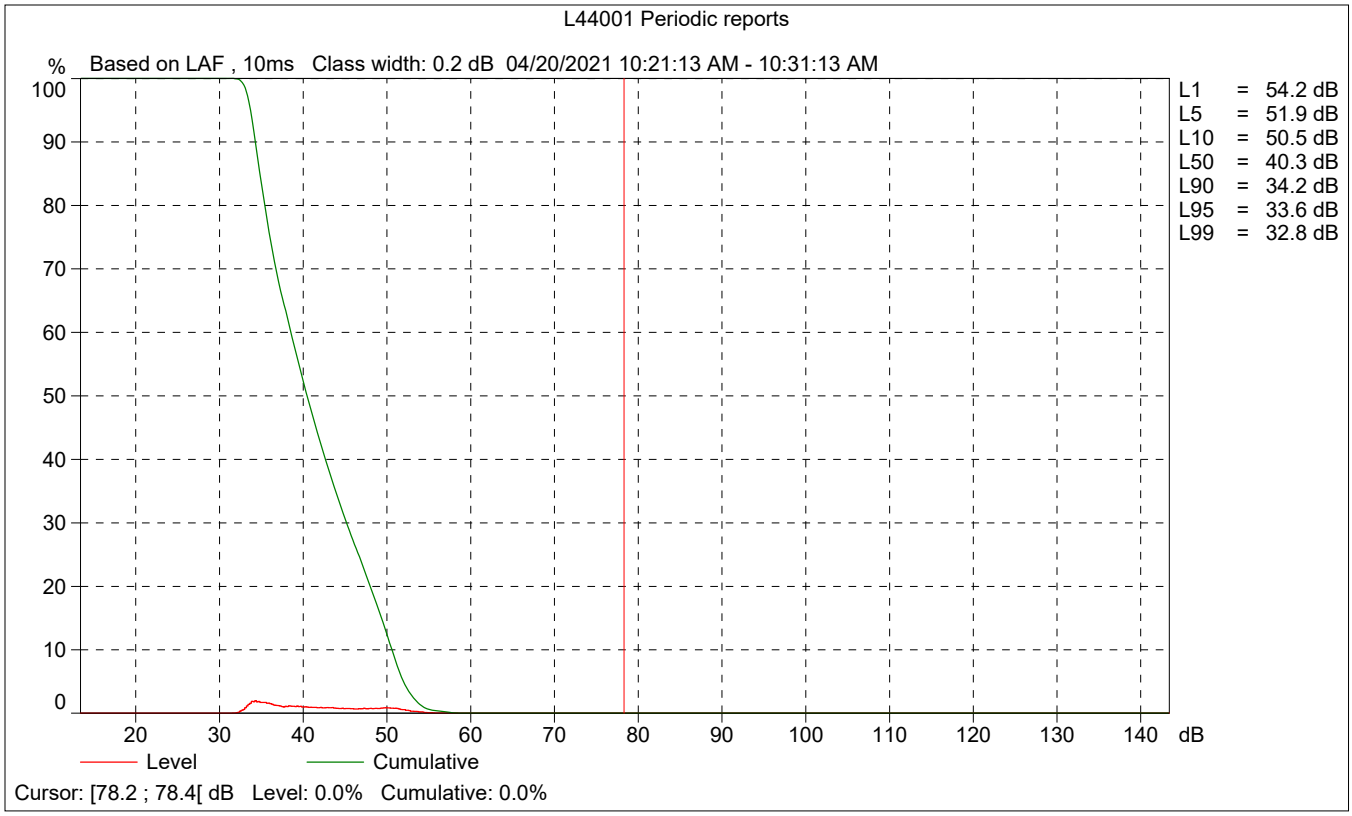

L44001
dB
04/20/2021 10:26:12 AM - 10:26:13 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=45.4 dB


L44001 Periodic reports
Sound
dB
140
120
100
80
60
40
20
10:30:00 AM
10:40:00 AM
10:50:00 AM
11:00:00 AM
11:10:00 AM
11:20:00 AM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 04/20/2021 10:21:13 AM - 11:21:13 AM LAIeq=52.1 dB LAFmax=58.5 dB LCpeak=82.3 dB LAFmin=31.5 dB

L44001 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	52.1	58.5	31.5
Time	10:21:13 AM	0:10:00				
Date	04/20/2021					




L44001 Periodic reports
% Based on LAF , 10ms Class width: 0.2 dB 04/20/2021 10:21:13 AM - 10:31:13 AM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
Level
Cumulative
L1 = 54.2 dB
L5 = 51.9 dB
L10 = 50.5 dB
L50 = 40.3 dB
L90 = 34.2 dB
L95 = 33.6 dB
L99 = 32.8 dB
Cursor: [78.2 ; 78.4[dB Level: 0.0% Cumulative: 0.0%

Site Number: NM2			
Recorded By: Danielle Regimbal			
Job Number: 182596			
Date: 4.20.2021			
Time: 10:43AM			
Location: Directly east of residence located at 17767 Adelanto Road, approximately 280 feet north of Air Expressway.			
Source of Peak Noise: Cars along Air Expressway, Planes			
Noise Data			
Leq (dB)	**Lmax(dB)**	**Lmin (dB)**	**Peak (dB)**
54.9	65.6	43.9	90.9

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**04/08/2019**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**04/08/2019**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**04/08/2019**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**04/08/2019**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** Sunny
	Note: dBA Offset = -0.02		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	SW 8 mph	77	29.83

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 4.7.4
Start Time:		04/20/2021 10:43:43
End Time:		04/20/2021 10:53:43
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.19

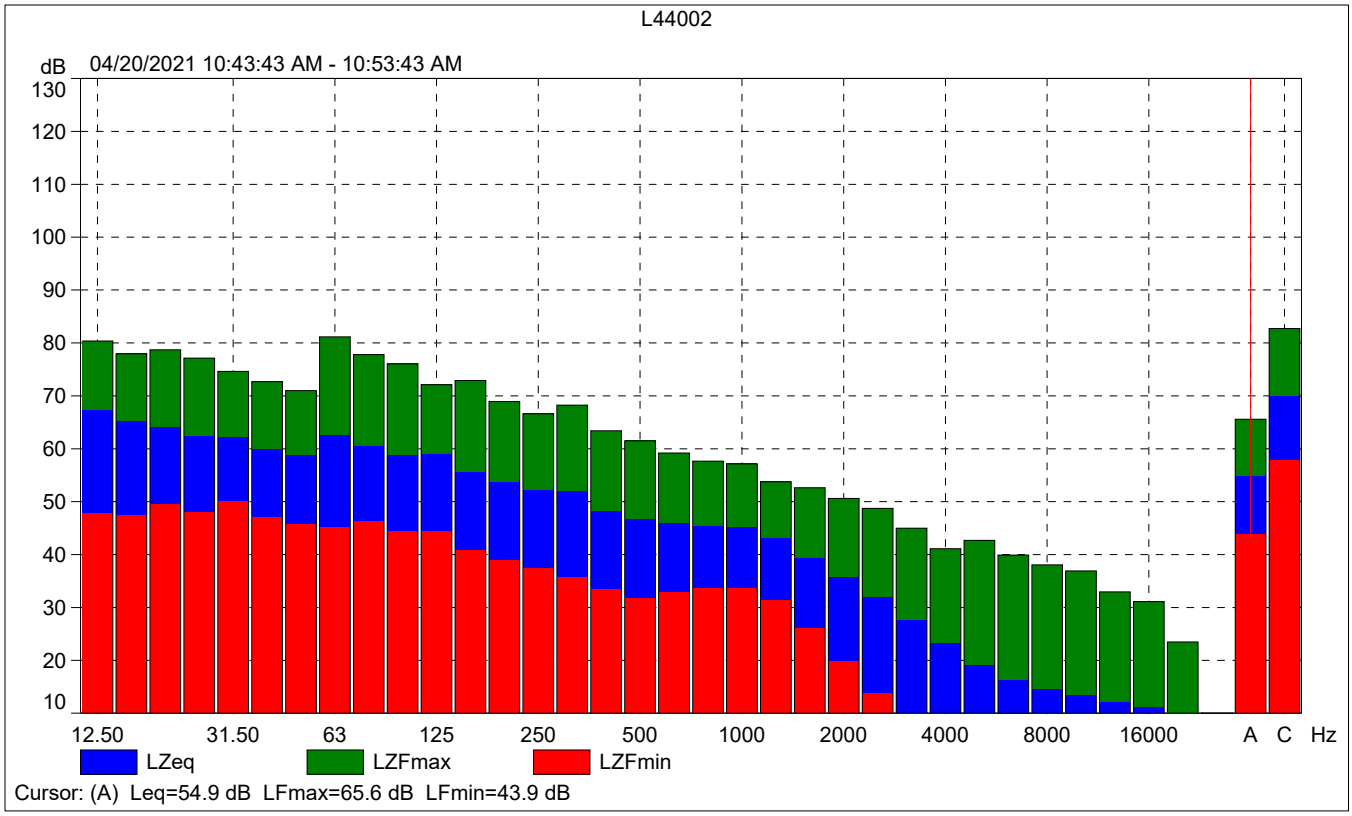
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

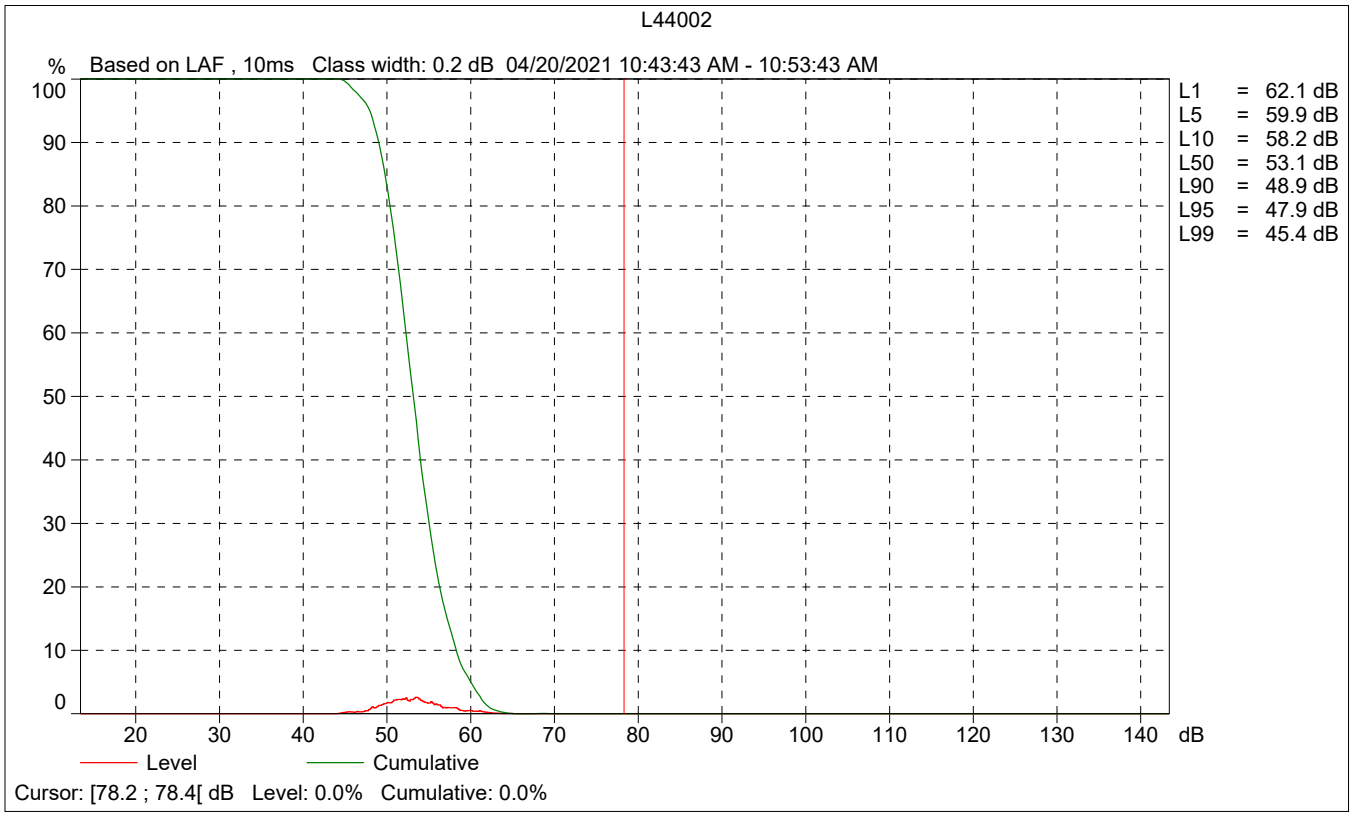
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

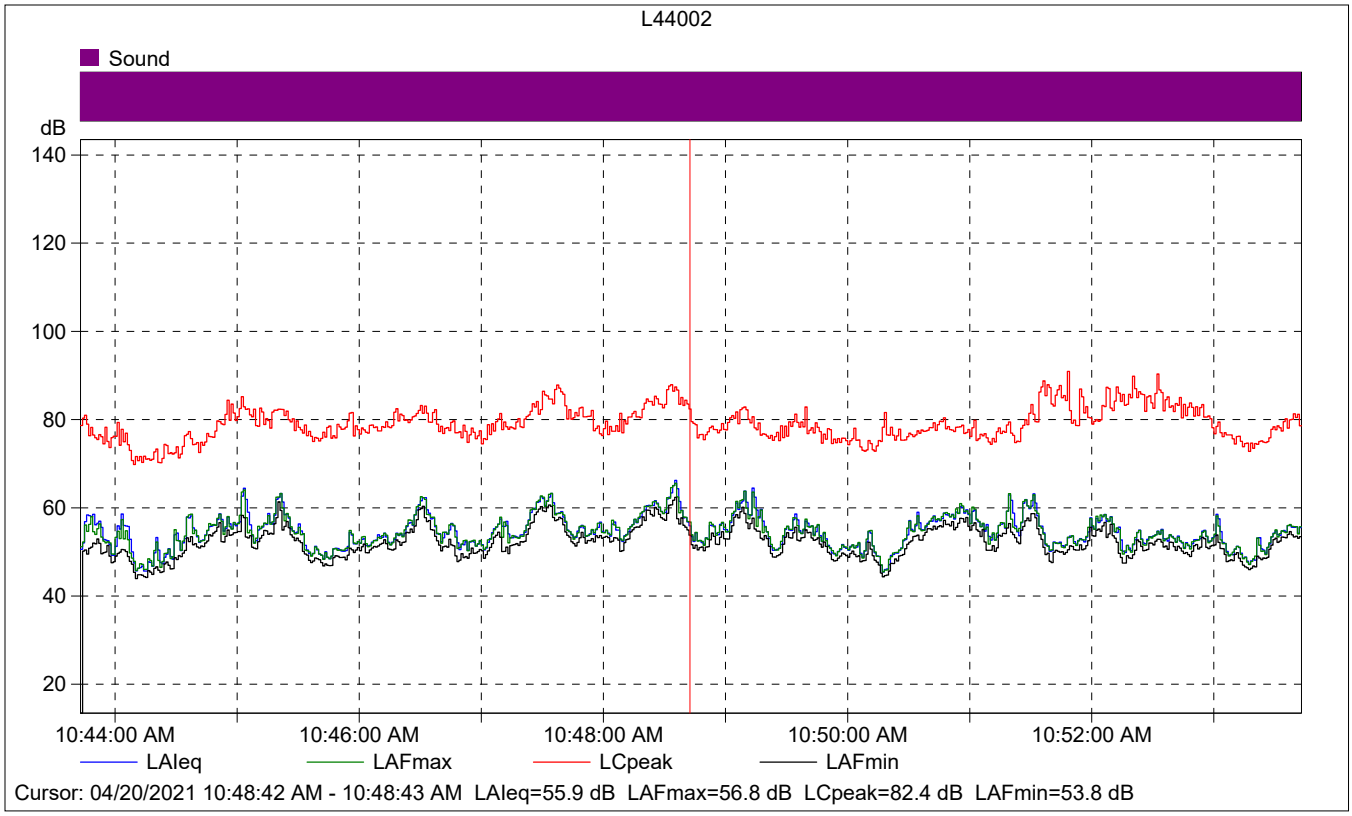
Calibration Time:		04/20/2021 08:19:28
Calibration Type:		External reference
Sensitivity:		43.2877503335476 mV/Pa

L44002

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	54.9	65.6	43.9
Time	10:43:43 AM	10:53:43 AM	0:10:00				
Date	04/20/2021	04/20/2021					

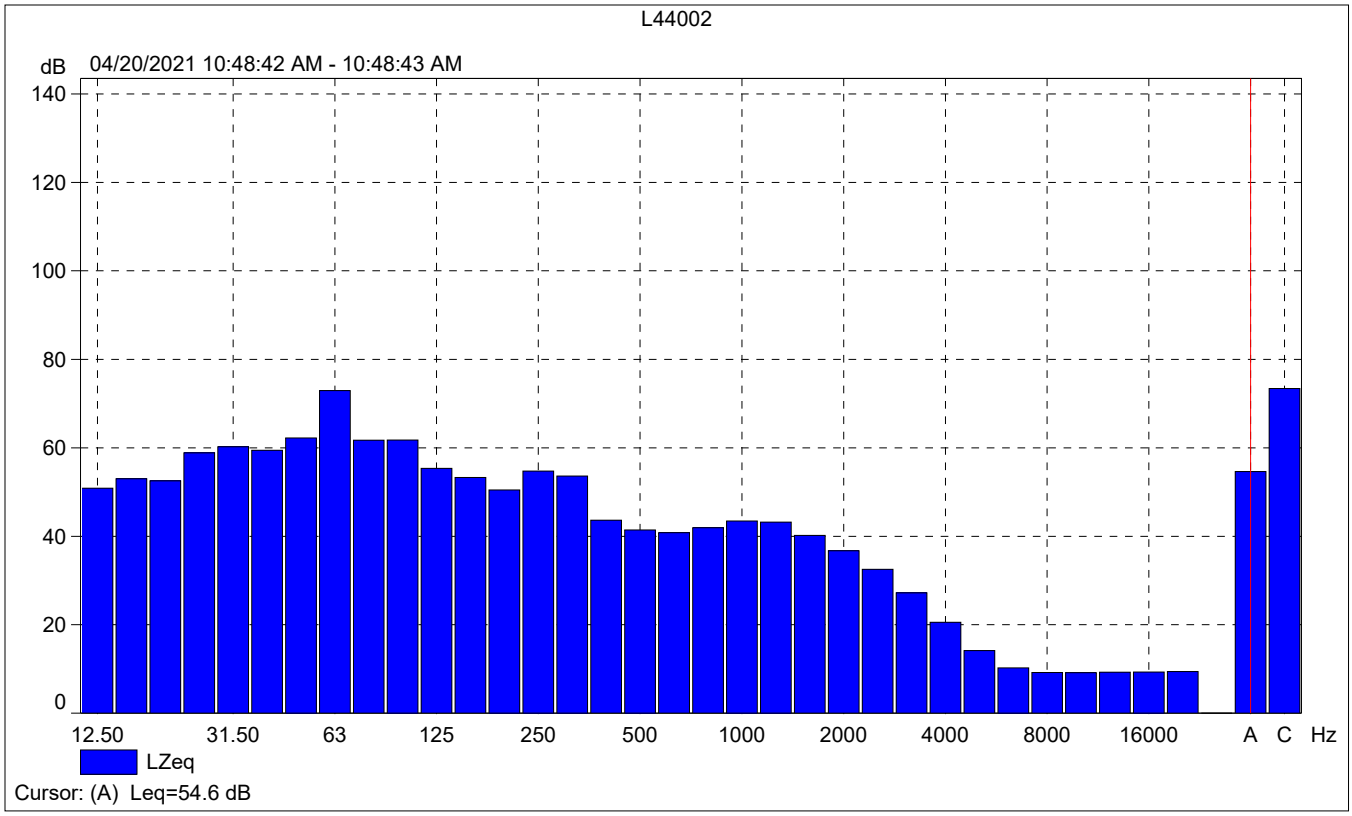

L44002
dB
04/20/2021 10:43:43 AM - 10:53:43 AM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=54.9 dB LFmax=65.6 dB LFmin=43.9 dB

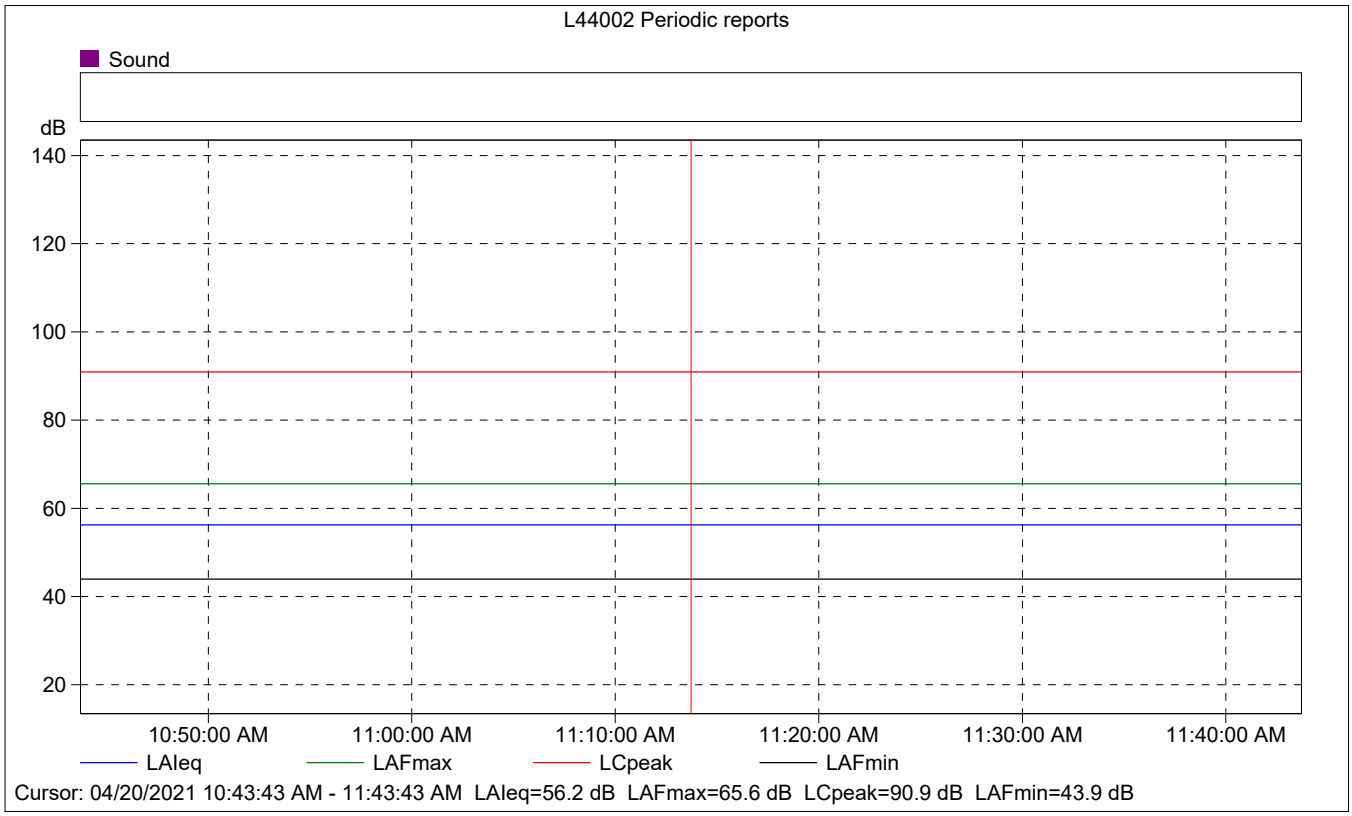

L44002
%
Based on LAF , 10ms Class width: 0.2 dB 04/20/2021 10:43:43 AM - 10:53:43 AM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 62.1 dB
L5 = 59.9 dB
L10 = 58.2 dB
L50 = 53.1 dB
L90 = 48.9 dB
L95 = 47.9 dB
L99 = 45.4 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.0% Cumulative: 0.0%



L44002

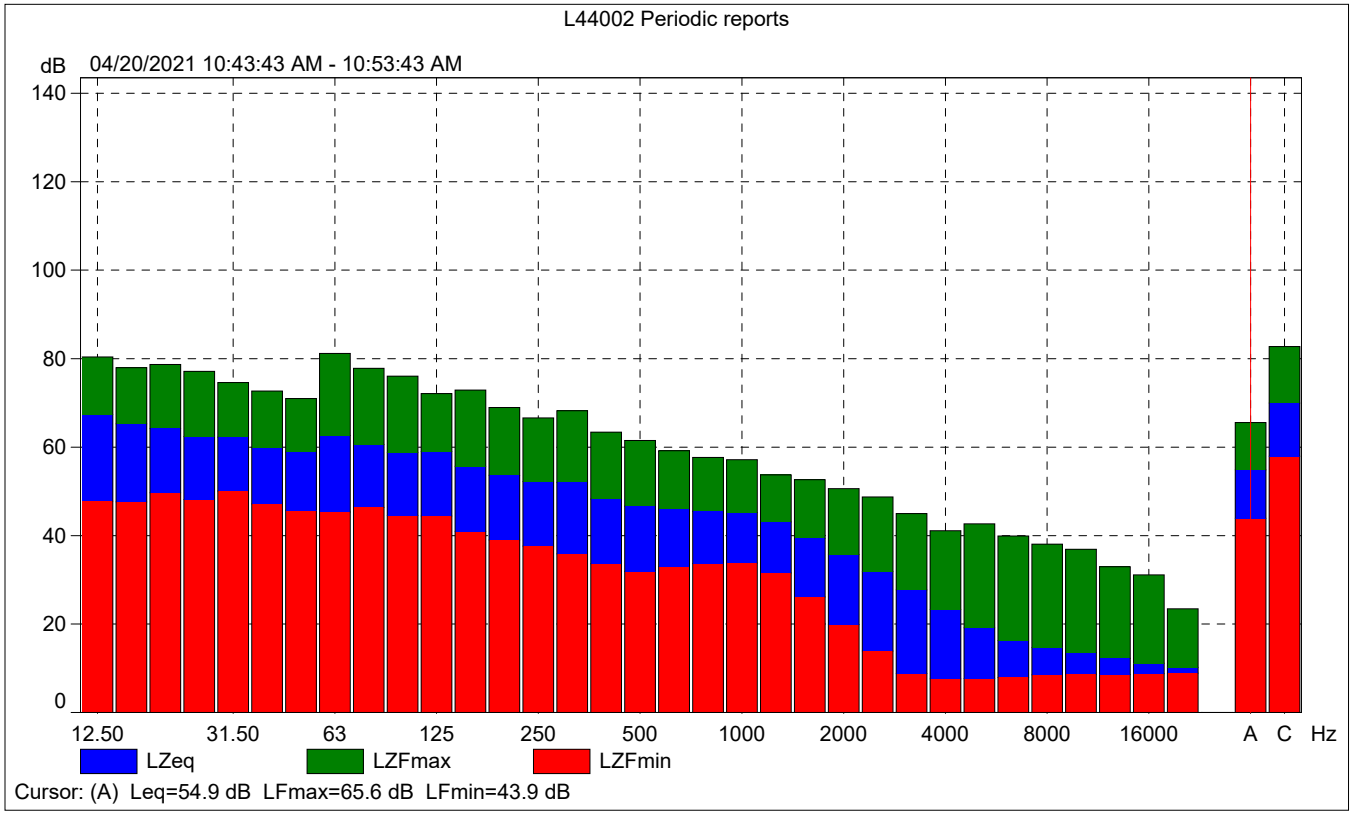
	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			55.9	56.8	53.8
Time	10:48:42 AM	0:00:01			
Date	04/20/2021				

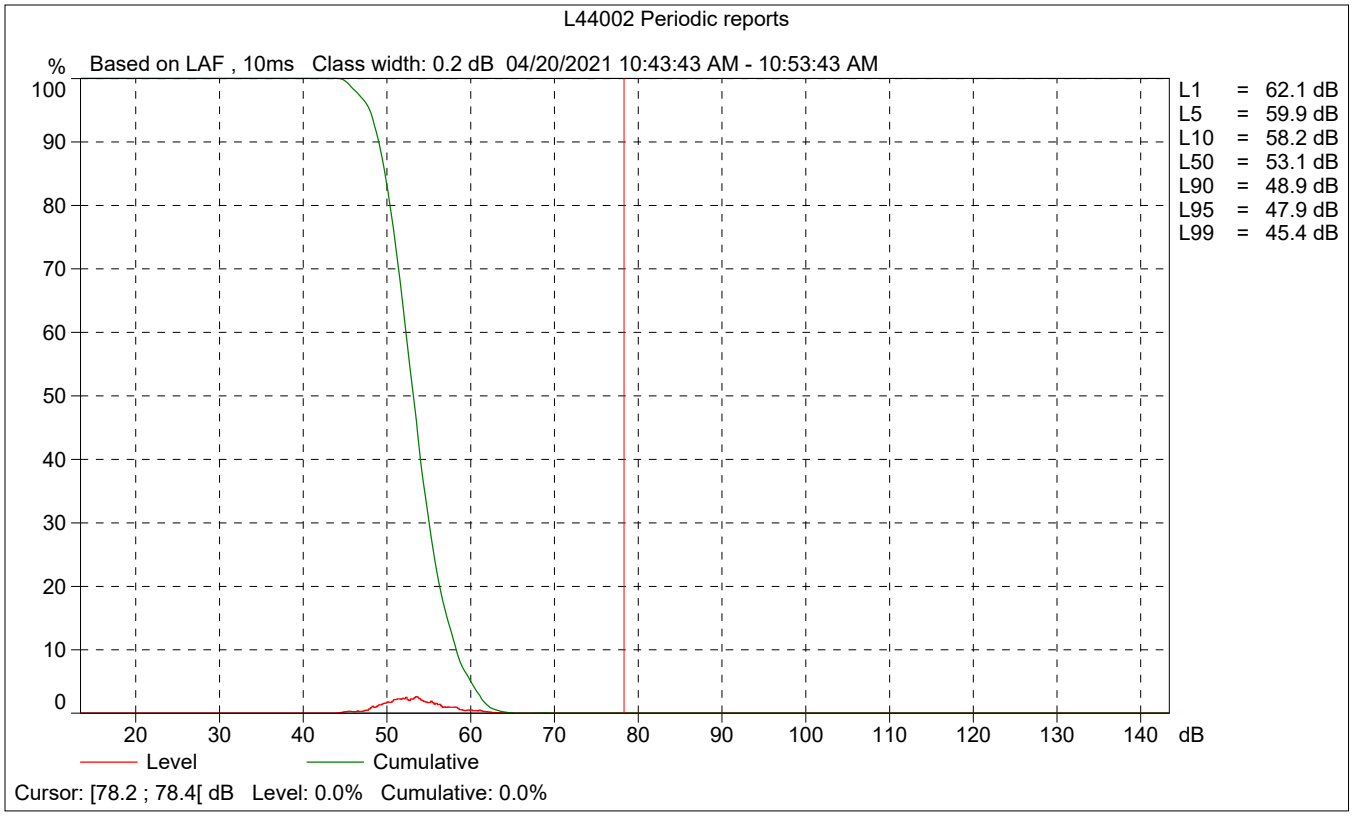

L44002
dB
04/20/2021 10:48:42 AM - 10:48:43 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=54.6 dB


L44002 Periodic reports
Sound
dB
140
120
100
80
60
40
20
10:50:00 AM
11:00:00 AM
11:10:00 AM
11:20:00 AM
11:30:00 AM
11:40:00 AM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 04/20/2021 10:43:43 AM - 11:43:43 AM LAIeq=56.2 dB LAFmax=65.6 dB LCpeak=90.9 dB LAFmin=43.9 dB

L44002 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	56.2	65.6	43.9
Time	10:43:43 AM	0:10:00				
Date	04/20/2021					




L44002 Periodic reports
% Based on LAF , 10ms Class width: 0.2 dB 04/20/2021 10:43:43 AM - 10:53:43 AM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 62.1 dB
L5 = 59.9 dB
L10 = 58.2 dB
L50 = 53.1 dB
L90 = 48.9 dB
L95 = 47.9 dB
L99 = 45.4 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.0% Cumulative: 0.0%

Site Number: NM3			
Recorded By: Danielle Regimbal			
Job Number: 182596			
Date: 4.20.2021			
Time: 11:05AM			
Location: Directly east of Church of Christ Adelanto			
Source of Peak Noise: Cars along Pearmain, Roosters crowing, Construction			
Noise Data			
Leq (dB)	**Lmax(dB)**	**Lmin (dB)**	**Peak (dB)**
61.6	83.8	38.1	101.0

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**04/08/2019**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**04/08/2019**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**04/08/2019**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**04/08/2019**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** Sunny
	Note: dBA Offset = -0.02		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	SW 8 mph	77	29.83

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 4.7.4
Start Time:		04/20/2021 11:05:07
End Time:		04/20/2021 11:15:07
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.19

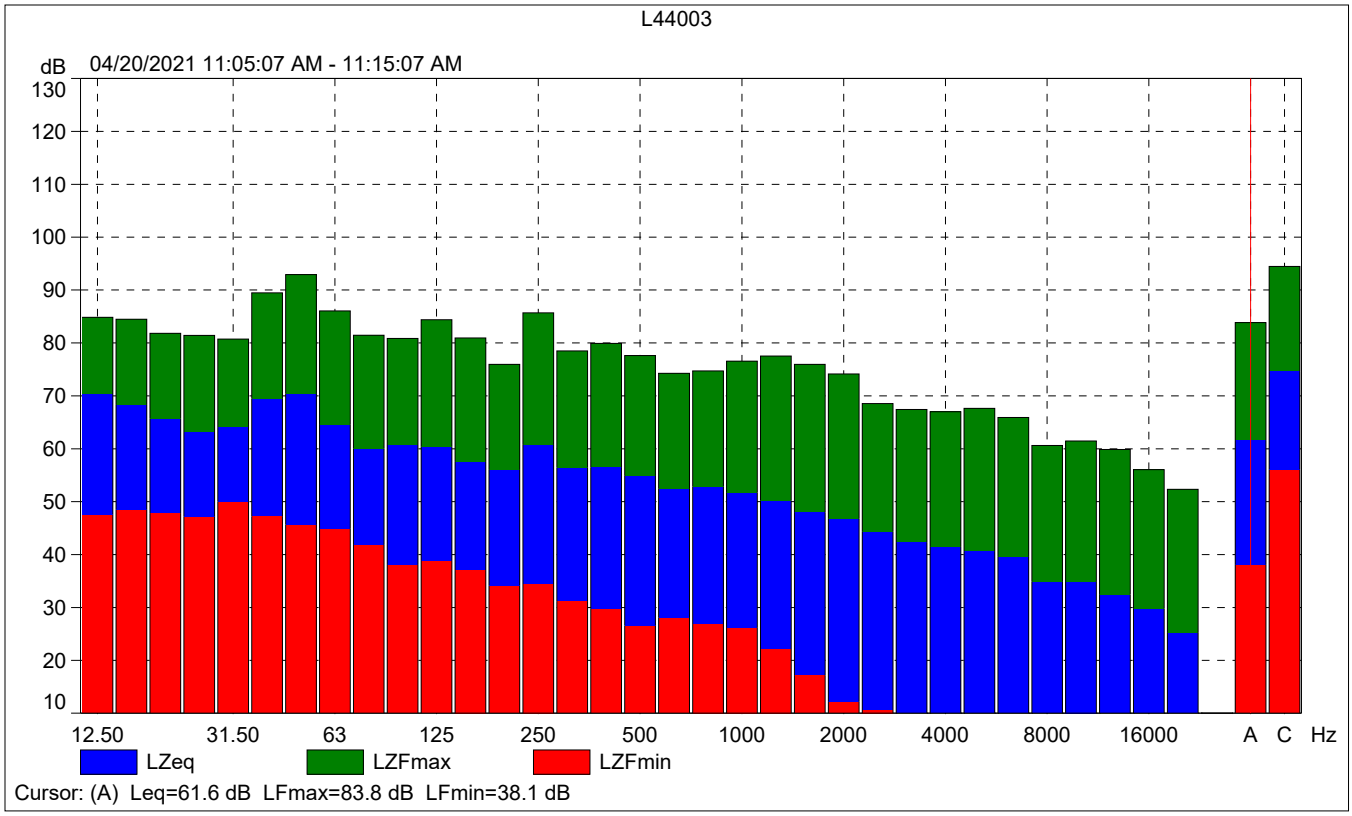
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

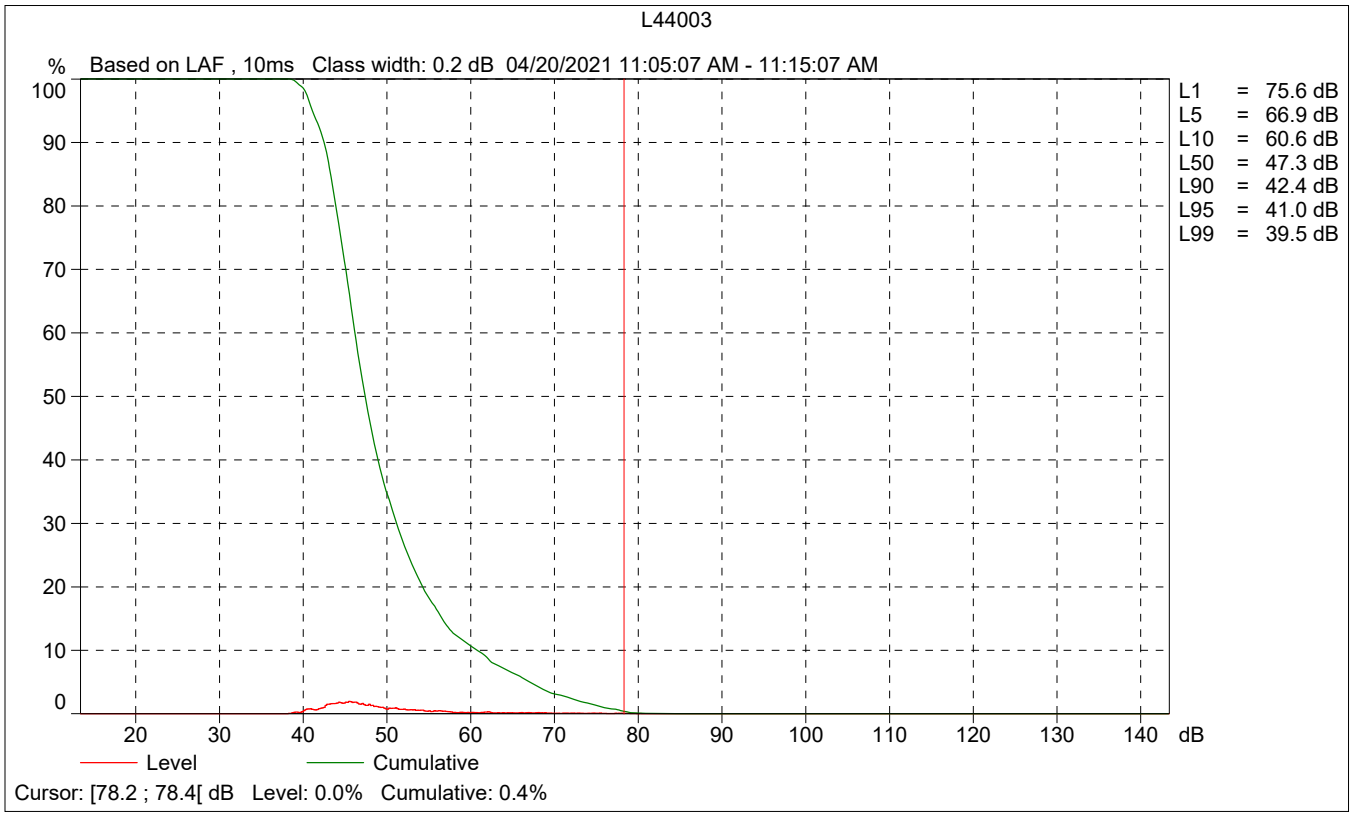
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

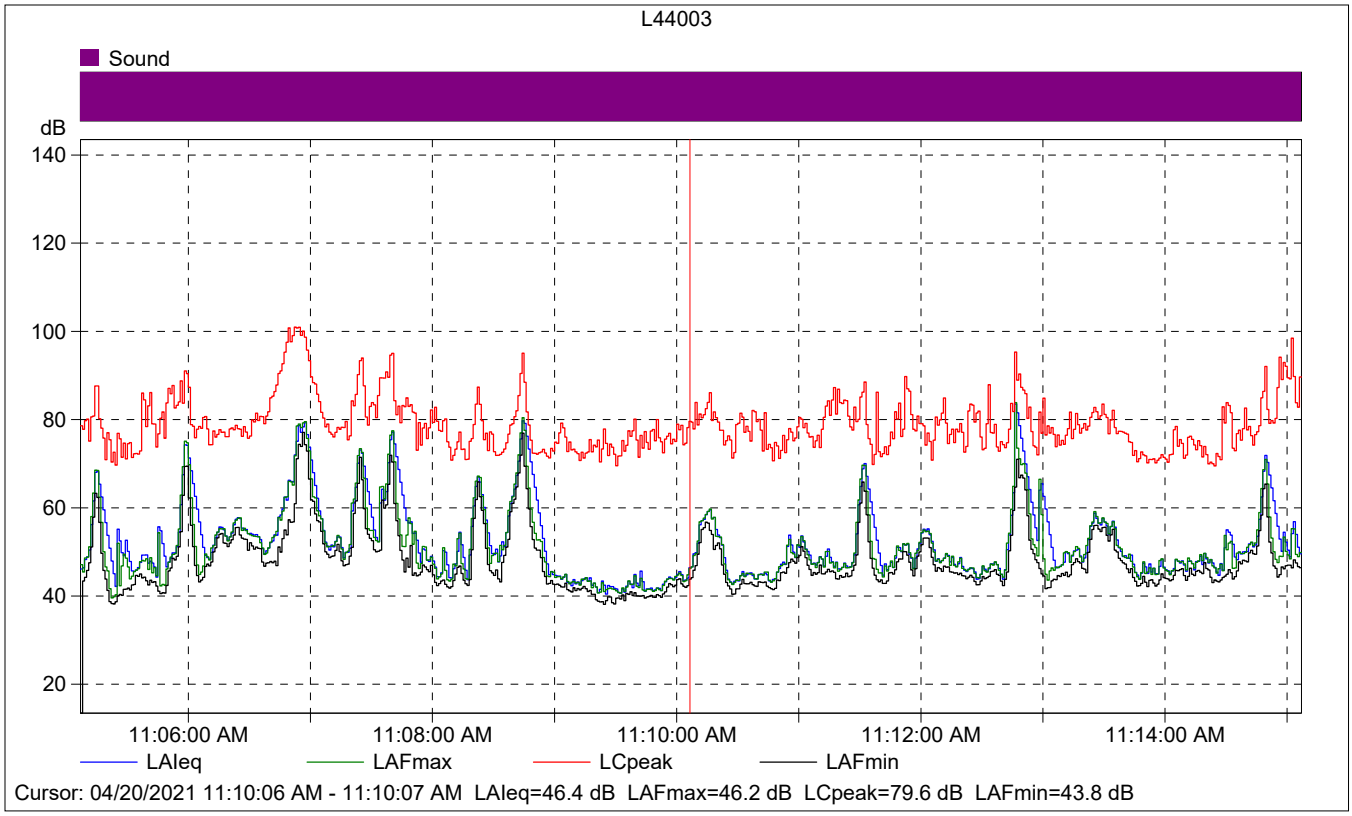
Calibration Time:		04/20/2021 08:19:28
Calibration Type:		External reference
Sensitivity:		43.2877503335476 mV/Pa

L44003

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	61.6	83.8	38.1
Time	11:05:07 AM	11:15:07 AM	0:10:00				
Date	04/20/2021	04/20/2021					

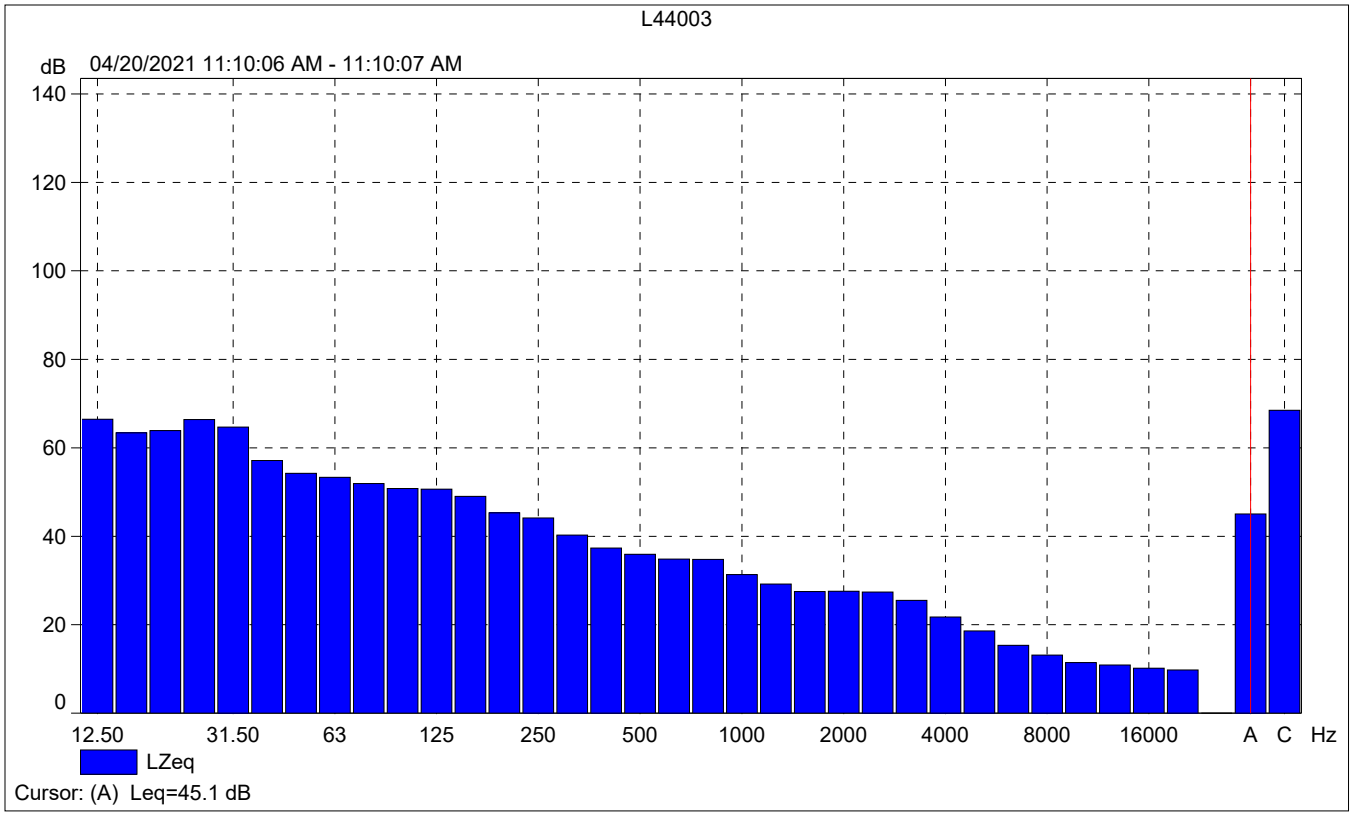

L44003
dB
04/20/2021 11:05:07 AM - 11:15:07 AM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=61.6 dB LFmax=83.8 dB LFmin=38.1 dB

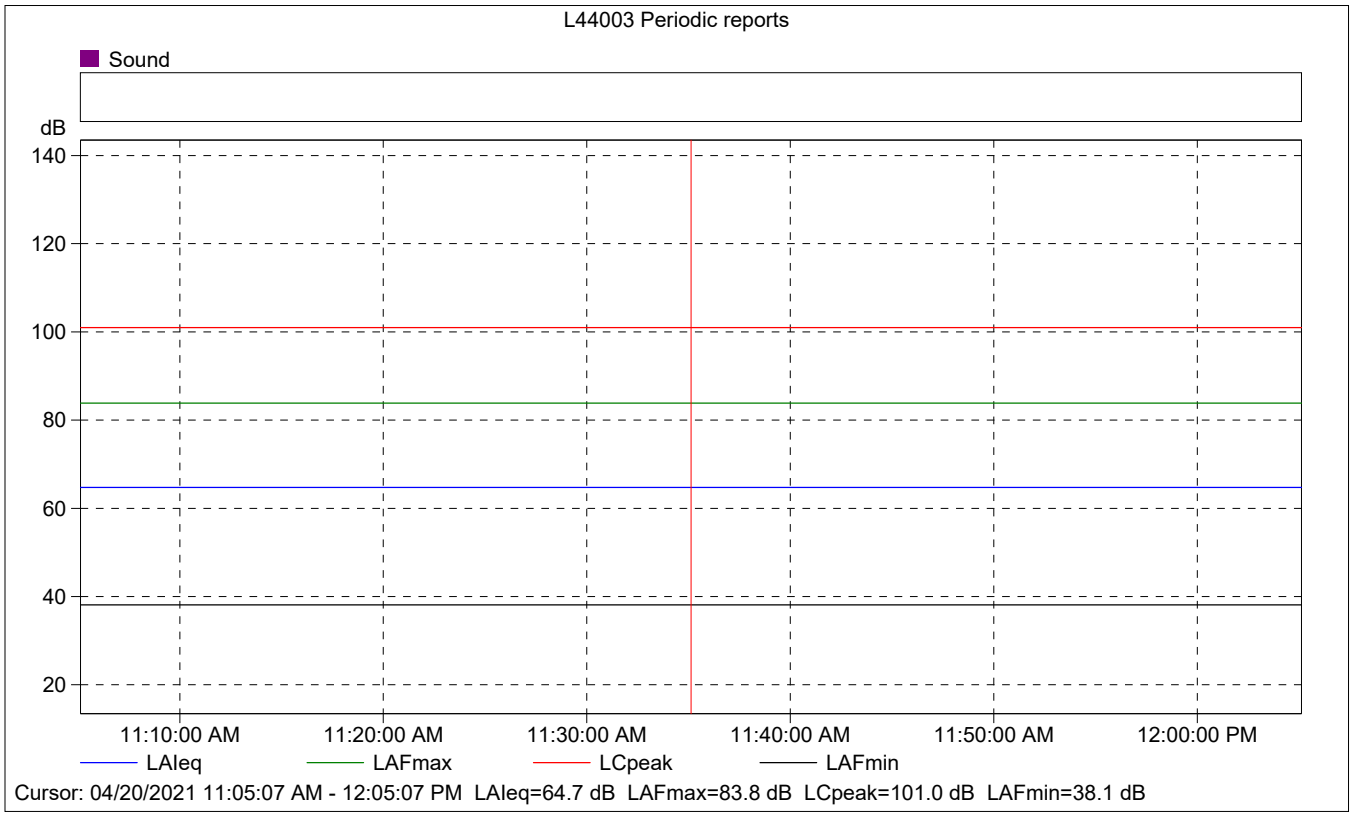

L44003
%
Based on LAF , 10ms Class width: 0.2 dB 04/20/2021 11:05:07 AM - 11:15:07 AM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 75.6 dB
L5 = 66.9 dB
L10 = 60.6 dB
L50 = 47.3 dB
L90 = 42.4 dB
L95 = 41.0 dB
L99 = 39.5 dB
Level
Cumulative
Cursor: [78.2 ; 78.4[dB Level: 0.0% Cumulative: 0.4%



L44003

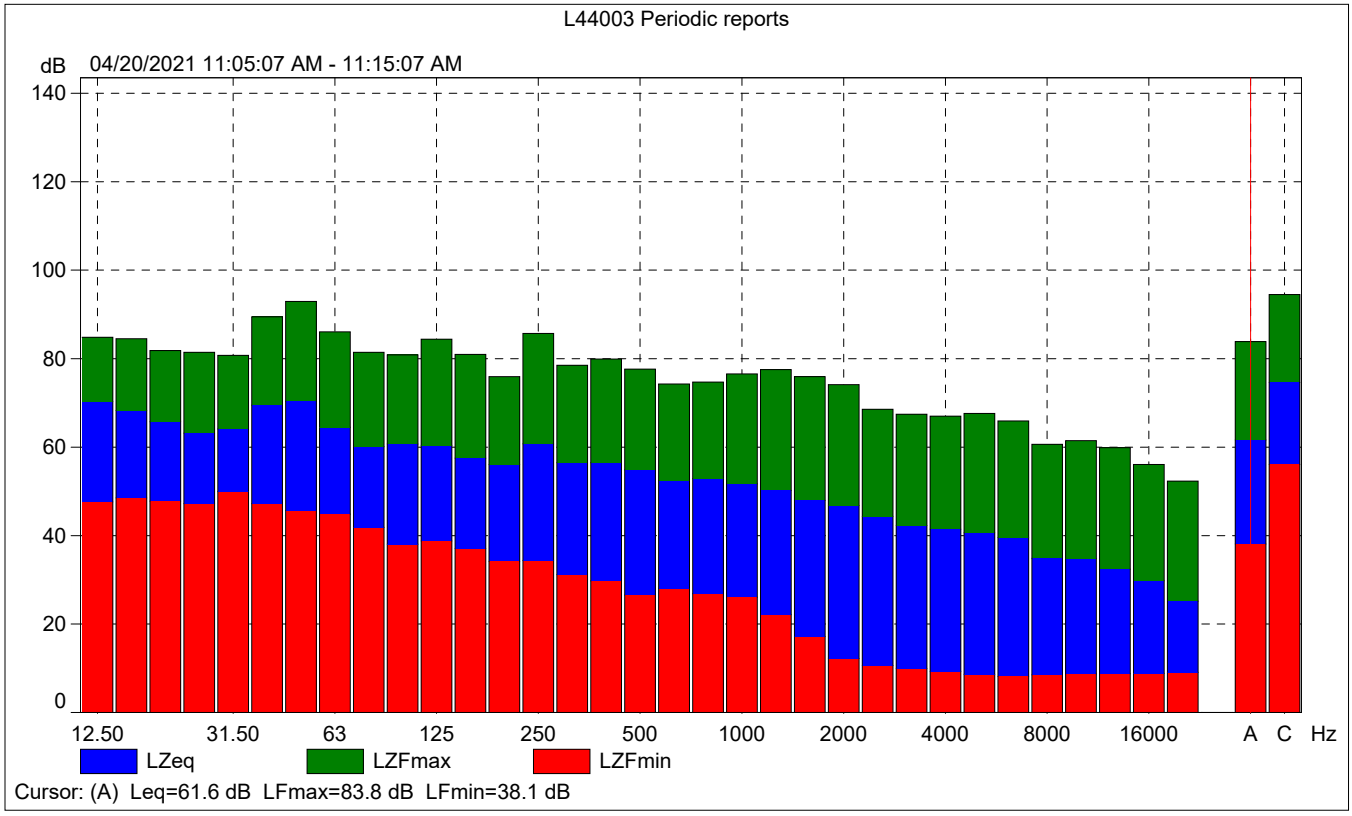
	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			46.4	46.2	43.8
Time	11:10:06 AM	0:00:01			
Date	04/20/2021				

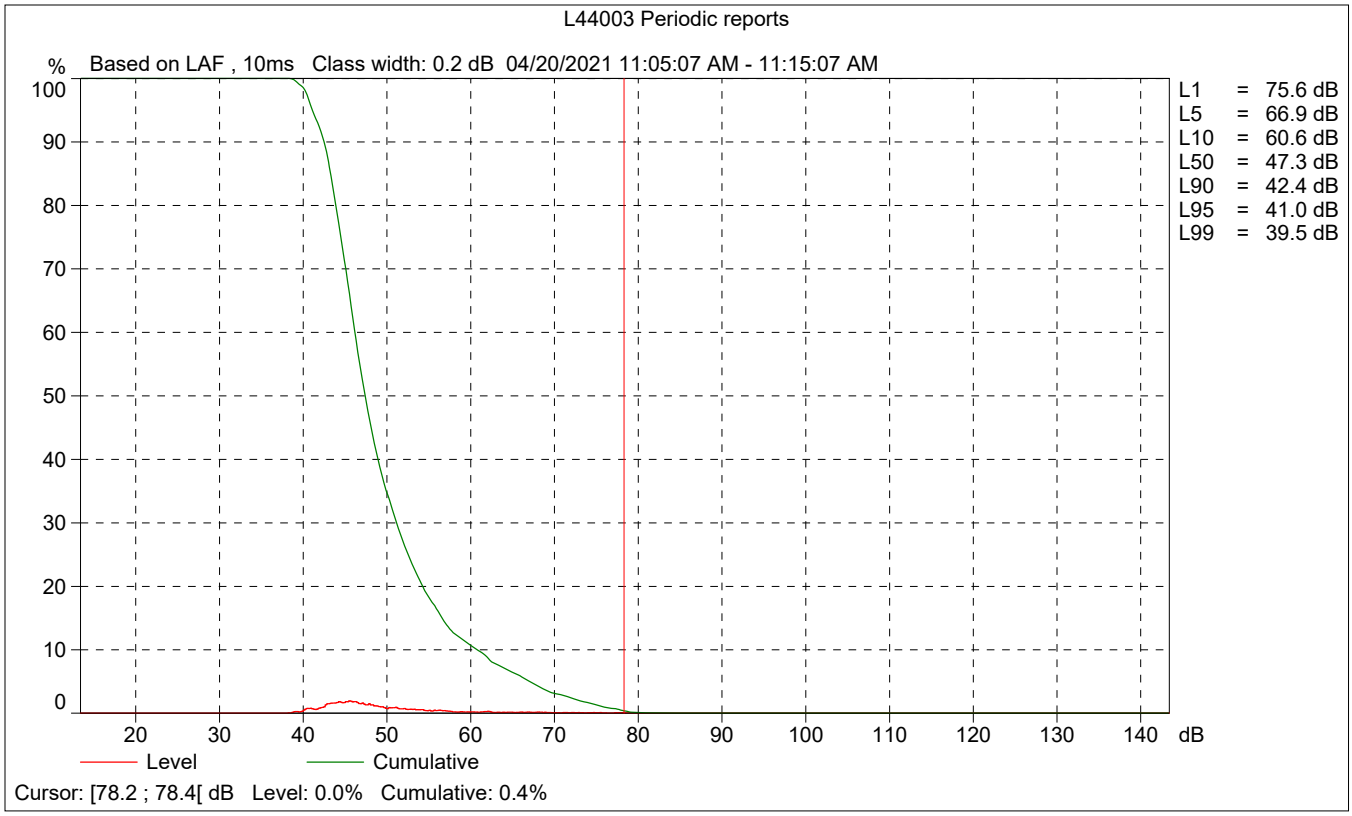

L44003
dB
04/20/2021 11:10:06 AM - 11:10:07 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=45.1 dB


L44003 Periodic reports
Sound
dB
140
120
100
80
60
40
20
11:10:00 AM
11:20:00 AM
11:30:00 AM
11:40:00 AM
11:50:00 AM
12:00:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 04/20/2021 11:05:07 AM - 12:05:07 PM LAIeq=64.7 dB LAFmax=83.8 dB LCpeak=101.0 dB LAFmin=38.1 dB

L44003 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	64.7	83.8	38.1
Time	11:05:07 AM	0:10:00				
Date	04/20/2021					




L44003 Periodic reports
% Based on LAF , 10ms Class width: 0.2 dB 04/20/2021 11:05:07 AM - 11:15:07 AM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
Level
Cumulative
L1 = 75.6 dB
L5 = 66.9 dB
L10 = 60.6 dB
L50 = 47.3 dB
L90 = 42.4 dB
L95 = 41.0 dB
L99 = 39.5 dB
Cursor: [78.2 ; 78.4[dB Level: 0.0% Cumulative: 0.4%

Roadway Construction Noise Model (RCNM),Version 1.1

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

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

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

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

*Calculated Lmax is the Loudest value.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 182596
Project Name: SCLA Lot 44
Scenario: Existing

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (March 2021)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition / Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Centerline of Roadway: CNEL at 100 Feet	Distance to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL	Calc Dist
Adelanto Road													
Chamberlain Way/Momentum to Bartlett Avenue/Innovation Way	2	0	550	30	0.5	1.8%	0.7%	45.3	-	-	-	-	100
Bartlett Avenue/Innovation Way to Air Expressway	4	0	1,090	40	0.5	1.8%	0.7%	50.6	-	-	-	51	100
Gateway Drive													
Momentum to Innovation Way	2	0	600	40	0.5	1.8%	0.7%	48.0	-	-	-	34	100
Innovation Way to Air Expressway	2	0	1,040	40	0.5	1.8%	0.7%	50.3	-	-	-	49	100
Chamberlain Way													
West of Adelanto Road	2	0	840	25	0.5	1.8%	0.7%	45.6	-	-	-	-	100
Momentum													
Adelanto Road to Gateway Drive	NA	NA	NA	NA	0.5	1.8%	0.7%	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	100
Bartlett Avenue													
West of Adelanto Road	4	0	2,240	35	0.5	1.8%	0.7%	52.5	-	-	-	68	100
Innovation Way													
Adelanto Road to Gateway Drive	2	0	580	40	0.5	1.8%	0.7%	47.8	-	-	-	33	100
Air Expressway													
West of Gateway Drive	4	10	11,550	40	0.5	1.8%	0.7%	61.0	-	54	116	250	100
East of Gateway Drive	4	10	12,930	40	0.5	1.8%	0.7%	61.5	-	58	125	269	100

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.
NA = not applicable (does not exist without project)

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 182596
Project Name: SCLA Lot 44
Scenario: Existing With Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (March 2021)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition / Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Centerline of Roadway: CNEL at 100 Feet	Distance to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL	Calc Dist
Adelanto Road													
Chamberlain Way/Momentum to Bartlett Avenue/Innovation Way	2	0	590	30	0.5	1.8%	0.7%	45.6	-	-	-	-	100
Bartlett Avenue/Innovation Way to Air Expressway	4	0	1,130	40	0.5	1.8%	0.7%	50.8	-	-	-	52	100
Gateway Drive													
Momentum to Innovation Way	2	0	3,220	40	0.5	1.8%	0.7%	55.2	-	-	48	104	100
Innovation Way to Air Expressway	2	0	3,600	40	0.5	1.8%	0.7%	55.7	-	-	52	112	100
Chamberlain Way													
West of Adelanto Road	2	0	870	25	0.5	1.8%	0.7%	45.8	-	-	-	-	100
Momentum													
Adelanto Road to Gateway Drive	2	10	460	30	0.5	1.8%	0.7%	44.5	-	-	-	-	100
Bartlett Avenue													
West of Adelanto Road	4	0	2,320	35	0.5	1.8%	0.7%	52.6	-	-	-	69	100
Innovation Way													
Adelanto Road to Gateway Drive	2	0	650	40	0.5	1.8%	0.7%	48.3	-	-	-	36	100
Air Expressway													
West of Gateway Drive	4	10	12,890	40	0.5	1.8%	0.7%	61.4	-	58	125	269	100
East of Gateway Drive	4	10	14,140	40	0.5	1.8%	0.7%	61.8	-	62	133	286	100

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.
NA = not applicable (does not exist without project)

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 182596
Project Name: SCLA Lot 44
Scenario: Opening Without Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (March 2021)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition / Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Centerline of Roadway: CNEL at 100 Feet	Distance to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL	Calc Dist
Adelanto Road													
Chamberlain Way/Momentum to Bartlett Avenue/Innovation Way	2	0	560	30	0.5	1.8%	0.7%	45.4	-	-	-	-	100
Bartlett Avenue/Innovation Way to Air Expressway	4	0	1,110	40	0.5	1.8%	0.7%	50.7	-	-	-	52	100
Gateway Drive													
Momentum to Innovation Way	2	0	610	40	0.5	1.8%	0.7%	48.0	-	-	-	34	100
Innovation Way to Air Expressway	2	0	1,060	40	0.5	1.8%	0.7%	50.4	-	-	-	50	100
Chamberlain Way													
West of Adelanto Road	2	0	850	25	0.5	1.8%	0.7%	45.7	-	-	-	-	100
Momentum													
Adelanto Road to Gateway Drive	NA	NA	NA	NA	0.5	1.8%	0.7%	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	100
Bartlett Avenue													
West of Adelanto Road	4	0	2,290	35	0.5	1.8%	0.7%	52.6	-	-	-	69	100
Innovation Way													
Adelanto Road to Gateway Drive	2	0	590	40	0.5	1.8%	0.7%	47.9	-	-	-	34	100
Air Expressway													
West of Gateway Drive	4	10	11,780	40	0.5	1.8%	0.7%	61.0	-	55	117	253	100
East of Gateway Drive	4	10	13,190	40	0.5	1.8%	0.7%	61.5	-	59	127	273	100

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.
NA = not applicable (does not exist without project)

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 182596
Project Name: SCLA Lot 44
Scenario: Opening With Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (March 2021)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition / Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Centerline of Roadway: CNEL at 100 Feet	Distance to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL	Calc Dist
Adelanto Road													
Chamberlain Way/Momentum to Bartlett Avenue/Innovation Way	2	0	600	30	0.5	1.8%	0.7%	45.7	-	-	-	-	100
Bartlett Avenue/Innovation Way to Air Expressway	4	0	1,100	40	0.5	1.8%	0.7%	50.7	-	-	-	52	100
Gateway Drive													
Momentum to Innovation Way	2	0	3,200	40	0.5	1.8%	0.7%	55.2	-	-	48	103	100
Innovation Way to Air Expressway	2	0	3,600	40	0.5	1.8%	0.7%	55.7	-	-	52	112	100
Chamberlain Way													
West of Adelanto Road	2	0	900	25	0.5	1.8%	0.7%	45.9	-	-	-	-	100
Momentum													
Adelanto Road to Gateway Drive	2	10	500	30	0.5	1.8%	0.7%	44.9	-	-	-	-	100
Bartlett Avenue													
West of Adelanto Road	4	0	2,400	35	0.5	1.8%	0.7%	52.8	-	-	-	71	100
Innovation Way													
Adelanto Road to Gateway Drive	2	0	700	40	0.5	1.8%	0.7%	48.6	-	-	-	38	100
Air Expressway													
West of Gateway Drive	4	10	13,100	40	0.5	1.8%	0.7%	61.5	-	59	126	272	100
East of Gateway Drive	4	10	14,400	40	0.5	1.8%	0.7%	61.9	-	62	134	289	100

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.
NA = not applicable (does not exist without project)

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 182596
Project Name: SCLA Lot 44
Scenario: Specific Plan Without Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (March 2021)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition / Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Centerline of Roadway: CNEL at 100 Feet	Distance to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL	Calc Dist
Adelanto Road													
Chamberlain Way/Momentum to Bartlett Avenue/Innovation Way	2	0	590	30	0.5	1.8%	0.7%	45.6	-	-	-	-	100
Bartlett Avenue/Innovation Way to Air Expressway	4	0	1,140	40	0.5	1.8%	0.7%	50.8	-	-	-	53	100
Gateway Drive													
Momentum to Innovation Way	2	0	600	40	0.5	1.8%	0.7%	48.0	-	-	-	34	100
Innovation Way to Air Expressway	2	0	1,050	40	0.5	1.8%	0.7%	50.4	-	-	-	49	100
Chamberlain Way													
West of Adelanto Road	2	0	850	25	0.5	1.8%	0.7%	45.7	-	-	-	-	100
Momentum													
Adelanto Road to Gateway Drive	NA	NA	NA	NA	0.5	1.8%	0.7%	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	100
Bartlett Avenue													
West of Adelanto Road	4	0	2,290	35	0.5	1.8%	0.7%	52.6	-	-	-	69	100
Innovation Way													
Adelanto Road to Gateway Drive	2	0	580	40	0.5	1.8%	0.7%	47.8	-	-	-	33	100
Air Expressway													
West of Gateway Drive	4	10	11,780	40	0.5	1.8%	0.7%	61.0	-	55	117	253	100
East of Gateway Drive	4	10	13,190	40	0.5	1.8%	0.7%	61.5	-	59	127	273	100

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.
NA = not applicable (does not exist without project)

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 182596
Project Name: SCLA Lot 44
Scenario: Specific Plan With Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (March 2021)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition / Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Centerline of Roadway: CNEL at 100 Feet	Distance to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL	Calc Dist
Adelanto Road													
Chamberlain Way/Momentum to Bartlett Avenue/Innovation Way	2	0	630	30	0.5	1.8%	0.7%	45.9	-	-	-	-	100
Bartlett Avenue/Innovation Way to Air Expressway	4	0	1,180	40	0.5	1.8%	0.7%	51.0	-	-	-	54	100
Gateway Drive													
Momentum to Innovation Way	2	0	3,220	40	0.5	1.8%	0.7%	55.2	-	-	48	104	100
Innovation Way to Air Expressway	2	0	3,610	40	0.5	1.8%	0.7%	55.7	-	-	52	112	100
Chamberlain Way													
West of Adelanto Road	2	0	890	25	0.5	1.8%	0.7%	45.9	-	-	-	-	100
Momentum													
Adelanto Road to Gateway Drive	2	10	460	30	0.5	1.8%	0.7%	44.5	-	-	-	-	100
Bartlett Avenue													
West of Adelanto Road	4	0	2,360	35	0.5	1.8%	0.7%	52.7	-	-	-	70	100
Innovation Way													
Adelanto Road to Gateway Drive	2	0	650	40	0.5	1.8%	0.7%	48.3	-	-	-	36	100
Air Expressway													
West of Gateway Drive	4	10	13,120	40	0.5	1.8%	0.7%	61.5	-	59	126	272	100
East of Gateway Drive	4	10	14,400	40	0.5	1.8%	0.7%	61.9	-	62	134	289	100

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.
NA = not applicable (does not exist without project)