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**WALMART EL MONTE
NOISE IMPACT ANALYSIS
CITY OF EL MONTE, CALIFORNIA**

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EL MONTE WALMART NOISE IMPACT ANALYSIS CITY OF EL MONTE, CALIFORNIA

1.0 INTRODUCTION

This noise analysis has been completed to determine the noise impacts associated with the development of the proposed Walmart El Monte (“Project”). This noise study briefly describes the proposed Project, provides information regarding noise fundamentals, describes the local regulatory setting, provides the study methods and procedures for traffic noise analysis, and evaluates the future exterior noise environment. Included in this study is an analysis of the potential Project-related noise impacts during construction activities and the predicted future noise environment that can be expected with normal Project operational activities.

1.1 SITE LOCATION AND STUDY AREA

The proposed Walmart El Monte development is located within the City of El Monte, east of Arden Drive between Valley Boulevard and the Union Pacific / Metrolink railroad as shown on Exhibit 1-A. The Project site is currently vacant and undeveloped. The project site is located within area developed mostly with commercial and industrial land uses. However, the land use west of the project site is developed as single-family residential development.

The neighboring residential land use located west of the project site is currently exposed to the traffic noise level impacts from Arden Drive, a four lane secondary roadway with a posted speed limit of 35 miles per hour, and the El Monte Airport located approximately 2,300 feet northeast of the noise sensitive residential community. The neighboring residential community is located approximately 150 feet from the Walmart parking lot and approximately 600 feet from the Walmart building façade. Abutting the Project site to the north is the City of El Monte maintenance facility. Several other existing commercial, industrial buildings are located to the south and east of the project site. As shown on Exhibit 1-B additional uses such as the Shirpser Elementary School and the Gibson Mariposa Park are located approximately 800 feet to the west of the project site.

1.2 PROJECT DESCRIPTION

The Project proposes construction of approximately 186,782 square feet of commercial/retail uses within the approximately 16.28-acre Project site. The site plan for the proposed Project is shown on Exhibit 1-C. The Project will sell general merchandise and groceries on a 24-hour basis, utilizing approximately 425 full- and part-time employees. It will also include a bakery, deli, photo lab, pharmacy, alcohol sales, food tenant (e.g., McDonalds), two non-food tenants (e.g., a bank, medical clinic, portrait studio or salon) and an

EXHIBIT 1-A LOCATION MAP

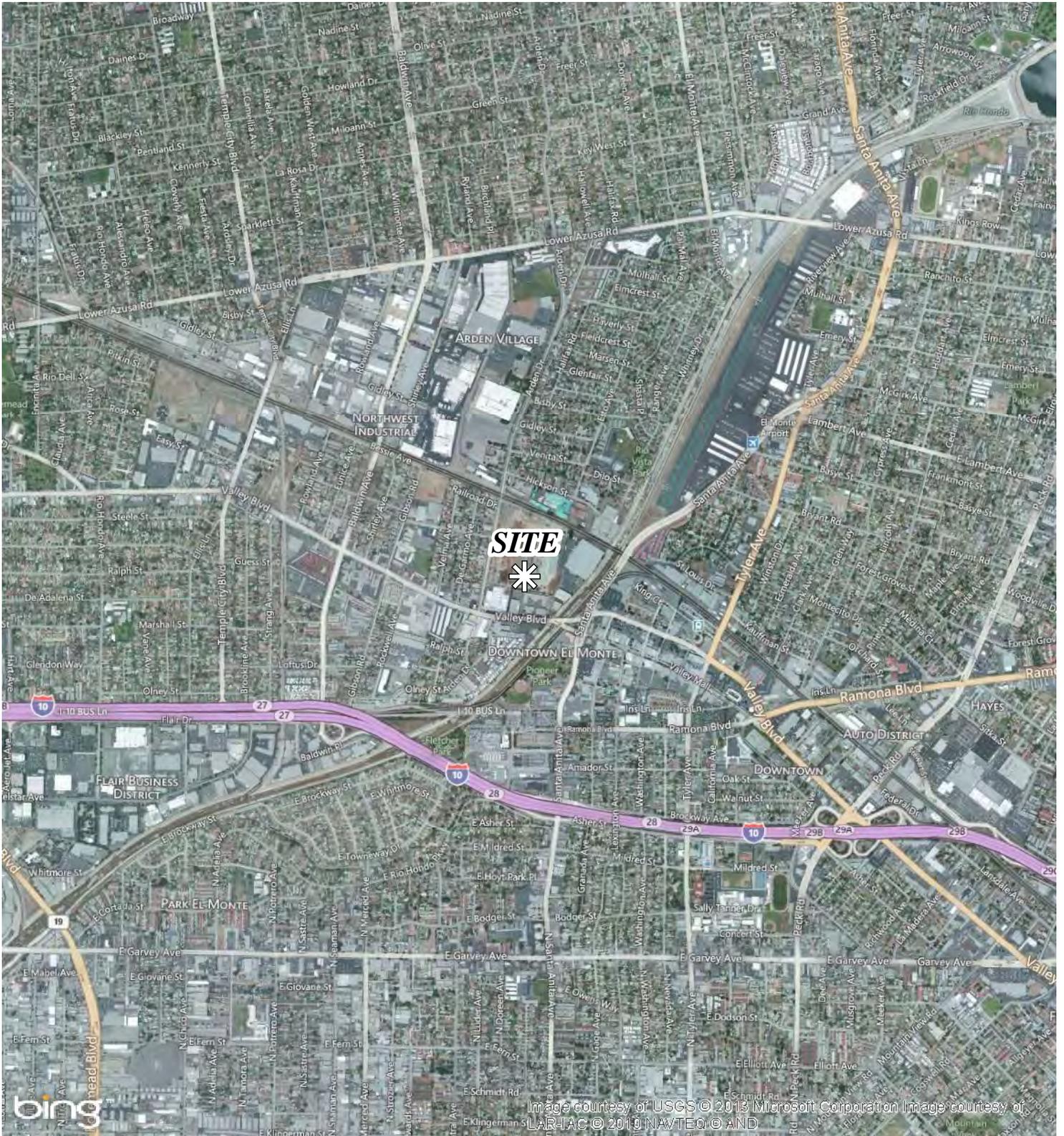
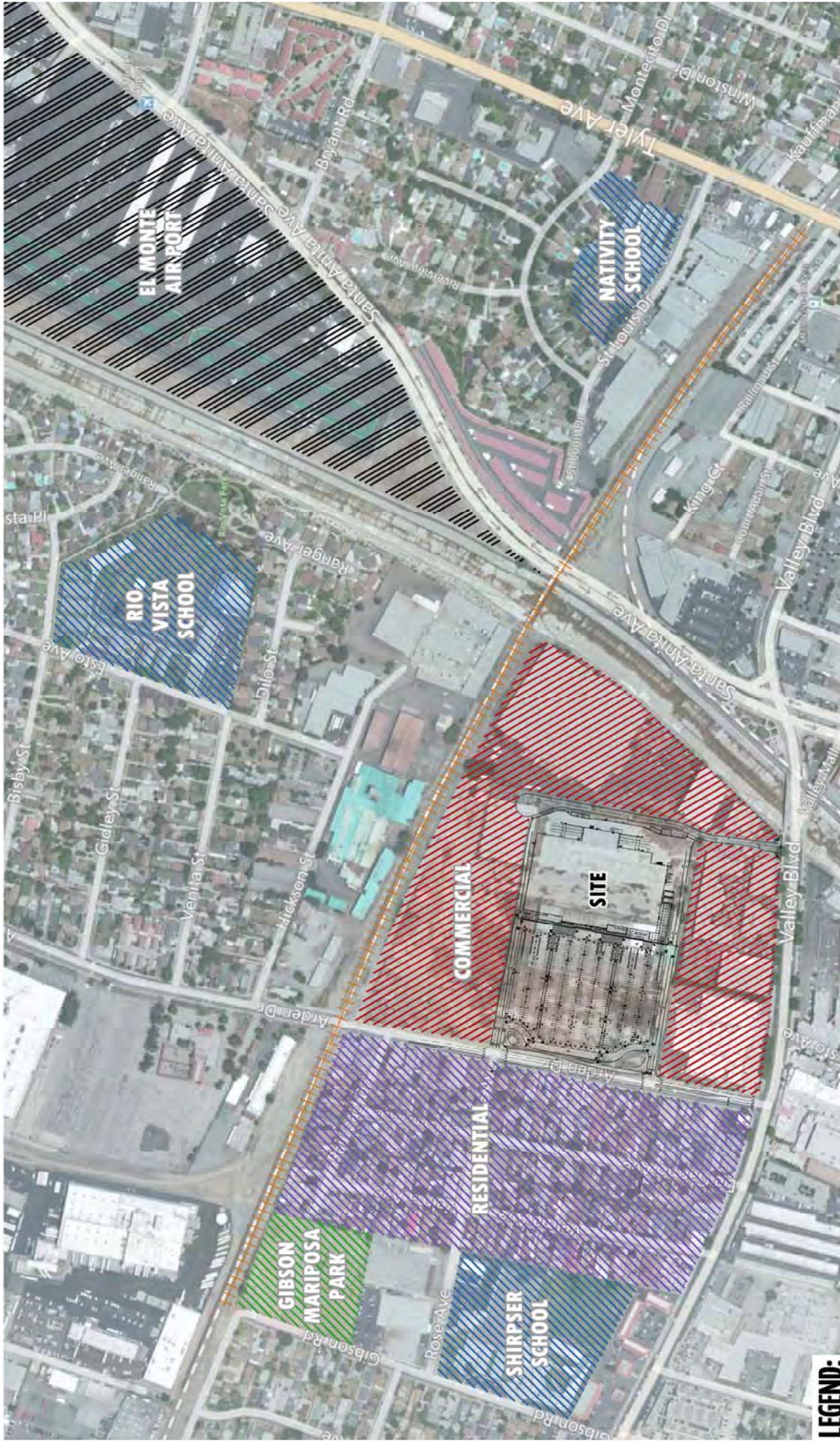


Image courtesy of USGS © 2013 Microsoft Corporation Image courtesy of LARAC © 2010 NAVTEQ © AND

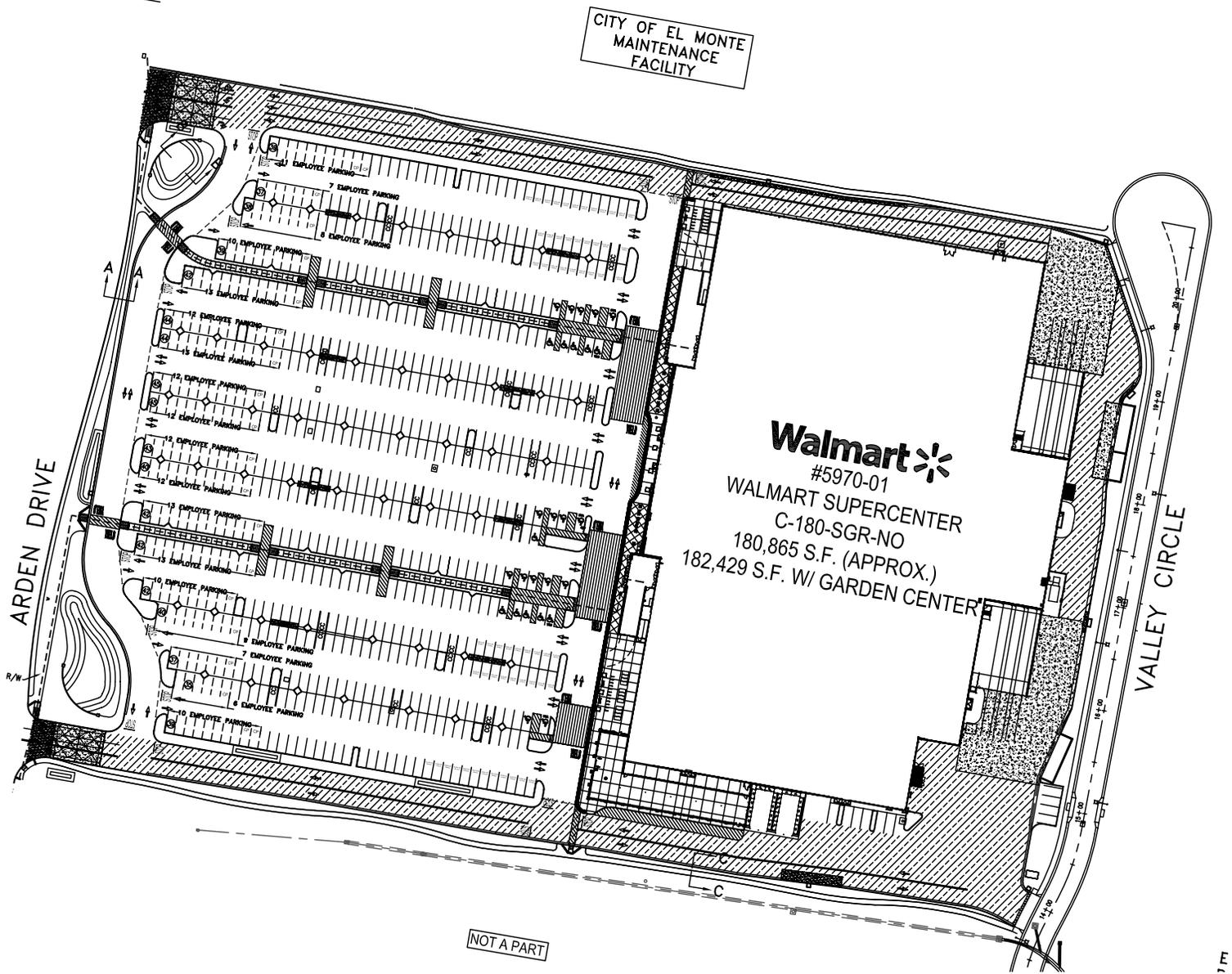
EXHIBIT 1-B
EXISTING LAND USES



- LEGEND:**
- = UNION PACIFIC / METROLINK RAIL LINE
 - = EL MONTE AIR PORT
 - = COMMERCIAL
 - = PARK
 - = RESIDENTIAL
 - = SCHOOL



EXHIBIT 1-C SITE PLAN



outdoor garden center. No outparcel development is proposed. Six loading docks will be located at the rear of the Project to accommodate truck and vendor deliveries. Two bale and pallet storage areas and one organic waste storage area will be located behind the Project along Valley Circle in stand-alone 10-foot tall split-face CMU structures. In addition, one trash compactor will be located near the rear loading dock, and will be screened. Finally, the Project will include high-efficiency HVAC rooftop units and air handling units that will be screened from the public right-of-way view using parapet walls.

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2.0 FUNDAMENTALS

Noise has been simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Exhibit 2-A presents a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below.

2.1 RANGE OF NOISE

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 feet, which can cause serious discomfort.

2.2 NOISE DESCRIPTORS

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most commonly used figure is the equivalent level (Leq). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. To describe the time-varying character of environmental noise, the City of El Monte relies on the statistical noise descriptors L₂₅, L₈, and L₂, are commonly used. They are the noise levels equaled or exceeded during 25 percent, 8 percent, and 2 percent of a stated time. Sound levels associated with the L₈ and L₂ typically describe transient or short-term events, while levels associated with the L₂₅ describe the steady state (or median) noise conditions. The City of El Monte Code of Ordinances relies on the percent noise levels to describe stationary source noise level impacts.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite twenty-four hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over

TYPICAL NOISE LEVELS AND THEIR SUBJECTIVE LOUDNESS AND EFFECTS

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100		
GAS LAWN MOWER AT 1m (3 ft)		90	VERY NOISY	SPEECH INTERFERENCE
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70		
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60	LOUD	SLEEP DISTURBANCE
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40	FAINT	NO EFFECT
QUIET SUBURBAN NIGHTTIME	LIBRARY	30		
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	NO EFFECT
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

SOURCE: NOISE TECHNICAL SUPPLEMENT BY CALTRANS

24 hours. The time of day corrections require the addition of 5 decibels to dBA Leq sound levels in the evening from 7 p.m. to 10 p.m., and the addition of 10 decibels to dBA Leq sound levels at night between 10 p.m. and 7 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any particular time, but rather represents the total sound exposure. The City of El Monte Code of Ordinances relies on the percent noise levels to describe stationary source noise level impacts. The City of El Monte relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

2.3 SOUND PROPAGATION

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

2.3.1 GEOMETRIC SPREADING

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.

2.3.2 GROUND ABSORPTION

The propagation path of noise from a highway to a receptor is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receptor such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source.

2.3.3 ATMOSPHERIC EFFECTS

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 ft) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

2.3.4 SHIELDING BY NATURAL OR HUMAN-MADE FEATURES

A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an “out of sight, out of mind” effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby resident. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The FHWA does not consider the planting of vegetation to be a noise abatement measure.

2.4 TRAFFIC NOISE PREDICTION

According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, provided by the Federal Highway Administration, the level of traffic noise depends on three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the vehicle mix within the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and a greater number of trucks. A doubling of the traffic volume, assuming that the speed and vehicle mix do not change, results in a noise level increase of 3 dBA. The vehicle mix on a given roadway may also have an effect on community noise levels. As the number of medium and heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise level impacts will increase. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires on the roadway.

2.5 NOISE CONTROL

Noise control is the process of obtaining an acceptable noise environment for a particular observation point or receptor by controlling the noise source, transmission path, receptor, or all three. This concept is known as the source-path-receptor concept. In general, noise control measures can be applied to any and all of these three elements.

2.6 NOISE BARRIER ATTENUATION

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receptor. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the view of the noise source.

2.7 LAND USE COMPATIBILITY WITH NOISE

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches and residences are more sensitive to noise intrusion than are commercial or industrial activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process.

2.8 VIBRATION

According to the Federal Transit Administration (FTA) *Transit Noise Impact and Vibration Assessment* (May 2006), vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure borne noise. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency.

Vibration is described in terms of frequency, amplitude and unlike sound; there is no standard way of measuring and reporting amplitude. Vibration is often described in units of velocity (inches per second), and discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts are generally associated with activities such as train operations, construction and heavy truck movements. Vibration is usually expressed in peak particle velocity (PPV) in inches per second (in/sec). Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response (annoyance). It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The root mean square RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe human response to vibration.

The background vibration-velocity level in residential areas is generally 50 VdB. Groundborne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction activities can generate groundborne vibrations, which can pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants. Construction vibrations can be transient, random, or continuous. Transient construction vibrations are generated by blasting, impact pile driving, and wrecking balls. Continuous vibrations result from vibratory pile drivers, large pumps, horizontal directional drilling, and compressors. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment. Wrecking balls. Continuous vibrations result from vibratory pile drivers, large pumps, horizontal directional drilling, and compressors. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment.

3.0 REGULATORY SETTING

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains fairly constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

3.1 STATE OF CALIFORNIA NOISE REQUIREMENTS

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to "limit the exposure of the community to excessive noise levels". In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

3.2 STATE OF CALIFORNIA BUILDING CODE

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

3.3 CITY OF EL MONTE GENERAL PLAN

The City of El Monte General Plan (Chapter 10: Public Health and Safety) identifies several policies to minimize the impacts of excessive noise levels throughout the community. The policies included in the General Plan consider land use compatibility and identify exterior noise level compatibility standards for transportation related noise.

3.3.1 LAND USE COMPATIBILITY

The noise standards identified in the City of El Monte General Plan are guidelines to evaluate the acceptability of the transportation related noise level impacts. These standards are based on the Governor's Office of Planning and Research and are used to assess the long-term traffic noise impacts on land uses. According to the City's Noise/Land Use Compatibility Standards (Table PHS-1), noise sensitive land uses such as single family residences are *normally acceptable* with exterior noise levels below 60 dBA CNEL and *conditionally acceptable* with noise levels below 70 dBA CNEL. For office and commercial land uses, exterior noise levels below 70 dBA CNEL are considered *normally acceptable* and noise levels of less than 75 are considered *conditionally acceptable*. The City of El Monte General Plan Public Health and Safety Element is included in Appendix 3.1.

3.3.2 TRANSPORTATION NOISE STANDARDS

The City of El Monte General Plan does not reference a specific exterior noise level standard to control transportation related noise impacts for noise sensitive residential land uses. However, the City's Noise Compatibility Matrix suggests that an exterior noise level standard of 65 dBA CNEL is appropriate provided that new construction or development is undertaken only after a detail analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.

3.4 CITY OF EL MONTE CODE OF ORDINANCES

Noise impacts originating from a designated fixed location (stationary source) or private property are evaluated against standards established under the City's Code of Ordinances included in Appendix 3.2.

3.4.1 OPERATIONAL NOISE STANDARDS

The City of El Monte noise control policy (Chapter 8.36) is designed *to prohibit unnecessary, excessive, and annoying noises from all sources...and recognizes that certain noise levels are detrimental to the health and welfare of the citizenry and in the public interest shall be controlled or eliminated*. Section 8.36.040 of the City of El Monte Code of Ordinances provides performance standards and noise control guidelines for determining and mitigating non-transportation, fixed or stationary, nuisance noise source impacts to all property within their assigned zoning districts. For single-family residential zoning districts, the ambient noise standards are limited to 50 dBA during the daytime hours from 7:00 a.m. to 10:00 p.m. This level is reduced by 5 dBA during the nighttime 10:00 p.m. to 7:00 a.m. to a level of 45 dBA. Within commercial zoning districts, the daytime hours are limited to an exterior noise level of 65 dBA and a nighttime level of 60 dBA.

Table 3-1 presents a summary of the maximum allowable exterior noise level limits by zoning district. In addition, Section 8.36.050 (E) of the noise control ordinance considers Loading/Unloading a special noise source. The special noise source provision states the following: *In residential zones, the opening, closing or other handling of boxes, crates, containers, building materials, or similar objects in such a manner as to causes a noise disturbance is not permitted between the hours of 10:00 p.m. and 7:00 a.m..*

3.4.2 CONSTRUCTION NOISE STANDARDS

To control noise impacts associated with the construction, the City has established limits to the hours of construction activity. According to Section 8.36.050 (C) (1) of the Code of Ordinances, *it is unlawful for any person within the city to operate power construction tools or equipment in the performance of any outside construction or repair work on building, structures, or projects in or adjacent to a residential area, except between the hours of 6:00 a.m. and 7:00 p.m. Monday through Friday or between the hours of 8:00 a.m. and 7:00 p.m. on Saturday and Sunday.*

As indicated above, the City of El Monte Code of Ordinances Noise Control Section 8.36.040 prohibits potentially adverse outside noise-producing construction activities during the nighttime hours (between the hours of 7 p.m. and 6 a.m. Monday through Friday, and between 7 p.m. and 8 a.m. Saturday and Sunday). In this manner, the City Noise Regulation acts to minimize potential effects of construction source noise.

However, neither the City's General Plan or Code of Ordinances establish numeric maximum acceptable construction source noise levels at potentially affected receptors, which would allow for a quantified determination of what constitutes a "substantial temporary or periodic noise increase." Relevant quantified construction noise standards are, however, established by the County of Los Angeles¹ at County of Los Angeles Code Section 12.08.440, "Construction Noise," *...contractors shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in the following schedule:*

¹ The City of El Monte and Project site are located within Los Angeles County.

Table 3-1

City of El Monte Exterior Noise Level Limits¹

Zoning District	Time Period	Maximum Permissible Exterior Noise Levels ²			
		L _{eq} (Average)	L ₂₅ (15 min)	L ₈ (5 min)	L ₂ (1 min)
Single-Family Residential	Daytime (7am-10pm)	50	55	60	65
	Nighttime (10pm-7am)	45			
Multi-Family Residential	Daytime (7am-10pm)	55	60	65	70
	Nighttime (10pm-7am)	50			
Commercial	Daytime (7am-10pm)	65	70	75	80
	Nighttime (10pm-7am)	60			
Industrial	Anytime	70			

¹ Section 8.36.040 of the City of El Monte Code of Ordinances

² Leq represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The percent noise level is the level exceeded "n" percent of the time during the measurement period. L₂₅ is the noise level exceeded 25% of the time.

1. At Residential Structures.

- a. Mobile Equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment:

Timing	Single-Family Residential	Multi-Family Residential	Semi-Residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75 dBA	80 dBA	85 dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60 dBA	64 dBA	70 dBA

- b. Stationary Equipment. Maximum noise level for respectively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment:

Timing	Single-Family Residential	Multi-Family Residential	Semi-Residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	60 dBA	65 dBA	70 dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	50 dBA	55 dBA	60 dBA

2. At Business Structures.

- a. Mobile Equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation of mobile equipment: Daily, including Sunday and legal holidays, all hours: maximum of 85 dBA.

While not enforceable regulations within the City of El Monte, the County's construction noise standards summarized above provide a basis for determining the relative significance of Project construction source noise levels. The County of Los Angeles noise ordinance is structured to control the construction noise impacts associated with both short-term mobile equipment and long-term stationary equipment. For single-family residential structures, the County has adopted a 75 dBA noise level standard to control different stages of the short-term construction activities (e.g. nail guns, hammers, power saws, drills, etc.) generated throughout the project site that are not staged or stationary. During construction, all of the long-term construction equipment (generators, compressors, pumps) staging activities will be located in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors. It is expected that the Project construction activities will consist primarily of short-term mobile equipment.

3.5 VIBRATION STANDARDS

The City of El Monte has not identified or adopted vibration criteria. However, the United States Department of Transportation Federal Transit Administration (FTA) provides guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines allow 80 VdB for residential uses and buildings where people normally sleep. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. Occasionally large bulldozers and loaded trucks can cause perceptible vibration levels at close proximity. While not enforceable regulations within the City of El Monte, the FTA guidelines of 80 VdB for sensitive residential uses provide the basis for determining the relative significance of Project vibration impacts.

4.0 SIGNIFICANCE CRITERIA

The following significance criteria are based on guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. For the purposes of this report, noise impacts would be potentially significant if the Project is determined to result in or cause:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.
- A substantial permanent increase in ambient noise levels in the Project vicinity above existing levels without the proposed Project; or
- A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above noise levels existing without the proposed Project.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels and the location of noise-sensitive receptors in order to determine if a noise increase represents a significant adverse environmental effect. The Federal Highway Administration and Caltrans both identify changes in noise levels of greater than 3 dBA as "barely perceptible," while changes of 5 dBA are considered "readily perceptible." In a community situation, the noise exposure is extended over a long time period, and changes in noise levels occur over a period of years. For the purpose of this analysis, the level at which changes in community noise levels become discernible is likely to be some value greater than 1 dBA, and 3 dBA appears to be appropriate for most people. Noise impacts shall be considered significant if any of the following occur as a result of the proposed development:

1. Project related noise levels exceed applicable City standards.
2. Ambient conditions are below applicable standards, and Project-generated noise at receptor land uses would result in:
 - An exceedance of the suggested land use/noise compatibility guidelines for surface transportation sources (mobile sources); or
 - An exceedance of the exterior noise standards defined in the City of El Monte Code of Ordinances (stationary sources);
3. If ambient noise conditions exceed applicable Noise Standards and Project-generated noise would create a "barely perceptible" 3 dBA or greater permanent increase in ambient exterior noise levels.

4. If Project-related construction activities occur on any weekday between 7:00 p.m. and 6:00 a.m., or between the hours of 7:00 p.m. and 8:00 a.m. on Saturday and Sunday or exceeds 75 dBA Leq during the approved hours of construction.
5. If short-term project generated construction source vibration levels could exceed the FTA maximum acceptable vibration standard of 80 (VdB) with respect to human response (annoyance) at vibration-sensitive land uses

5.0 EXISTING NOISE LEVEL MEASUREMENTS

To assess the existing noise level environment, four (4) long-term 24-hour measurements were taken at receptor locations in the Project study area. The noise level measurement receptor locations were selected to describe and document the existing noise environment within the project area. Exhibit 5-A provides the boundaries of the Project study area and the noise level measurement locations. The noise level measurements were recorded by Urban Crossroads, Inc. on Thursday, August 8th, 2013. Appendix 5.1 includes study area photos.

5.1 MEASUREMENT PROCEDURE AND CRITERIA

The long-term 24-hour noise readings were recorded using four (4) Quest DL Pro data logging Type 2 noise dosimeters. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form consistent with the definition provided Section 8.36.030 (sound level measurements) in the City of El Monte Code of Ordinances. The sound level meters and microphones were equipped with a windscreen during all measurements. The Quest DL noise dosimeters were calibrated using a Quest QC-10 calibrator. All noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (Standard S1.4-1983).

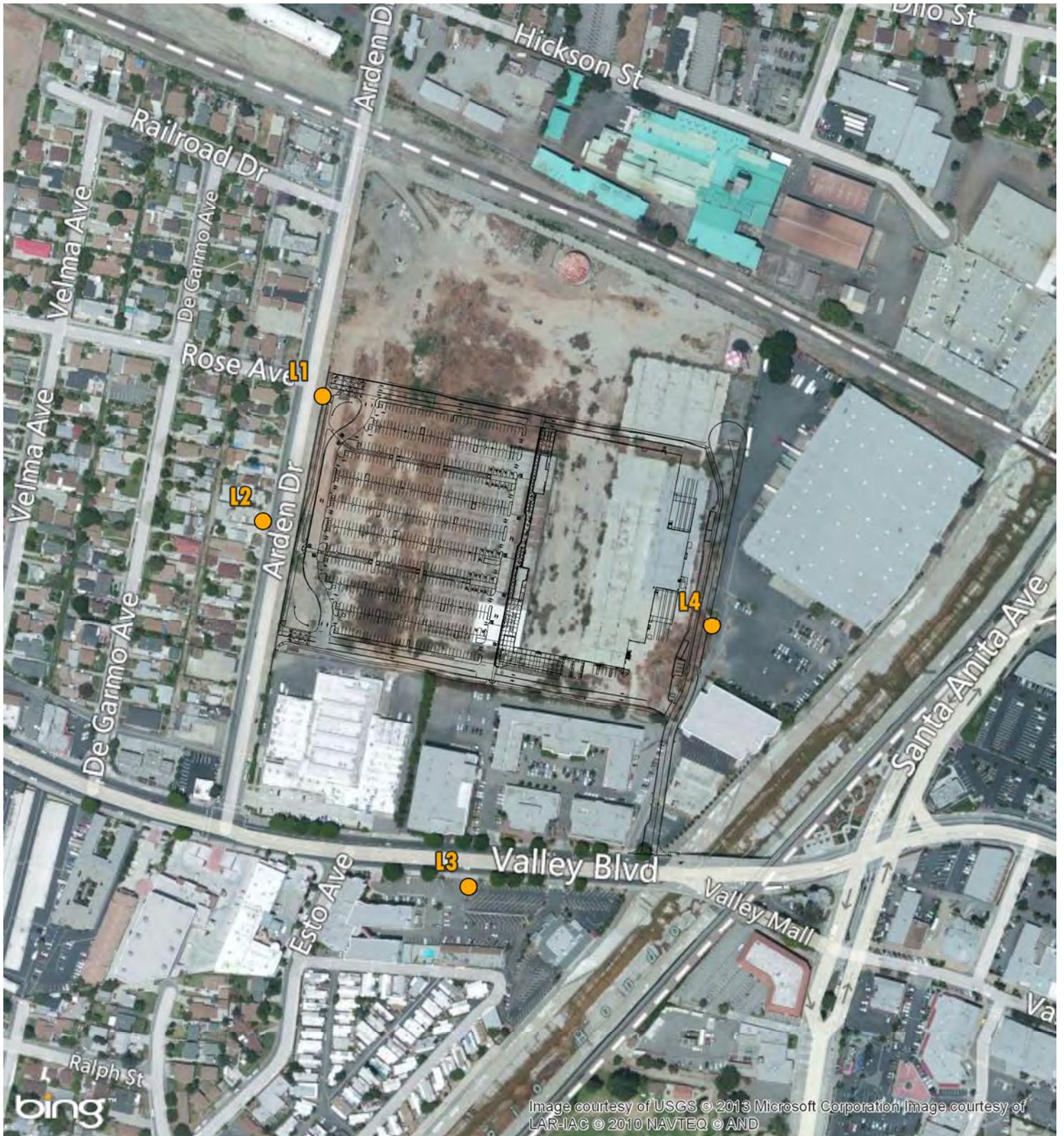
5.2 NOISE MEASUREMENT LOCATIONS

The long-term 24-hour noise level measurements were positioned at the nearest noise sensitive receptor locations to assess the existing ambient hourly noise levels surrounding the Project site. Since, it is not practical to collect measurements at each individual building or residence, each receptor measurement represents a group of buildings that share acoustical equivalence. In other words, the area represented by the receptor shares similar shielding, terrain, and geometric relationship to the reference noise source. For example while noise level measurement location L1 was taken on site east of Arden Drive, the noise level measurement is intended to represent the expected noise levels in the neighboring residential homes on the west side of Arden Drive. An acceptable location to securely place the noise meter was not found near the homes west of Arden Drive, so the sound level meter was placed in a protected area east of Arden Drive. While receptors represent a location of noise sensitive areas, receivers represent noise modeling locations used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receptor locations allows for a comparison of the before and after project noise levels.

5.3 NOISE MEASUREMENT RESULTS

The results of the noise level measurements are presented in Table 5-1. Table 5-1 identifies the hourly daytime (7 a.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) noise levels at each noise level measurement location. A range of hourly noise levels is used to ensure that the ambient noise level measurements

EXHIBIT 5-A
NOISE MEASUREMENT LOCATIONS



LEGEND:

-  **L4** - LONG-TERM NOISE LEVEL MEASUREMENT LOCATION

Table 5-1

Long-Term (Ambient) Noise Level Measurements

Observer Location ¹	Date	Location	Energy Average Hourly Noise Levels (Leq dBA) ²		CNEL
			Daytime (7am to 10pm)	Nighttime (10pm to 7am)	
L1	8/8/2013	Southeast Corner of Arden Dr. and Rose Ave.	62.5	57.1	65.6
L2	8/8/2013	3919 Arden Dr.	63.9	59.4	67.2
L3	8/8/2013	10472 Valley Blvd.	65.2	60.0	68.2
L4	8/8/2013	10511 Valley Circle	63.1	55.7	64.6

¹ See Exhibit 5-A for the location of the monitoring sites, and Appendix 5.1 for Study Area Photos.

² Energy (logarithmic) average hourly noise levels during non-construction hours. The long-term hourly noise level measurements are included in Appendix 5.2.

accurately describe the background ambient noise conditions. Appendix 5.2 provides a summary of the existing hourly ambient noise levels described below:

- Located at the southeast corner of Arden Drive and Rose Avenue, location L1 represents the existing noise levels east of Arden Drive at the northeast corner of the commercial project site. In addition, noise level measurement L1 is intended to represent the expected noise levels at Receiver Location R1 in the neighboring residential homes on the west side of Arden Drive. The existing daytime hourly ambient noise levels ranged from 60.2 to 63.6 dBA Leq resulting in an energy (logarithmic) average daytime noise level of 62.5 dBA Leq. During the nighttime hours, the measured ambient noise levels ranged from 54.6 to 59.9 dBA Leq producing an energy (logarithmic) average nighttime noise level of 57.1 dBA Leq. A review of the 24-hour Community Noise Equivalent Level (CNEL) indicates that the overall exterior noise level is 65.6 dBA CNEL which is considered “normally acceptable” for commercial land use by the City of El Monte Noise Element Noise/Land Use Compatibility Standards (Table PHS-1).
- Location L2 represents the neighboring residential community located west of the Project across Arden Drive. At Location L2 (3919 Arden Drive), the noise level measurements show an overall 24-hour exterior noise level of 67.2 dBA CNEL which is considered “conditionally acceptable” by the City of El Monte Noise Element Noise/Land Use Compatibility Standards (Table PHS-1). The hourly noise levels measured at Location L2 ranged from 61.4 to 65.5 dBA Leq during the daytime hours and from 54.6 to 63.0 dBA Leq during the nighttime hours. The energy (logarithmic) average daytime noise level was calculated at 63.9 dBA Leq with an average nighttime noise level of 59.4 dBA Leq.
- Located at 10472 Valley Boulevard, Location L3 represents the Pacific Towers Senior Apartments. The noise level measurement was collected just south of the Valley Boulevard near the parking lot and resulted in a 24-hour noise level of 68.2 dBA CNEL. The hourly noise levels indicate that the daytime noise levels range from 63.9 to 66.3 dBA Leq with the nighttime noise levels ranging from 55.8 to 63.5 dBA Leq. The energy (logarithmic) average daytime noise level was calculated at 65.2 dBA Leq with an average nighttime noise level of 60.0 dBA Leq.
- To represent the existing ambient noise levels near the proposed Walmart loading docks, noise level measurement location L4 was placed at 10511 Valley Circle. At this location, the 24-hour noise level was measured at 64.6 dBA CNEL. The existing daytime hourly noise levels were measured at 57.3 to 67.7 dBA Leq with the nighttime hours ranging from 48.0 to 61.2 dBA Leq. The energy (logarithmic) average daytime noise level was calculated at 63.1 dBA Leq with an average nighttime noise level of 55.7 dBA Leq.

The primary noise source for all the noise level measurements was the traffic noise from the neighboring roadways, rail activities from the Union Pacific / Metrolink rail line and aircraft over flights from the nearby El Monte Airport.

6.0 METHODS AND PROCEDURES

The following section outlines the methods and procedures used to model and analyze the future traffic noise environment.

6.1 FHWA TRAFFIC NOISE PREDICTION MODEL

The estimated roadway noise impacts from vehicular traffic were calculated using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108 (the "FHWA Model"). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period.

6.2 TRAFFIC NOISE PREDICTION MODEL INPUTS

Table 6-1 presents the roadway parameters used to assess the off-site transportation noise impacts. Table 6-1 identifies the 54 study area roadway segments, the functional roadway classifications according to the City of El Monte General Plan Circulation Element, the number of lanes and the vehicle speeds. For the purpose of this analysis, soft site conditions were used to analyze the traffic noise impacts for the Project study area. Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation.

The Existing, Year 2016, and Year 2035 average daily traffic volumes used for this study and presented in Table 6-2 were provided by the *Walmart El Monte Traffic Impact Analysis* prepared by Mountain Pacific, Inc. in August 2013. Table 6-3 presents the hourly traffic flow distributions (vehicle mix) used for this analysis. .

Table 6-1 (1 of 2)

Off-Site Roadway Parameters

ID	Roadway	Segment	Roadway Classification ¹	Vehicle Speed (MPH)
1	Arden Dr	Valley to Rose	Secondary	40
2	Valley	Arden to Gibson	Major	45
3	Valley Circle	Valley to Project Driveway	Collector	40
4	Valley	Arden to Valley Circle	Major	45
5	Arden Dr	Rose to Lower Azusa	Secondary	40
6	Rose	Arden to Gibson	Collector	40
7	Santa Anita	Valley to Tyler	Major	45
8	Valley	Valley Circle - Santa Anita	Major	45
9	Tyler	Valley to Santa Anita	Secondary	40
10	Valley	Santa Anita to Tyler	Major	45
11	Valley	Tyler to Ramona	Major	45
12	Ramona	Tyler to Valley	Secondary	40
13	Peck	Ramona to Valley	Major	45
14	Valley	Ramona to Peck	Major	45
15	Peck	Ramona to Lower Azusa	Major	45
16	Ramona	Valley to Peck	Secondary	40
17	Gibson	Valley to Rose	Collector	40
18	Valley	Gibson to Baldwin	Major	45
19	Baldwin	Valley to Lower Azusa	Major	45
20	Valley	Baldwin to Temple City	Major	45
21	Temple City	Valley to Lower Azusa	Major	45
22	Valley	Temple City to Mission	Major	45
23	Rio Hondo	n/o Valley	Collector	40
24	Mission	Valley to Rosemead	Secondary	40
25	Valley	Mission to Rosemead	Major	45
26	Rosemead	Valley to Lower Azusa	Major	45
27	Valley	w/o Rosemead	Major	45
28	Arden	n/o Lower Azusa	Secondary	40
29	Lower Azusa	Baldwin to Arden	Secondary	40
30	Santa Anita	n/o Lower Azusa	Major	45
31	Lower Azusa	Arden to Santa Anita	Secondary	40
32	Peck	n/o Lower Azusa	Major	45
33	Lower Azusa	Santa Anita to Peck	Secondary	40
34	Baldwin	n/o Lower Azusa	Major	45
35	Lower Azusa	Baldwin to Temple City	Secondary	40
36	Temple City	n/o Lower Azusa	Major	45
37	Lower Azusa	Temple City to Rosemead	Secondary	40

Table 6-1 (2 of 2)

Off-Site Roadway Parameters

ID	Roadway	Segment	Roadway Classification ¹	Vehicle Speed (MPH)
38	Rosemead	n/o Lower Azusa	Major	45
39	Rosemead	Valley to Garvey	Major	45
40	Santa Anita	I-10 to Garvey	Major	45
41	Garvey	Rosemead to Santa Anita	Major	45
42	Peck	I-10 to Garvey	Major	45
43	Garvey	Santa Anita to Peck	Major	45
44	Valley	I-10 to Garvey	Major	45
45	Garvey	Peck to Valley	Major	45
46	Santa Anita	Valley to Ramona	Major	45
47	Santa Anita	Ramona to I-10	Major	45
48	Brockaway	Santa Anita to I-10 WB ramps	Collector	40
49	Temple City	Valley to Olney/I-10 WB ramps	Secondary	40
50	Baldwin	Valley to Fair/I-10 EB ramps	Major	45
51	Lower Azusa	e/o Peck	Secondary	40
52	Ramona	e/o Peck	Secondary	40
53	Valley	s/o Garvey	Major	45
54	Arden Way	e/o Arden Drive	Collector	40

¹ According to the City of El Monte General Plan Circulation Element.

Table 6-2 (1 of 2)

Average Daily Traffic Volumes ¹

ID	Roadway	Segment	Average Daily Traffic (1,000's)					
			Existing		Year 2016		Year 2035	
			No Project	With Project	No Project	With Project	No Project	With Project
1	Arden Dr	Valley to Rose	12.0	17.1	12.5	17.6	13.6	18.6
2	Valley	Arden to Gibson	29.3	31.0	32.3	34.0	34.8	36.6
3	Valley Circle	Valley to Project Driveway	0.2	0.6	0.4	0.7	0.4	0.8
4	Valley	Arden to Valley Circle	37.6	41.3	41.0	44.7	44.3	48.0
5	Arden Dr	Rose to Lower Azusa	14.0	16.0	14.6	16.5	15.8	17.8
6	Rose	Arden to Gibson	3.2	3.3	3.3	3.4	3.6	3.7
7	Santa Anita	Valley to Tyler	30.2	30.5	32.0	32.3	34.7	35.0
8	Valley	Valley Circle - Santa Anita	27.1	30.9	30.2	33.9	32.6	36.3
9	Tyler	Valley to Santa Anita	11.3	11.6	11.6	11.9	12.6	12.9
10	Valley	Santa Anita to Tyler	24.3	26.9	26.0	28.6	28.1	30.7
11	Valley	Tyler to Ramona	25.4	27.3	26.9	28.7	29.1	30.9
12	Ramona	Tyler to Valley	15.5	15.5	16.2	16.2	17.5	17.5
13	Peck	Ramona to Valley	27.9	27.9	29.0	29.0	31.5	31.5
14	Valley	Ramona to Peck	38.0	38.9	39.6	40.4	42.9	43.7
15	Peck	Ramona to Lower Azusa	33.0	33.3	34.5	34.8	37.4	37.7
16	Ramona	Valley to Peck	18.4	19.3	19.4	20.4	21.0	22.0
17	Gibson	Valley to Rose	2.0	2.1	2.1	2.1	2.2	2.3
18	Valley	Gibson to Baldwin	29.4	30.8	32.3	33.7	34.9	36.2
19	Baldwin	Valley to Lower Azusa	25.5	25.6	29.0	29.1	31.2	31.4
20	Valley	Baldwin to Temple City	28.2	29.1	30.6	31.4	33.0	33.9
21	Temple City	Valley to Lower Azusa	23.4	23.7	26.9	27.1	28.9	29.2
22	Valley	Temple City to Mission	28.6	29.1	30.7	31.1	33.1	33.6
23	Rio Hondo	n/o Valley	2.1	2.2	2.4	2.4	2.5	2.6
24	Mission	Valley to Rosemead	11.2	11.2	11.9	12.0	12.9	13.0
25	Valley	Mission to Rosemead	17.6	17.8	19.0	19.1	20.5	20.7
26	Rosemead	Valley to Lower Azusa	45.4	45.4	48.0	48.0	52.0	52.0
27	Valley	w/o Rosemead	25.5	25.6	27.1	27.2	29.3	29.4
28	Arden	n/o Lower Azusa	5.4	5.8	5.8	6.2	6.2	6.7
29	Lower Azusa	Baldwin to Arden	27.6	28.3	30.1	30.8	32.5	33.2
30	Santa Anita	n/o Lower Azusa	37.3	37.3	39.8	39.8	43.0	43.1
31	Lower Azusa	Arden to Santa Anita	23.9	24.3	25.5	25.9	27.6	27.9
32	Peck	n/o Lower Azusa	29.4	29.4	30.6	30.6	33.1	33.1
33	Lower Azusa	Santa Anita to Peck	31.0	31.3	33.1	33.4	35.8	36.1
34	Baldwin	n/o Lower Azusa	26.0	26.2	27.2	27.5	29.5	29.7
35	Lower Azusa	Baldwin to Temple City	26.5	27.1	28.3	28.9	30.6	31.2
36	Temple City	n/o Lower Azusa	26.1	26.3	27.5	27.6	29.8	29.9
37	Lower Azusa	Temple City to Rosemead	22.6	23.2	24.2	24.7	26.2	26.7

Table 6-2 (2 of 2)

Average Daily Traffic Volumes ¹

ID	Roadway	Segment	Average Daily Traffic (1,000's)					
			Existing		Year 2016		Year 2035	
			No Project	With Project	No Project	With Project	No Project	With Project
38	Rosemead	n/o Lower Azusa	28.1	28.5	30.9	31.2	33.3	33.7
39	Rosemead	Valley to Garvey	58.8	58.8	61.6	61.6	66.7	66.7
40	Santa Anita	I-10 to Garvey	35.7	36.3	38.1	38.7	41.2	41.8
41	Garvey	Rosemead to Santa Anita	32.7	32.9	34.3	34.5	37.2	37.3
42	Peck	I-10 to Garvey	26.3	26.6	27.2	27.5	29.5	29.8
43	Garvey	Santa Anita to Peck	27.8	27.8	28.8	28.8	31.2	31.2
44	Valley	I-10 to Garvey	28.3	28.5	30.1	30.3	32.5	32.8
45	Garvey	Peck to Valley	21.8	21.9	22.7	22.8	24.6	24.7
46	Santa Anita	Valley to Ramona	36.8	37.7	40.5	41.3	43.7	44.5
47	Santa Anita	Ramona to I-10	38.7	39.5	42.7	43.6	46.1	46.9
48	Brockaway	Santa Anita to I-10 WB ramps	14.2	14.5	15.2	15.4	16.4	16.7
49	Temple City	Valley to Olney/I-10 WB	25.6	26.2	28.4	29.0	30.7	31.3
50	Baldwin	Valley to Fair/I-10 EB ramps	24.7	25.3	27.5	28.1	29.7	30.3
51	Lower Azusa	e/o Peck	30.1	30.3	31.6	31.8	34.2	34.4
52	Ramona	e/o Peck	26.4	27.1	27.7	28.4	30.0	30.7
53	Valley	s/o Garvey	18.9	19.1	19.5	19.7	21.1	21.4
54	Arden Way	e/o Arden Drive	11.2	11.6	11.6	12.0	12.6	13.0

¹ Traffic Impact Analysis for the WalMart Project by Mountain Pacific.

Table 6-3

Vehicle Mix ¹

Motor-Vehicle Type	Daytime (7 am to 7 pm)	Evening (7 pm to 10 pm)	Night (10 pm to 7 am)	Total % Traffic Flow
Automobiles	77.5%	12.9%	9.6%	97.42%
Medium Trucks	84.8%	4.9%	10.3%	1.84%
Heavy Trucks	86.5%	2.7%	10.8%	0.74%

¹ Typical Southern California Vehicle Mix.

7.0 TRANSPORTATION NOISE IMPACTS

To assess the off-site transportation CNEL noise level impacts associated with development of the proposed Project, noise contours were developed based on the *Walmart El Monte* Traffic Impact Analysis. Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Traffic noise contour boundaries are typically calculated at distances of 100 feet from a roadway centerline. Noise contours were developed for the following traffic scenarios:

- Existing Without / With Project: This scenario refers to the existing present-day noise conditions, without the Project and with the construction of the proposed Project.
- Year (2016) Without / With Project: This scenario refers to the background noise conditions at future Year 2016 with and without the proposed Project. This scenario corresponds to 2016 conditions, and includes all cumulative projects identified in the Traffic Impact Analysis.
- Year (2035) Without / With Project: This scenario refers to the background noise conditions at future Year 2035 with and without the proposed Project. This scenario corresponds to 2035 conditions, and includes all cumulative projects identified in the Traffic Impact Analysis.

7.1 TRAFFIC NOISE CONTOURS

To quantify the Project's traffic noise impacts on the surrounding areas, the changes in traffic noise levels on 54 roadway segments surrounding the Project were calculated based on the changes in the average daily traffic volumes. The noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The traffic noise contour worksheets are included in Appendix 7.1.

Noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, 60 and 55 dBA noise levels. The distance from the centerline of the roadway to the CNEL contour boundaries for roadways in the proposed Project's vicinity are presented in Tables 7-1 through 7-6. The noise contours do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels. In addition, since the noise contours reflect modeling of vehicular noise along area roadways, they appropriately do not reflect noise contribution from the surrounding commercial and industrial uses or railroad activities within the Project study area.

Table 7-1 (1 of 2)

Existing Without Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Arden Dr	Valley to Rose	61.6	RW	59	127	275
2	Valley	Arden to Gibson	67.1	64	137	296	638
3	Valley Circle	Valley to Project Driveway	44.6	RW	RW	RW	RW
4	Valley	Arden to Valley Circle	68.2	75	162	350	754
5	Arden Dr	Rose to Lower Azusa	62.2	RW	66	141	304
6	Rose	Arden to Gibson	55.8	RW	RW	52	112
7	Santa Anita	Valley to Tyler	67.2	65	140	302	650
8	Valley	Valley Circle - Santa Anita	66.7	61	131	281	606
9	Tyler	Valley to Santa Anita	61.3	RW	57	122	263
10	Valley	Santa Anita to Tyler	66.3	56	121	261	563
11	Valley	Tyler to Ramona	66.5	58	125	269	580
12	Ramona	Tyler to Valley	62.7	RW	70	151	325
13	Peck	Ramona to Valley	66.9	62	133	287	618
14	Valley	Ramona to Peck	68.2	76	164	352	759
15	Peck	Ramona to Lower Azusa	67.6	69	149	321	691
16	Ramona	Valley to Peck	63.4	RW	79	169	365
17	Gibson	Valley to Rose	53.7	RW	RW	RW	82
18	Valley	Gibson to Baldwin	67.1	64	138	297	639
19	Baldwin	Valley to Lower Azusa	66.5	58	125	270	581
20	Valley	Baldwin to Temple City	66.9	62	134	289	622
21	Temple City	Valley to Lower Azusa	66.1	55	118	255	550
22	Valley	Temple City to Mission	67.0	63	135	292	628
23	Rio Hondo	n/o Valley	54.0	RW	RW	RW	85
24	Mission	Valley to Rosemead	61.3	RW	56	121	262
25	Valley	Mission to Rosemead	64.9	45	98	211	455
26	Rosemead	Valley to Lower Azusa	69.0	85	184	397	854
27	Valley	w/o Rosemead	66.5	58	125	270	582
28	Arden	n/o Lower Azusa	58.1	RW	RW	75	161
29	Lower Azusa	Baldwin to Arden	65.2	48	103	222	478
30	Santa Anita	n/o Lower Azusa	68.1	75	161	348	749
31	Lower Azusa	Arden to Santa Anita	64.6	RW	94	202	434
32	Peck	n/o Lower Azusa	67.1	64	138	297	640
33	Lower Azusa	Santa Anita to Peck	65.7	52	111	240	517

Table 7-1 (2 of 2)

Existing Without Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
34	Baldwin	n/o Lower Azusa	66.5	59	127	273	589
35	Lower Azusa	Baldwin to Temple City	65.0	47	100	216	465
36	Temple City	n/o Lower Azusa	66.6	59	127	274	591
37	Lower Azusa	Temple City to Rosemead	64.3	RW	90	195	419
38	Rosemead	n/o Lower Azusa	66.9	62	134	288	620
39	Rosemead	Valley to Garvey	70.1	102	219	471	1,015
40	Santa Anita	I-10 to Garvey	67.9	73	157	338	728
41	Garvey	Rosemead to Santa Anita	67.5	69	148	319	686
42	Peck	I-10 to Garvey	66.6	59	128	275	593
43	Garvey	Santa Anita to Peck	66.8	62	133	286	616
44	Valley	I-10 to Garvey	66.9	62	134	289	623
45	Garvey	Peck to Valley	65.8	52	113	243	525
46	Santa Anita	Valley to Ramona	68.1	74	160	345	743
47	Santa Anita	Ramona to I-10	68.3	77	165	356	767
48	Brockaway	Santa Anita to I-10 WB ramps	62.3	RW	66	141	305
49	Temple City	Valley to Olney/I-10 WB ramps	64.9	46	98	211	455
50	Baldwin	Valley to Fair/I-10 EB ramps	66.3	57	123	264	570
51	Lower Azusa	e/o Peck	65.6	51	109	235	506
52	Ramona	e/o Peck	65.0	46	100	215	464
53	Valley	s/o Garvey	65.2	48	103	221	476
54	Arden Way	e/o Arden Drive	61.2	RW	56	121	260

¹ "RW" = Location of the respective noise contour falls within the right-of-way of the road

Table 7-2 (1 of 2)

Existing With Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Arden Dr	Valley to Rose	63.1	RW	75	161	348
2	Valley	Arden to Gibson	67.3	66	143	308	663
3	Valley Circle	Valley to Project Driveway	48.7	RW	RW	RW	RW
4	Valley	Arden to Valley Circle	68.6	80	173	372	802
5	Arden Dr	Rose to Lower Azusa	62.8	RW	72	154	332
6	Rose	Arden to Gibson	56.0	RW	RW	54	116
7	Santa Anita	Valley to Tyler	67.2	65	141	304	655
8	Valley	Valley Circle - Santa Anita	67.3	66	142	307	660
9	Tyler	Valley to Santa Anita	61.4	RW	58	124	268
10	Valley	Santa Anita to Tyler	66.7	60	130	280	603
11	Valley	Tyler to Ramona	66.8	61	131	282	608
12	Ramona	Tyler to Valley	62.7	RW	70	151	325
13	Peck	Ramona to Valley	66.9	62	133	287	618
14	Valley	Ramona to Peck	68.3	77	166	357	770
15	Peck	Ramona to Lower Azusa	67.6	70	150	323	695
16	Ramona	Valley to Peck	63.7	RW	81	175	377
17	Gibson	Valley to Rose	53.9	RW	RW	RW	84
18	Valley	Gibson to Baldwin	67.3	66	142	306	659
19	Baldwin	Valley to Lower Azusa	66.5	58	126	271	583
20	Valley	Baldwin to Temple City	67.0	63	137	295	635
21	Temple City	Valley to Lower Azusa	66.1	55	119	257	553
22	Valley	Temple City to Mission	67.0	64	137	295	635
23	Rio Hondo	n/o Valley	54.1	RW	RW	RW	88
24	Mission	Valley to Rosemead	61.3	RW	57	122	263
25	Valley	Mission to Rosemead	64.9	46	99	212	458
26	Rosemead	Valley to Lower Azusa	69.0	85	184	397	854
27	Valley	w/o Rosemead	66.5	58	126	270	583
28	Arden	n/o Lower Azusa	58.5	RW	RW	79	170
29	Lower Azusa	Baldwin to Arden	65.3	49	105	226	486
30	Santa Anita	n/o Lower Azusa	68.1	75	162	348	750
31	Lower Azusa	Arden to Santa Anita	64.6	44	95	204	439
32	Peck	n/o Lower Azusa	67.1	64	138	297	640
33	Lower Azusa	Santa Anita to Peck	65.7	52	112	242	520

Table 7-2 (2 of 2)

Existing With Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
34	Baldwin	n/o Lower Azusa	66.6	59	128	275	592
35	Lower Azusa	Baldwin to Temple City	65.1	47	102	219	472
36	Temple City	n/o Lower Azusa	66.6	59	128	276	594
37	Lower Azusa	Temple City to Rosemead	64.4	RW	92	198	426
38	Rosemead	n/o Lower Azusa	66.9	63	135	291	626
39	Rosemead	Valley to Garvey	70.1	102	219	471	1,015
40	Santa Anita	I-10 to Garvey	68.0	74	159	342	736
41	Garvey	Rosemead to Santa Anita	67.6	69	148	320	689
42	Peck	I-10 to Garvey	66.7	60	129	278	598
43	Garvey	Santa Anita to Peck	66.8	62	133	286	616
44	Valley	I-10 to Garvey	67.0	63	135	291	627
45	Garvey	Peck to Valley	65.8	53	113	244	526
46	Santa Anita	Valley to Ramona	68.2	75	163	350	754
47	Santa Anita	Ramona to I-10	68.4	78	168	361	778
48	Brockaway	Santa Anita to I-10 WB ramps	62.3	RW	66	143	308
49	Temple City	Valley to Olney/I-10 WB ramps	65.0	46	100	215	462
50	Baldwin	Valley to Fair/I-10 EB ramps	66.4	58	125	269	579
51	Lower Azusa	e/o Peck	65.6	51	110	236	509
52	Ramona	e/o Peck	65.1	47	102	219	472
53	Valley	s/o Garvey	65.2	48	103	223	480
54	Arden Way	e/o Arden Drive	61.4	RW	57	124	266

¹ "RW" = Location of the respective noise contour falls within the right-of-way of the road

Table 7-3 (1 of 2)

Year 2016 Without Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Arden Dr	Valley to Rose	61.8	RW	61	131	282
2	Valley	Arden to Gibson	67.5	68	147	316	681
3	Valley Circle	Valley to Project Driveway	46.4	RW	RW	RW	RW
4	Valley	Arden to Valley Circle	68.5	80	172	371	799
5	Arden Dr	Rose to Lower Azusa	62.4	RW	67	145	313
6	Rose	Arden to Gibson	55.9	RW	RW	53	115
7	Santa Anita	Valley to Tyler	67.5	68	146	314	677
8	Valley	Valley Circle - Santa Anita	67.2	65	140	302	651
9	Tyler	Valley to Santa Anita	61.4	RW	58	125	269
10	Valley	Santa Anita to Tyler	66.5	59	127	273	589
11	Valley	Tyler to Ramona	66.7	60	130	279	602
12	Ramona	Tyler to Valley	62.9	RW	72	155	335
13	Peck	Ramona to Valley	67.0	63	137	294	634
14	Valley	Ramona to Peck	68.4	78	168	362	780
15	Peck	Ramona to Lower Azusa	67.8	71	153	330	711
16	Ramona	Valley to Peck	63.7	RW	82	176	378
17	Gibson	Valley to Rose	53.9	RW	RW	RW	84
18	Valley	Gibson to Baldwin	67.5	68	147	316	681
19	Baldwin	Valley to Lower Azusa	67.0	63	136	294	634
20	Valley	Baldwin to Temple City	67.3	66	141	305	656
21	Temple City	Valley to Lower Azusa	66.7	60	130	280	603
22	Valley	Temple City to Mission	67.3	66	142	305	657
23	Rio Hondo	n/o Valley	54.4	RW	RW	RW	92
24	Mission	Valley to Rosemead	61.6	RW	59	127	274
25	Valley	Mission to Rosemead	65.2	48	103	222	478
26	Rosemead	Valley to Lower Azusa	69.2	89	191	412	887
27	Valley	w/o Rosemead	66.7	61	130	281	606
28	Arden	n/o Lower Azusa	58.4	RW	RW	78	168
29	Lower Azusa	Baldwin to Arden	65.6	51	109	235	507
30	Santa Anita	n/o Lower Azusa	68.4	78	168	363	782
31	Lower Azusa	Arden to Santa Anita	64.8	45	98	210	454
32	Peck	n/o Lower Azusa	67.3	66	141	305	656
33	Lower Azusa	Santa Anita to Peck	66.0	54	116	250	540

Table 7-3 (2 of 2)

Year 2016 Without Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
34	Baldwin	n/o Lower Azusa	66.8	61	131	282	607
35	Lower Azusa	Baldwin to Temple City	65.3	49	105	226	486
36	Temple City	n/o Lower Azusa	66.8	61	132	284	611
37	Lower Azusa	Temple City to Rosemead	64.6	44	94	203	438
38	Rosemead	n/o Lower Azusa	67.3	66	142	307	660
39	Rosemead	Valley to Garvey	70.3	105	226	486	1,047
40	Santa Anita	I-10 to Garvey	68.2	76	164	353	760
41	Garvey	Rosemead to Santa Anita	67.8	71	153	329	709
42	Peck	I-10 to Garvey	66.7	61	131	282	607
43	Garvey	Santa Anita to Peck	67.0	63	136	293	631
44	Valley	I-10 to Garvey	67.2	65	140	301	649
45	Garvey	Peck to Valley	66.0	54	116	250	538
46	Santa Anita	Valley to Ramona	68.5	79	170	367	791
47	Santa Anita	Ramona to I-10	68.7	82	177	381	820
48	Brockaway	Santa Anita to I-10 WB ramps	62.5	RW	69	148	319
49	Temple City	Valley to Olney/I-10 WB ramps	65.3	49	105	226	488
50	Baldwin	Valley to Fair/I-10 EB ramps	66.8	61	132	284	612
51	Lower Azusa	e/o Peck	65.8	52	113	243	523
52	Ramona	e/o Peck	65.2	48	103	223	480
53	Valley	s/o Garvey	65.3	49	105	226	486
54	Arden Way	e/o Arden Drive	61.4	RW	57	124	266

¹ "RW" = Location of the respective noise contour falls within the right-of-way of the road

Table 7-4 (1 of 2)

Year 2016 With Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Arden Dr	Valley to Rose	63.2	RW	76	164	354
2	Valley	Arden to Gibson	67.7	70	152	327	705
3	Valley Circle	Valley to Project Driveway	49.4	RW	RW	RW	RW
4	Valley	Arden to Valley Circle	68.9	85	182	392	845
5	Arden Dr	Rose to Lower Azusa	63.0	RW	73	158	340
6	Rose	Arden to Gibson	56.1	RW	RW	55	118
7	Santa Anita	Valley to Tyler	67.5	68	147	316	681
8	Valley	Valley Circle - Santa Anita	67.7	70	152	327	704
9	Tyler	Valley to Santa Anita	61.6	RW	59	127	274
10	Valley	Santa Anita to Tyler	67.0	63	135	291	627
11	Valley	Tyler to Ramona	67.0	63	136	292	629
12	Ramona	Tyler to Valley	62.9	RW	72	155	335
13	Peck	Ramona to Valley	67.0	63	137	294	634
14	Valley	Ramona to Peck	68.5	79	170	367	791
15	Peck	Ramona to Lower Azusa	67.8	72	154	332	715
16	Ramona	Valley to Peck	63.9	RW	84	182	391
17	Gibson	Valley to Rose	54.0	RW	RW	RW	86
18	Valley	Gibson to Baldwin	67.7	70	151	325	700
19	Baldwin	Valley to Lower Azusa	67.0	64	137	295	636
20	Valley	Baldwin to Temple City	67.4	67	144	310	668
21	Temple City	Valley to Lower Azusa	66.7	61	131	281	606
22	Valley	Temple City to Mission	67.3	66	143	308	664
23	Rio Hondo	n/o Valley	54.6	RW	RW	44	94
24	Mission	Valley to Rosemead	61.6	RW	59	128	275
25	Valley	Mission to Rosemead	65.2	48	103	223	480
26	Rosemead	Valley to Lower Azusa	69.2	89	191	412	887
27	Valley	w/o Rosemead	66.7	61	131	282	607
28	Arden	n/o Lower Azusa	58.7	RW	RW	82	177
29	Lower Azusa	Baldwin to Arden	65.7	51	111	239	515
30	Santa Anita	n/o Lower Azusa	68.4	78	169	363	783
31	Lower Azusa	Arden to Santa Anita	64.9	46	99	213	458
32	Peck	n/o Lower Azusa	67.3	66	141	305	656
33	Lower Azusa	Santa Anita to Peck	66.0	54	117	252	543

Table 7-4 (2 of 2)

Year 2016 With Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
34	Baldwin	n/o Lower Azusa	66.8	61	132	284	611
35	Lower Azusa	Baldwin to Temple City	65.4	49	106	229	493
36	Temple City	n/o Lower Azusa	66.8	61	132	285	613
37	Lower Azusa	Temple City to Rosemead	64.7	44	96	206	445
38	Rosemead	n/o Lower Azusa	67.3	67	143	309	666
39	Rosemead	Valley to Garvey	70.3	105	226	486	1,047
40	Santa Anita	I-10 to Garvey	68.3	77	166	357	769
41	Garvey	Rosemead to Santa Anita	67.8	71	153	330	711
42	Peck	I-10 to Garvey	66.8	61	132	284	611
43	Garvey	Santa Anita to Peck	67.0	63	136	293	631
44	Valley	I-10 to Garvey	67.2	65	141	303	652
45	Garvey	Peck to Valley	66.0	54	116	250	540
46	Santa Anita	Valley to Ramona	68.6	80	173	372	802
47	Santa Anita	Ramona to I-10	68.8	83	179	386	831
48	Brockaway	Santa Anita to I-10 WB ramps	62.6	RW	69	149	322
49	Temple City	Valley to Olney/I-10 WB ramps	65.4	49	107	230	495
50	Baldwin	Valley to Fair/I-10 EB ramps	66.9	62	134	288	621
51	Lower Azusa	e/o Peck	65.8	53	113	244	526
52	Ramona	e/o Peck	65.3	49	105	226	488
53	Valley	s/o Garvey	65.4	49	106	227	490
54	Arden Way	e/o Arden Drive	61.5	RW	59	126	272

¹ "RW" = Location of the respective noise contour falls within the right-of-way of the road

Table 7-5 (1 of 2)

Year 2035 Without Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Arden Dr	Valley to Rose	62.1	RW	64	138	298
2	Valley	Arden to Gibson	67.8	72	154	332	716
3	Valley Circle	Valley to Project Driveway	46.6	RW	RW	RW	RW
4	Valley	Arden to Valley Circle	68.9	84	181	390	841
5	Arden Dr	Rose to Lower Azusa	62.8	RW	71	153	330
6	Rose	Arden to Gibson	56.3	RW	RW	56	121
7	Santa Anita	Valley to Tyler	67.8	71	154	331	714
8	Valley	Valley Circle - Santa Anita	67.5	68	148	318	685
9	Tyler	Valley to Santa Anita	61.8	RW	61	132	284
10	Valley	Santa Anita to Tyler	66.9	62	134	288	620
11	Valley	Tyler to Ramona	67.0	63	137	295	635
12	Ramona	Tyler to Valley	63.2	RW	76	164	353
13	Peck	Ramona to Valley	67.4	67	144	311	669
14	Valley	Ramona to Peck	68.7	82	177	382	823
15	Peck	Ramona to Lower Azusa	68.1	75	162	348	750
16	Ramona	Valley to Peck	64.0	RW	86	185	399
17	Gibson	Valley to Rose	54.2	RW	RW	RW	89
18	Valley	Gibson to Baldwin	67.8	72	154	332	716
19	Baldwin	Valley to Lower Azusa	67.3	67	143	309	665
20	Valley	Baldwin to Temple City	67.6	69	149	321	691
21	Temple City	Valley to Lower Azusa	67.0	63	136	294	633
22	Valley	Temple City to Mission	67.6	69	149	321	693
23	Rio Hondo	n/o Valley	54.8	RW	RW	45	97
24	Mission	Valley to Rosemead	61.9	RW	62	134	288
25	Valley	Mission to Rosemead	65.5	50	108	234	503
26	Rosemead	Valley to Lower Azusa	69.6	93	201	434	935
27	Valley	w/o Rosemead	67.1	64	137	296	638
28	Arden	n/o Lower Azusa	58.7	RW	RW	82	177
29	Lower Azusa	Baldwin to Arden	65.9	53	115	248	534
30	Santa Anita	n/o Lower Azusa	68.7	82	178	382	824
31	Lower Azusa	Arden to Santa Anita	65.2	48	103	222	478
32	Peck	n/o Lower Azusa	67.6	69	149	321	693
33	Lower Azusa	Santa Anita to Peck	66.3	57	123	264	569

Table 7-5 (2 of 2)

Year 2035 Without Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
34	Baldwin	n/o Lower Azusa	67.1	64	138	297	641
35	Lower Azusa	Baldwin to Temple City	65.6	51	110	238	512
36	Temple City	n/o Lower Azusa	67.1	64	139	299	645
37	Lower Azusa	Temple City to Rosemead	65.0	46	99	214	462
38	Rosemead	n/o Lower Azusa	67.6	69	150	323	695
39	Rosemead	Valley to Garvey	70.6	110	238	512	1,104
40	Santa Anita	I-10 to Garvey	68.6	80	173	372	801
41	Garvey	Rosemead to Santa Anita	68.1	75	161	347	748
42	Peck	I-10 to Garvey	67.1	64	138	297	640
43	Garvey	Santa Anita to Peck	67.3	67	143	309	666
44	Valley	I-10 to Garvey	67.5	68	147	317	684
45	Garvey	Peck to Valley	66.3	57	122	264	568
46	Santa Anita	Valley to Ramona	68.8	83	179	386	832
47	Santa Anita	Ramona to I-10	69.0	86	186	401	863
48	Brockaway	Santa Anita to I-10 WB ramps	62.9	RW	72	156	336
49	Temple City	Valley to Olney/I-10 WB ramps	65.7	51	111	238	513
50	Baldwin	Valley to Fair/I-10 EB ramps	67.1	64	139	299	643
51	Lower Azusa	e/o Peck	66.1	55	119	256	552
52	Ramona	e/o Peck	65.6	51	109	235	506
53	Valley	s/o Garvey	65.7	51	111	238	513
54	Arden Way	e/o Arden Drive	61.7	RW	61	130	281

¹ "RW" = Location of the respective noise contour falls within the right-of-way of the road

Table 7-6 (1 of 2)

Year 2035 With Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Arden Dr	Valley to Rose	63.5	RW	79	171	368
2	Valley	Arden to Gibson	68.0	74	159	343	740
3	Valley Circle	Valley to Project Driveway	49.6	RW	RW	RW	RW
4	Valley	Arden to Valley Circle	69.2	89	191	411	886
5	Arden Dr	Rose to Lower Azusa	63.3	RW	77	166	357
6	Rose	Arden to Gibson	56.4	RW	RW	58	125
7	Santa Anita	Valley to Tyler	67.8	72	155	333	718
8	Valley	Valley Circle - Santa Anita	68.0	74	159	342	736
9	Tyler	Valley to Santa Anita	61.9	RW	62	134	288
10	Valley	Santa Anita to Tyler	67.3	66	142	305	658
11	Valley	Tyler to Ramona	67.3	66	142	307	661
12	Ramona	Tyler to Valley	63.2	RW	76	164	353
13	Peck	Ramona to Valley	67.4	67	144	311	669
14	Valley	Ramona to Peck	68.8	83	180	387	833
15	Peck	Ramona to Lower Azusa	68.2	75	163	350	754
16	Ramona	Valley to Peck	64.2	RW	89	191	411
17	Gibson	Valley to Rose	54.4	RW	RW	RW	91
18	Valley	Gibson to Baldwin	68.0	73	158	341	735
19	Baldwin	Valley to Lower Azusa	67.4	67	144	310	668
20	Valley	Baldwin to Temple City	67.7	70	151	326	703
21	Temple City	Valley to Lower Azusa	67.1	64	137	295	636
22	Valley	Temple City to Mission	67.7	70	151	324	699
23	Rio Hondo	n/o Valley	54.9	RW	RW	46	99
24	Mission	Valley to Rosemead	61.9	RW	62	134	289
25	Valley	Mission to Rosemead	65.6	51	109	235	506
26	Rosemead	Valley to Lower Azusa	69.6	93	201	434	935
27	Valley	w/o Rosemead	67.1	64	138	297	639
28	Arden	n/o Lower Azusa	59.0	RW	RW	86	186
29	Lower Azusa	Baldwin to Arden	66.0	54	117	251	541
30	Santa Anita	n/o Lower Azusa	68.7	82	178	383	825
31	Lower Azusa	Arden to Santa Anita	65.2	48	104	224	482
32	Peck	n/o Lower Azusa	67.6	69	149	321	693
33	Lower Azusa	Santa Anita to Peck	66.4	57	123	265	572

Table 7-6 (2 of 2)

Year 2035 With Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
34	Baldwin	n/o Lower Azusa	67.1	64	139	299	644
35	Lower Azusa	Baldwin to Temple City	65.7	52	112	241	519
36	Temple City	n/o Lower Azusa	67.2	65	139	300	647
37	Lower Azusa	Temple City to Rosemead	65.0	47	101	217	468
38	Rosemead	n/o Lower Azusa	67.7	70	151	325	700
39	Rosemead	Valley to Garvey	70.6	110	238	512	1,104
40	Santa Anita	I-10 to Garvey	68.6	81	174	376	809
41	Garvey	Rosemead to Santa Anita	68.1	75	161	348	750
42	Peck	I-10 to Garvey	67.1	64	139	299	645
43	Garvey	Santa Anita to Peck	67.3	67	143	309	666
44	Valley	I-10 to Garvey	67.6	69	148	319	687
45	Garvey	Peck to Valley	66.3	57	123	264	569
46	Santa Anita	Valley to Ramona	68.9	84	182	391	843
47	Santa Anita	Ramona to I-10	69.1	87	188	405	873
48	Brockaway	Santa Anita to I-10 WB ramps	62.9	RW	73	157	339
49	Temple City	Valley to Olney/I-10 WB ramps	65.7	52	112	241	520
50	Baldwin	Valley to Fair/I-10 EB ramps	67.2	65	140	303	652
51	Lower Azusa	e/o Peck	66.2	55	119	257	554
52	Ramona	e/o Peck	65.7	51	111	238	514
53	Valley	s/o Garvey	65.7	52	111	240	517
54	Arden Way	e/o Arden Drive	61.9	RW	62	133	287

¹ "RW" = Location of the respective noise contour falls within the right-of-way of the road

7.2 EXISTING PROJECT TRAFFIC NOISE LEVEL CONTRIBUTIONS

Table 7-7 presents a comparison of the existing without and with Project conditions CNEL noise levels. Table 7-1 shows that the unmitigated exterior noise levels are expected to range from 44.6 to 70.1 dBA CNEL at 100 feet from each roadway's centerline. Table 7-2 presents the existing with Project conditions unmitigated noise contours that are expected to range from 48.7 to 70.1 dBA CNEL at 100 feet from the roadway centerline. As shown on Table 7-7 the Project is expected to generate an unmitigated exterior noise level increase of up to 1.5 dBA CNEL.

However, the planned project roadway segment of Valley Circle is expected to experience a transportation noise level impact of 4.1 dBA CNEL. While this segment will experience a noise level impact of greater than 3 dBA CNEL, it is not expected to exceed the City's 65 dBA CNEL exterior noise level standard for noise sensitive residential land use. Table 7-7 shows that the study area roadway segments (except Valley Circle) will not experience a readily perceptible noise level increase above 3 dBA CNEL. Based on the thresholds of significance, the proposed Project will not create a significant traffic noise level impact on the study area roadway segments for existing conditions.

7.3 YEAR 2016 PROJECT TRAFFIC NOISE LEVEL CONTRIBUTIONS

Table 7-8 presents a comparison of the existing without and with Project conditions CNEL noise levels. Table 7-3 shows that the unmitigated exterior noise levels are expected to range from 46.4 to 70.3 dBA CNEL at 100 feet from each roadway's centerline. Table 7-4 presents the existing with Project conditions unmitigated noise contours that are expected to range from 49.4 to 70.3 dBA CNEL at 100 feet from the roadway centerline. As shown on Table 7-8 the Project is expected to generate an unmitigated exterior noise level increase of up to 1.4 dBA CNEL.

However, the planned project roadway segment of Valley Circle is expected to experience a transportation noise level impact of 3.0 dBA CNEL for Year 2016 conditions. While this segment will experience a noise level impact of approaching 3 dBA CNEL, it is not expected to exceed the City's 65 dBA CNEL exterior noise level standard for noise sensitive residential land use. Table 7-8 shows that the study area roadway segments (except Valley Circle) will not experience a readily perceptible noise level increase above 3 dBA CNEL. Based on the thresholds of significance, the proposed Project will not create a significant traffic noise level impact on the study area roadway segments for existing conditions.

7.4 YEAR 2035 PROJECT TRAFFIC NOISE LEVEL CONTRIBUTIONS

Table 7-9 presents a comparison of the existing without and with Project conditions CNEL noise levels. Table 7-5 shows that the unmitigated exterior noise levels are expected to range from 46.6 to 70.3 dBA CNEL at 100 feet from each roadway's centerline. Table 7-6 presents the existing with Project conditions unmitigated noise contours that are expected to range from 49.6 to 70.6 dBA CNEL at 100 feet from the

Table 7-7 (1 of 2)

Existing Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact? ¹
			No Project	With Project	Project Addition	
1	Arden Dr	Valley to Rose	61.6	63.1	1.5	No
2	Valley	Arden to Gibson	67.1	67.3	0.2	No
3	Valley Circle	Valley to Project Driveway	44.6	48.7	4.1	No
4	Valley	Arden to Valley Circle	68.2	68.6	0.4	No
5	Arden Dr	Rose to Lower Azusa	62.2	62.8	0.6	No
6	Rose	Arden to Gibson	55.8	56.0	0.2	No
7	Santa Anita	Valley to Tyler	67.2	67.2	-	No
8	Valley	Valley Circle - Santa Anita	66.7	67.3	0.6	No
9	Tyler	Valley to Santa Anita	61.3	61.4	0.1	No
10	Valley	Santa Anita to Tyler	66.3	66.7	0.4	No
11	Valley	Tyler to Ramona	66.5	66.8	0.3	No
12	Ramona	Tyler to Valley	62.7	62.7	-	No
13	Peck	Ramona to Valley	66.9	66.9	-	No
14	Valley	Ramona to Peck	68.2	68.3	0.1	No
15	Peck	Ramona to Lower Azusa	67.6	67.6	-	No
16	Ramona	Valley to Peck	63.4	63.7	0.3	No
17	Gibson	Valley to Rose	53.7	53.9	0.2	No
18	Valley	Gibson to Baldwin	67.1	67.3	0.2	No
19	Baldwin	Valley to Lower Azusa	66.5	66.5	-	No
20	Valley	Baldwin to Temple City	66.9	67.0	0.1	No
21	Temple City	Valley to Lower Azusa	66.1	66.1	-	No
22	Valley	Temple City to Mission	67.0	67.0	-	No
23	Rio Hondo	n/o Valley	54.0	54.1	0.1	No
24	Mission	Valley to Rosemead	61.3	61.3	-	No
25	Valley	Mission to Rosemead	64.9	64.9	-	No
26	Rosemead	Valley to Lower Azusa	69.0	69.0	-	No
27	Valley	w/o Rosemead	66.5	66.5	-	No
28	Arden	n/o Lower Azusa	58.1	58.5	0.4	No
29	Lower Azusa	Baldwin to Arden	65.2	65.3	0.1	No
30	Santa Anita	n/o Lower Azusa	68.1	68.1	-	No
31	Lower Azusa	Arden to Santa Anita	64.6	64.6	-	No
32	Peck	n/o Lower Azusa	67.1	67.1	-	No
33	Lower Azusa	Santa Anita to Peck	65.7	65.7	-	No

Table 7-7 (2 of 2)

Existing Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact? ¹
			No Project	With Project	Project Addition	
34	Baldwin	n/o Lower Azusa	66.5	66.6	0.1	No
35	Lower Azusa	Baldwin to Temple City	65.0	65.1	0.1	No
36	Temple City	n/o Lower Azusa	66.6	66.6	-	No
37	Lower Azusa	Temple City to Rosemead	64.3	64.4	0.1	No
38	Rosemead	n/o Lower Azusa	66.9	66.9	-	No
39	Rosemead	Valley to Garvey	70.1	70.1	-	No
40	Santa Anita	I-10 to Garvey	67.9	68.0	0.1	No
41	Garvey	Rosemead to Santa Anita	67.5	67.6	0.1	No
42	Peck	I-10 to Garvey	66.6	66.7	0.1	No
43	Garvey	Santa Anita to Peck	66.8	66.8	-	No
44	Valley	I-10 to Garvey	66.9	67.0	0.1	No
45	Garvey	Peck to Valley	65.8	65.8	-	No
46	Santa Anita	Valley to Ramona	68.1	68.2	0.1	No
47	Santa Anita	Ramona to I-10	68.3	68.4	0.1	No
48	Brockaway	Santa Anita to I-10 WB ramps	62.3	62.3	-	No
49	Temple City	Valley to Olney/I-10 WB ramps	64.9	65.0	0.1	No
50	Baldwin	Valley to Fair/I-10 EB ramps	66.3	66.4	0.1	No
51	Lower Azusa	e/o Peck	65.6	65.6	-	No
52	Ramona	e/o Peck	65.0	65.1	0.1	No
53	Valley	s/o Garvey	65.2	65.2	-	No
54	Arden Way	e/o Arden Drive	61.2	61.4	0.2	No

¹ A significant impact occurs when the noise level exceeds 65 dBA CNEL and the project generates an increase of greater than 3 dBA.

Table 7-8 (1 of 2)

Year 2016 Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact? ¹
			No Project	With Project	Project Addition	
1	Arden Dr	Valley to Rose	61.8	63.2	1.4	No
2	Valley	Arden to Gibson	67.5	67.7	0.2	No
3	Valley Circle	Valley to Project Driveway	46.4	49.4	3.0	No
4	Valley	Arden to Valley Circle	68.5	68.9	0.4	No
5	Arden Dr	Rose to Lower Azusa	62.4	63.0	0.6	No
6	Rose	Arden to Gibson	55.9	56.1	0.2	No
7	Santa Anita	Valley to Tyler	67.5	67.5	-	No
8	Valley	Valley Circle - Santa Anita	67.2	67.7	0.5	No
9	Tyler	Valley to Santa Anita	61.4	61.6	0.2	No
10	Valley	Santa Anita to Tyler	66.5	67.0	0.5	No
11	Valley	Tyler to Ramona	66.7	67.0	0.3	No
12	Ramona	Tyler to Valley	62.9	62.9	-	No
13	Peck	Ramona to Valley	67.0	67.0	-	No
14	Valley	Ramona to Peck	68.4	68.5	0.1	No
15	Peck	Ramona to Lower Azusa	67.8	67.8	-	No
16	Ramona	Valley to Peck	63.7	63.9	0.2	No
17	Gibson	Valley to Rose	53.9	54.0	0.1	No
18	Valley	Gibson to Baldwin	67.5	67.7	0.2	No
19	Baldwin	Valley to Lower Azusa	67.0	67.0	-	No
20	Valley	Baldwin to Temple City	67.3	67.4	0.1	No
21	Temple City	Valley to Lower Azusa	66.7	66.7	-	No
22	Valley	Temple City to Mission	67.3	67.3	-	No
23	Rio Hondo	n/o Valley	54.4	54.6	0.2	No
24	Mission	Valley to Rosemead	61.6	61.6	-	No
25	Valley	Mission to Rosemead	65.2	65.2	-	No
26	Rosemead	Valley to Lower Azusa	69.2	69.2	-	No
27	Valley	w/o Rosemead	66.7	66.7	-	No
28	Arden	n/o Lower Azusa	58.4	58.7	0.3	No
29	Lower Azusa	Baldwin to Arden	65.6	65.7	0.1	No
30	Santa Anita	n/o Lower Azusa	68.4	68.4	-	No
31	Lower Azusa	Arden to Santa Anita	64.8	64.9	0.1	No
32	Peck	n/o Lower Azusa	67.3	67.3	-	No
33	Lower Azusa	Santa Anita to Peck	66.0	66.0	-	No

Table 7-8 (2 of 2)

Year 2016 Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact? ¹
			No Project	With Project	Project Addition	
34	Baldwin	n/o Lower Azusa	66.8	66.8	-	No
35	Lower Azusa	Baldwin to Temple City	65.3	65.4	0.1	No
36	Temple City	n/o Lower Azusa	66.8	66.8	-	No
37	Lower Azusa	Temple City to Rosemead	64.6	64.7	0.1	No
38	Rosemead	n/o Lower Azusa	67.3	67.3	-	No
39	Rosemead	Valley to Garvey	70.3	70.3	-	No
40	Santa Anita	I-10 to Garvey	68.2	68.3	0.1	No
41	Garvey	Rosemead to Santa Anita	67.8	67.8	-	No
42	Peck	I-10 to Garvey	66.7	66.8	0.1	No
43	Garvey	Santa Anita to Peck	67.0	67.0	-	No
44	Valley	I-10 to Garvey	67.2	67.2	-	No
45	Garvey	Peck to Valley	66.0	66.0	-	No
46	Santa Anita	Valley to Ramona	68.5	68.6	0.1	No
47	Santa Anita	Ramona to I-10	68.7	68.8	0.1	No
48	Brockaway	Santa Anita to I-10 WB ramps	62.5	62.6	0.1	No
49	Temple City	Valley to Olney/I-10 WB ramps	65.3	65.4	0.1	No
50	Baldwin	Valley to Fair/I-10 EB ramps	66.8	66.9	0.1	No
51	Lower Azusa	e/o Peck	65.8	65.8	-	No
52	Ramona	e/o Peck	65.2	65.3	0.1	No
53	Valley	s/o Garvey	65.3	65.4	0.1	No
54	Arden Way	e/o Arden Drive	61.4	61.5	0.1	No

¹ A significant impact occurs when the noise level exceeds 65 dBA CNEL and the project generates an increase of greater than 3 dBA.

Table 7-9 (1 of 2)

Year 2035 Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact? ¹
			No Project	With Project	Project Addition	
1	Arden Dr	Valley to Rose	62.1	63.5	1.4	No
2	Valley	Arden to Gibson	67.8	68.0	0.2	No
3	Valley Circle	Valley to Project Driveway	46.6	49.6	3.0	No
4	Valley	Arden to Valley Circle	68.9	69.2	0.3	No
5	Arden Dr	Rose to Lower Azusa	62.8	63.3	0.5	No
6	Rose	Arden to Gibson	56.3	56.4	0.1	No
7	Santa Anita	Valley to Tyler	67.8	67.8	-	No
8	Valley	Valley Circle - Santa Anita	67.5	68.0	0.5	No
9	Tyler	Valley to Santa Anita	61.8	61.9	0.1	No
10	Valley	Santa Anita to Tyler	66.9	67.3	0.4	No
11	Valley	Tyler to Ramona	67.0	67.3	0.3	No
12	Ramona	Tyler to Valley	63.2	63.2	-	No
13	Peck	Ramona to Valley	67.4	67.4	-	No
14	Valley	Ramona to Peck	68.7	68.8	0.1	No
15	Peck	Ramona to Lower Azusa	68.1	68.2	0.1	No
16	Ramona	Valley to Peck	64.0	64.2	0.2	No
17	Gibson	Valley to Rose	54.2	54.4	0.2	No
18	Valley	Gibson to Baldwin	67.8	68.0	0.2	No
19	Baldwin	Valley to Lower Azusa	67.3	67.4	0.1	No
20	Valley	Baldwin to Temple City	67.6	67.7	0.1	No
21	Temple City	Valley to Lower Azusa	67.0	67.1	0.1	No
22	Valley	Temple City to Mission	67.6	67.7	0.1	No
23	Rio Hondo	n/o Valley	54.8	54.9	0.1	No
24	Mission	Valley to Rosemead	61.9	61.9	-	No
25	Valley	Mission to Rosemead	65.5	65.6	0.1	No
26	Rosemead	Valley to Lower Azusa	69.6	69.6	-	No
27	Valley	w/o Rosemead	67.1	67.1	-	No
28	Arden	n/o Lower Azusa	58.7	59.0	0.3	No
29	Lower Azusa	Baldwin to Arden	65.9	66.0	0.1	No
30	Santa Anita	n/o Lower Azusa	68.7	68.7	-	No
31	Lower Azusa	Arden to Santa Anita	65.2	65.2	-	No
32	Peck	n/o Lower Azusa	67.6	67.6	-	No
33	Lower Azusa	Santa Anita to Peck	66.3	66.4	0.1	No

Table 7-9 (2 of 2)

Year 2035 Project Conditions Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact? ¹
			No Project	With Project	Project Addition	
34	Baldwin	n/o Lower Azusa	67.1	67.1	-	No
35	Lower Azusa	Baldwin to Temple City	65.6	65.7	0.1	No
36	Temple City	n/o Lower Azusa	67.1	67.2	0.1	No
37	Lower Azusa	Temple City to Rosemead	65.0	65.0	-	No
38	Rosemead	n/o Lower Azusa	67.6	67.7	0.1	No
39	Rosemead	Valley to Garvey	70.6	70.6	-	No
40	Santa Anita	I-10 to Garvey	68.6	68.6	-	No
41	Garvey	Rosemead to Santa Anita	68.1	68.1	-	No
42	Peck	I-10 to Garvey	67.1	67.1	-	No
43	Garvey	Santa Anita to Peck	67.3	67.3	-	No
44	Valley	I-10 to Garvey	67.5	67.6	0.1	No
45	Garvey	Peck to Valley	66.3	66.3	-	No
46	Santa Anita	Valley to Ramona	68.8	68.9	0.1	No
47	Santa Anita	Ramona to I-10	69.0	69.1	0.1	No
48	Brockaway	Santa Anita to I-10 WB ramps	62.9	62.9	-	No
49	Temple City	Valley to Olney/I-10 WB ramps	65.7	65.7	-	No
50	Baldwin	Valley to Fair/I-10 EB ramps	67.1	67.2	0.1	No
51	Lower Azusa	e/o Peck	66.1	66.2	0.1	No
52	Ramona	e/o Peck	65.6	65.7	0.1	No
53	Valley	s/o Garvey	65.7	65.7	-	No
54	Arden Way	e/o Arden Drive	61.7	61.9	0.2	No

¹ A significant impact occurs when the noise level exceeds 65 dBA CNEL and the project generates an increase of greater than 3 dBA.

roadway centerline. As shown on Table 7-9 the Project is expected to generate an unmitigated exterior noise level increase of up to 1.4 dBA CNEL.

However, the planned project roadway segment of Valley Circle is expected to experience a transportation noise level impact of 3.0 dBA CNEL for Year 2035 conditions. While this segment will experience a noise level impact of approaching 3 dBA CNEL, it is not expected to exceed the City's 65 dBA CNEL exterior noise level standard for noise sensitive residential land use. Table 7-8 shows that the study area roadway segments (except Valley Circle) will not experience a readily perceptible noise level increase above 3 dBA CNEL. Based on the thresholds of significance, the proposed Project will not create a significant traffic noise level impact on the study area roadway segments for existing conditions.

7.5 TRANSPORTATION RELATED PROJECT NOISE IMPACTS

Project-related vehicular source noise may affect permanent and on-going ambient noise conditions and would not be considered a temporary or periodic noise impact. Applying the Thresholds of Significance discussed in Section 4.0 of this report, the proposed Project will not create a significant traffic noise level impact on the study area roadway segments for Existing, Year 2016 and Year 2035 conditions and, therefore, no mitigation is required.

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8.0 OPERATIONAL NOISE IMPACTS

This section analyzes the potential operational noise impacts resulting from the development of the proposed Walmart. Using a stationary-source noise prediction model, calculations of the Project operational noise level impacts were completed.

8.1 PROJECT RELATED OPERATIONAL NOISE SOURCES

The operational noise impacts associated with the proposed Project are expected to include loading docks, trash compactors, roof-top air condenser units, shopping cart carousels and parking lot activities. Exhibit 8-A identifies the location of the nine (9) noise receiver locations used to assess the operational noise level impacts. Additional nearby noise sensitive receptor locations include the Shripser Elementary School and the Gibson Mariposa Park located approximately 800 feet to the west of the project site. However, noise receiver locations R1, through R3 are representative of the nearest residential receptors located roughly 100 feet west of the Project site. Noise receiver locations C1 through C5 are representative of the nearest commercial receptor locations.

8.2 REFERENCE NOISE LEVELS

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. This section provides a detailed description of the reference noise level measurements shown on Table 8-1 used to estimate the Project operational noise impacts. It is important to note that the following projected noise levels assume the worst-case noise environment with the loading docks, trash compactors, roof-top air condenser units, shopping cart carousels and parking lot activities all operating simultaneously. In reality, these noise level impacts will vary throughout the day. The stationary noise source locations identified on the Project site plan are shown on Exhibit 8-A.

8.2.1 LOADING DOCKS

As part of its operations, the proposed Walmart building will include truck doors and loading facilities at the rear of the store. Six loading docks will be located at the rear of the Project to accommodate truck and vendor deliveries. These docks would be located along the store's easterly (rear) elevation. Truck deliveries may occur 24 hours per day, and would consist of both semi-trucks (larger deliveries would be accomplished by way of 3 + axle tractor-trailer combinations with trailers up to 53 feet in length), and small to medium size (two-axle) trucks. Currently, the applicant anticipates the Walmart store would receive approximately sixty-three (63) deliveries per week, 40 by semi-trucks and 23 by two-axle trucks. The loading docks would be recessed below grade and would be constructed to allow trailers to seal to the docks, thereby directing the unloading noise into the store, rather than onto neighboring uses. The loading dock areas would also be screened acting to further reduce potential fugitive light/noise impacts. In order

EXHIBIT 8-A
NOISE RECIEVER LOCATIONS

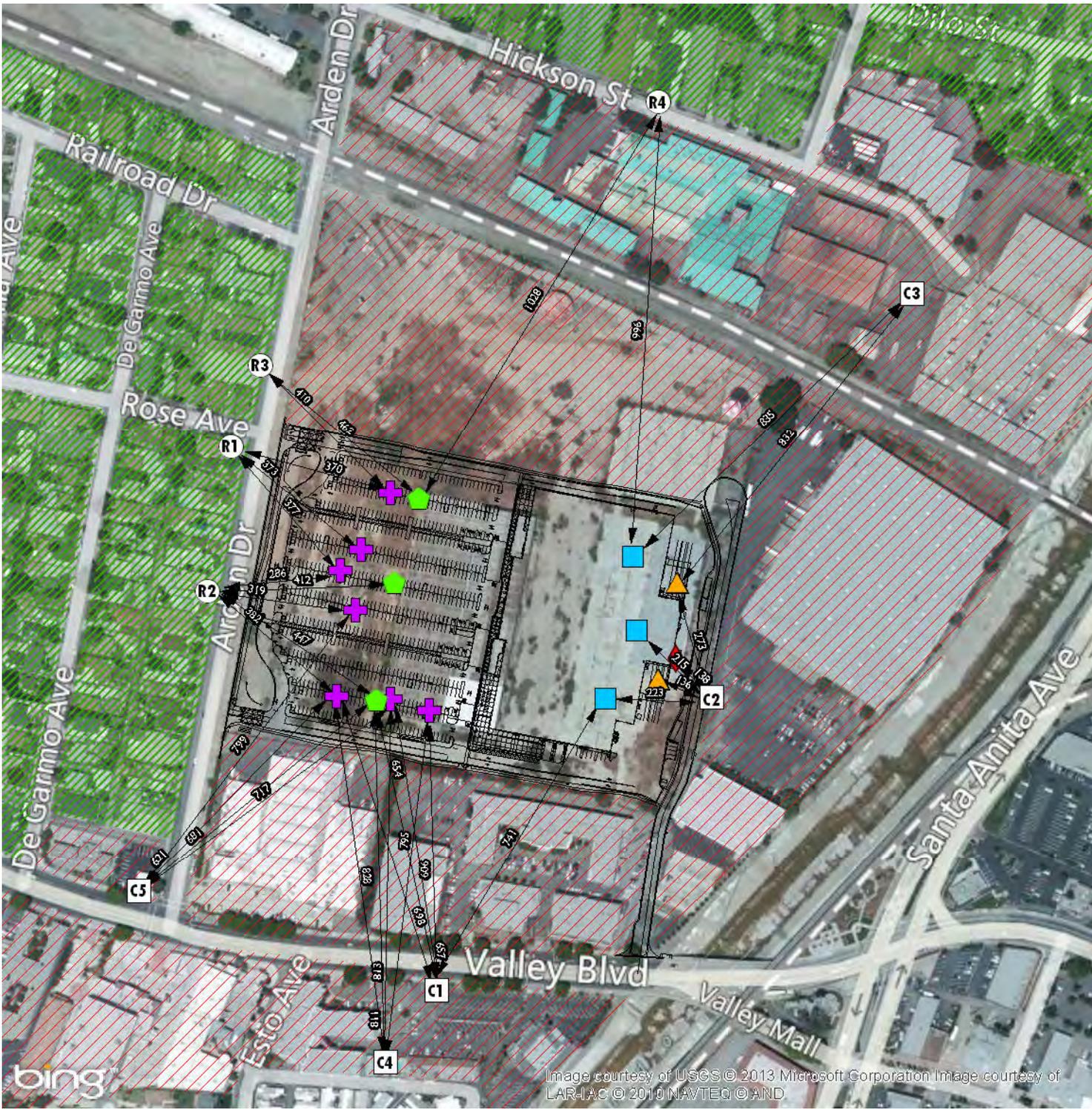


Image courtesy of USGS © 2013 Microsoft Corporation Image courtesy of LAR-IAC © 2010 NAVTEQ © AND

LEGEND:

- | | | | | | | | |
|---|---------------------|---|------------------------|---|---------------------|---|-----------------------|
|  | AIR CONDENSING UNIT |  | RESIDENTIAL RECEIVER |  | TRASH COMPACTOR |  | COMMERCIAL/INDUSTRIAL |
|  | LOADING DOCK |  | SHOPPING CART CAROUSEL |  | COMMERCIAL RECEIVER |  | RESIDENTIAL |
|  | PARKING LOT | | | | | | |

Table 8-1

Reference Noise Level Measurements

Noise Source	Duration (mm:ss)	Distance From Source (Feet)	Noise Source Height (Feet)	Houly Activity (Minutes) ⁵	Hourly (Leq dBA)
Loading Dock Activities ¹	1:00	20.0	8.0	18	77.3
Trash Compactor ²	2:00	50.0	5.0	10	58.1
Air Condenser ³	-	10.0	5.0	30	73.0
Shopping Cart Carousel ⁴	0:17	5.0	3.0	20	72.9
Parking Lot Activity ⁴	15:00	5.0	4.0	60	60.1

¹ As measured at the Huntington Beach Walmart by Urban Crossroads, Inc. on 4/14/11.

² As measured by Urban Crossroads, Inc. on 5/2/2001

³ Data provided by the Krack Technical Bulletin: 0607_469 Rev 0509

⁴As measured by Urban Crossroads, Inc. on 5/30/2012 at the Aliso Viejo Walmart.

⁵ Duration (minutes within the hour) of noise activity during peak hourly conditions.

to evaluate the noise impacts associated with the delivery truck tractor trailer unloading/loading activities, reference noise level measurements were taken at the Huntington Beach Walmart located at the southwest corner of Goldenwest Street and Edinger Avenue by Urban Crossroads Inc. on April 14, 2011. Because the trailer seals to the loading dock, employees unload the tractor trailer from the inside of the store. The receiving crew places a 20' long rolling conveyor assembly inside the trailer to roll merchandise (on pallets or in boxes) into the store. The primary noise generated by tractor trailer unloading is the noise of the truck arriving, backing into the dock area, detaching the cab, attaching the cab to the empty trailer, and exiting the loading dock. The unmitigated noise level was measured at 77.3 dBA Leq at a distance of 20 feet from the tractor trailer.

Noise sources associated with the typical operation of loading docks include maneuvering, loading and unloading of delivery trucks (large and small), refrigeration equipment, engine idling, and airbrakes. Delivery truck delivery activities will last an average of 3–6 minutes per truck, depending on whether or not the loading bay is empty at the time of arrival. In the event idling does occur, idling time would be limited to no more than 5 minutes under California State law (Cal Code Regs. 2485). Delivery trucks are generally equipped with an engine shutdown system that automatically turns off the engine after 5 minutes of idling. In order to analyze a worst-case condition for noise impacts related to delivery, it is assumed that there would be a maximum of three delivery trucks coming to the loading docks and completing delivery activities within a 1-hour period for both daytime and nighttime hours. For the purpose of this noise analysis, a maximum average delivery time of 6 minutes per delivery is used for a total of 18 minutes of activity during the peak noise hour.

8.2.2 TRASH COMPACTORS

In order to assess the impacts created by the trash compactors planned on the Project site, reference noise levels were gathered from the Albertson's Shopping Center in Ladera Ranch, CA by Urban Crossroads Inc. on May 2, 2001. The unmitigated exterior noise levels were measured at 58.1 dBA Leq at a distance of 50 feet from the compactors. A review of the site plan shows one proposed trash compactor located near the Walmart store's southeastern loading dock. It is expected the trash compactor will operate for a maximum of 10 minutes during typical daytime and nighttime conditions.

8.2.3 AIR CONDENSER UNITS

In order to assess the impacts created by the roof-top air conditioning units at the planned Project site, reference noise levels were gathered from the Krack Technical Bulletin: 0607_469 Rev 0509. At a distance of 10 feet, the exterior noise levels are estimated at 73.0 dBA Leq. For the purpose of this noise analysis, the air condenser units were placed on the roof and are estimated to operate for approximately 30 minutes during typical daytime and nighttime conditions. The potential noise attenuation provided by a parapet wall was not included as part of this analysis.

8.2.4 SHOPPING CART CAROUSEL (METAL CARTS):

To evaluate the noise level impacts from shopping carts placed by customers into assigned shopping cart areas, Urban Crossroads collected noise level measurements at the Aliso Viejo Walmart on May 30, 2012. At a distance of 5 feet from the noise source, the noise associated with the placement of the shopping carts into the carousel was measured at 72.9 dBA Leq. The noise impacts are mainly due to the metal shopping carts crashing into other carts already placed in the carousel as well as striking the side rails. This noise impact analysis includes the noise level impacts associated with the adjacent shopping cart carousels with noise impacts expected for approximately 20 minutes an hour for the typical daytime and nighttime conditions.

8.2.5 WALMART PARKING LOT ACTIVITY

To determine the noise level impacts associated with parking lot noise, Urban Crossroads collected reference noise level measurements at the Aliso Viejo Walmart on May 30, 2012. The fifteen minute noise level measurement indicates that the parking lot activity generates a noise level of 60.1 dBA Leq at a distance of five (5) feet. The parking lot noise levels are mainly due to cars pulling in and out of spaces, car alarms sounding, and customers moving shopping carts. Noise associated with parking lot activity is expected during the typical daytime and nighttime conditions for the entire hour.

8.3 PROJECT ONLY OPERATIONAL NOISE LEVELS

Based upon the reference noise levels provided on Table 8-1, it is possible to estimate Project operational source noise levels that would be observed at each receiver location. Table 8-2 presents the unmitigated exterior noise levels associated with the proposed Walmart El Monte commercial uses at the noise receiver locations surrounding the project site. The operational noise level calculations shown on Table 8-2 identify the distance from the reference noise source to the noise receivers, the distance attenuation, and the estimated Project related hourly noise levels. The distance attenuation is provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. With geometric spreading, sound levels attenuate (or decrease) at a rate of 6 dB for each doubling of distance from a point source.

Table 8-2 indicates that the hourly noise levels are associated with the Walmart operations are expected to range from 29.8 to 56.9 dBA Leq. The operational source noise level projections include, where appropriate, loading docks, trash compactors, roof-top air condenser units, shopping cart carousels and parking lot activities. The stationary source noise calculations are included in Appendix 8.1.

Table 8-2 (1 of 2)

Operational Noise Level Projections (Leq dBA)

Receiver Location ¹	Noise Source	Distance From Source To Receiver (Feet)	Distance Attenuation	Raw Exterior Noise Level ²	Duration (Minutes) ³	Hourly Noise Levels ⁴
R1	Shopping Cart	370'	-37.4	35.5	20	30.7
	Shopping Cart	373'	-37.5	35.4	20	30.6
	Shopping Cart	377'	-37.5	35.4	20	30.6
	Total Project Operational Noise Level:					35.4
R2	Shopping Cart	286'	-35.1	37.8	20	33.0
	Parking Lot	412'	-38.3	21.8	60	21.8
	Shopping Cart	319'	-36.1	36.8	20	32.0
	Parking Lot	447'	-39.0	21.1	60	21.1
	Shopping Cart	382'	-37.7	35.2	20	30.4
Total Project Operational Noise Level:					37.0	
R3	Parking Lot	462'	-39.3	20.8	60	20.8
	Shopping Cart	410'	-38.3	34.6	20	29.8
	Total Project Operational Noise Level:					30.3
R4	Parking Lot	1028'	-46.3	13.8	60	13.8
	Air Condenser	996'	-40.0	33.0	30	30.0
	Total Project Operational Noise Level:					30.1
C1	Shopping Cart	698'	-42.9	30.0	20	25.2
	Parking Lot	654'	-42.3	17.8	60	17.8
	Shopping Cart	909'	-45.2	27.7	20	22.9
	Shopping Cart	657'	-42.4	30.5	20	25.7
	Total Project Operational Noise Level:					29.8
C2	Loading Dock	136'	-16.7	60.6	18	55.4
	Loading Dock	273'	-22.7	54.6	18	49.4
	Trash Compactor	138'	-8.8	49.3	10	41.5
	Air Condenser	223'	-27.0	46.0	30	43.0
	Air Condenser	215'	-26.6	46.4	30	43.4
	Total Project Operational Noise Level:					56.9
C3	Loading Dock	832'	-32.4	44.9	18	39.7
	Air Condenser	835'	-38.4	34.6	30	31.6
	Total Project Operational Noise Level:					40.3

Table 8-2 (2 of 2)

Operational Noise Level Projections (Leq dBA)

Receiver Location ¹	Noise Source	Distance From Source To Receiver (Feet)	Distance Attenuation	Raw Exterior Noise Level ²	Duration (Minutes) ³	Hourly Noise Levels ⁴
C4	Shopping Cart	828'	-44.4	28.5	20	23.7
	Parking Lot	811'	-44.2	15.9	60	15.9
	Shopping Cart	813'	-44.2	28.7	20	23.9
	Shopping Cart	795'	-44.0	28.9	20	24.1
	Total Project Operational Noise Level:					
C5	Shopping Cart	799'	-44.1	28.8	20	24.0
	Shopping Cart	621'	-41.9	31.0	20	26.2
	Parking Lot	681'	-42.7	17.4	60	17.4
	Shopping Cart	717'	-43.1	29.8	20	25.0
	Total Project Operational Noise Level:					

¹ See Exhibit 8-A for the noise receiver locations.

² Raw unmitigated exterior noise level during noise source event at the noise receiver location.

³ Duration (minutes within the hour) of noise activity during peak hourly conditions.

⁴ Estimated project stationary source noise levels during peak hour conditions.

8.4 PROJECT OPERATIONAL NOISE IMPACTS

8.4.1 RESIDENTIAL RECEIVERS

Tables 8-3 and 8-4 show that the expected total Project operational noise levels associated with the Walmart will not exceed the City of El Monte 50 dBA Leq daytime or 45 dBA Leq nighttime residential noise standards at the four residential receiver locations (R1 through R4). To assess the Project related noise level impacts (Project contribution), the existing hourly ambient noise level measurements were combined with the operational source noise level projections generated by the Project. Tables 8-3 and 8-4 show that the Project is not expected to increase the exterior noise levels at residential receiver locations R1 through R4.

The operational noise impact analysis shows that the Project will not generate Project related noise levels exceeding the daytime 50 dBA Leq or nighttime 45 dBA Leq noise level standards AND create a “barely perceptible” 3 dBA or greater permanent increase in ambient exterior noise levels. The operational noise analysis shows that the Project will result in a less than significant noise impact to the surrounding noise sensitive residential receivers.

8.4.2 COMMERCIAL RECEIVERS

The expected operational Project noise impacts at the five nearby commercial receiver locations are presented on Tables 8-3 and 8-4. The total Project operational noise levels associated with the Walmart will not exceed the City of El Monte commercial property exterior noise level limits of 65 dBA during the daytime hours between (7 a.m. to 10 p.m.) or 60 dBA Leq during nighttime hours between (10 p.m. to 7 a.m.). Table 8-3 shows that the Project will contribute a noise level impact of 0.9 dBA Leq during the daytime hours at the nearby commercial receiver locations. However, due to the low ambient noise levels observed at the noise level measurement location L4, the Project is expected to create a 3.6 dBA Leq noise level increase during the nighttime hours. While the project will generate a noise level increase of greater than 3 dBA, at no time are the project operational noise level expected to exceed the City of El Monte 60 dBA Leq nighttime noise standards for commercial receivers.

The operational noise impact analysis shows that the Project will NOT generate Project related noise levels exceeding the daytime 65 dBA Leq or nighttime 60 dBA Leq noise level standards AND create a “barely perceptible” 3 dBA or greater permanent increase in ambient exterior noise levels. While receiver location C2 is expected to experience a noise impact of greater than 3 dBA, the Project noise levels are estimated at 56.9 dBA Leq and are NOT expected to exceed the City of El Monte exterior noise level standard of 60 dBA during the nighttime hours. The operational noise analysis shows that the Project will result in a less than significant noise impact to the surrounding commercial receivers.

Table 8-3

**Operational Noise Level Impacts (Leq dBA)
Daytime (7 a.m. to 10 p.m.)**

Receiver Location ¹	Total Project Operational Noise Level ²	Noise Level Measurement Observer Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient	Project Contribution
R1	35.4	L1	62.5	62.6	0.0
R2	37.0	L2	63.9	63.9	0.0
R3	30.3	L2	63.9	63.9	0.0
R4	30.1	L2	63.9	63.9	0.0
50.0 Daytime (7am to 10pm) Residential Noise Standard					
C1	29.8	L3	65.2	65.2	0.0
C2	56.9	L4	63.1	64.0	0.9
C3	40.3	L4	63.1	63.1	0.0
C4	28.9	L3	65.2	65.2	0.0
C5	30.2	L3	65.2	65.2	0.0
65.0 Daytime (7am to 10pm) Commercial Noise Standard					

¹ See Exhibit 8-A for the noise receiver locations.

² Total project operational noise level with mitigation as shown on Table 8-2.

³ Reference noise measurement locations as shown on Exhibit 5-A.

⁴ Energy (logarithmic) average hourly daytime ambient noise levels as shown on Table 5-1.

Table 8-4

**Operational Noise Level Impacts (Leq dBA)
Nighttime (10 p.m. to 7 a.m.)**

Receiver Location ¹	Total Project Operational Noise Level ²	Noise Level Measurement Observer Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient	Project Contribution
R1	35.4	L1	57.1	57.2	0.0
R2	37.0	L2	59.4	59.4	0.0
R3	30.3	L2	59.4	59.4	0.0
R4	30.1	L2	59.4	59.4	0.0
45.0 Nighttime (10 pm to 7 am) Residential Noise Standard					
C1	29.8	L3	60.0	60.0	0.0
C2	56.9	L4	55.7	59.4	3.6
C3	40.3	L4	55.7	55.8	0.1
C4	28.9	L3	60.0	60.0	0.0
C5	30.2	L3	60.0	60.0	0.0
60.0 Nighttime (10 pm to 7 am) Commercial Noise Standard					

¹ See Exhibit 8-A for the noise receiver locations.

² Total project operational noise level with mitigation as shown on Table 8-2.

³ Reference noise measurement locations as shown on Exhibit 5-A.

⁴ Energy (logarithmic) average hourly nighttime ambient noise levels as shown on Table 5-1.

9.0 CONSTRUCTION NOISE IMPACTS

This section analyzes potential noise and vibration impacts resulting from the short-term construction related impacts associated with the development of the Project.

9.1 CONSTRUCTION NOISE STANDARDS

As described earlier in Section 3.4.2, the City's code limits construction activities to the hours between 6:00 a.m. and 7:00 p.m. Monday through Friday or between the hours of 8:00 a.m. and 7:00 p.m. on Saturday and Sunday. While the City of El Monte Code of Ordinances limits the hours of construction activity, it does not specifically identify construction noise level limits. However, to assess the potential project related construction noise level impacts, the County of Los Angeles construction reference noise level limit of 75 dBA Leq is used for the purpose of this analysis. Construction noise impacts exceeding 75 dBA Leq may be considered a "substantial temporary or periodic noise increase" and, therefore, represents a short-term significant impact.

9.2 CONSTRUCTION NOISE LEVELS

In January 2006, the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model (RCNM) that includes a national database of construction equipment reference noise emission levels. The RCNM equipment database, as shown in Appendix 9.1, provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. The usage factor is a key input variable of the RCNM noise prediction model that is used to calculate the average Leq noise levels based on the Lmax noise levels measured at a distance of 50 feet. Table 9-1 identifies the reference noise levels and usage factors used to estimate the construction noise level impacts by phase.

Noise levels generated by heavy construction equipment can range from approximately 70 dBA to in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 78 dBA measured at 50 feet from the noise source to the receptor would be reduced to 72 dBA at 100 feet from the source to the receptor, and would be further reduced to 66 dBA at 200 feet from the source to the receptor. The construction noise levels including the number and mix of construction equipment by construction phase are consistent with the data used to support the construction emissions in the *Walmart El Monte Air Quality Impact Analysis* prepared by Urban Crossroads Inc. in August 2013.

Table 9-1

Construction Equipment Reference Noise Levels¹

Equipment	Useage Factor ²	Reference Noise Level @ 50 Feet (Lmax dBA)
Scraper	40%	84
Grader	40%	85
Rubber Tired Dozer	40%	79
Tractor/Loader/Backhoe	40%	78
Excavator	40%	81
Pavers	50%	77
Rollers	20%	80
Paving Equipment	40%	76
Forklift	20%	75
Generator Sets	50%	81
Generator Sets	50%	81
Cranes	16%	81
Welder	40%	74

¹ Source: FHWA's Roadway Construction Noise Model, January 2006.

² Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

9.3 CONSTRUCTION NOISE ANALYSIS

Table 9-2 to 9-5 present the short-term construction noise levels for each stage of construction at representative nearest receiver locations. Noise receiver locations R1, through R4 are representative of the nearest residential receptor locations. Receiver locations C1 through C5 are representative of the nearest commercial receptor locations. The construction noise analysis indicates that the unmitigated Project construction noise levels are expected to range from 80.9 to 88.3 dBA Leq at a distance of 50 feet.

The analysis shows that the highest construction noise level impacts will occur during the grading construction activities. As shown on Table 9-6, the peak grading construction noise levels are expected to range from 63.5 to 84.2 dBA Leq at receiver location R1 through R4, and from 65.3 to 84.2 dBA Leq at receiver locations C1 through C5. The short-term construction noise level impacts are expected to exceed the 75 dBA Leq noise level threshold of significance. Therefore, the construction noise impacts represent a short-term significant impact.

9.4 CONSTRUCTION NOISE ABATEMENT MEASURES

Though construction noise is temporary, intermittent and of short duration, and will not present any long-term impacts, the following noise abatement measures would minimize the noise levels produced by the construction equipment to the nearby noise receptors.

- Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall not occur between the hours of 7:00 p.m. and 6:00 a.m. Monday through Friday or between the hours of 7:00 p.m. and 8:00 a.m. on Saturday and Sunday. The Project construction supervisor shall ensure compliance with the note and the City shall conduct periodic inspection at its discretion.
- During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all project construction.
- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 p.m. and 6:00 a.m. Monday through Friday, or

Table 9-2

Grading Construction Noise Levels¹

Equipment Type	Quantity	Usage Factor ²	Hours Of Operation ³	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 50 Feet (Leq dBA)
Scraper	2	40%	3.2	84.0	83.0
Grader	2	40%	3.2	85.0	84.0
Rubber Tired Dozer	2	40%	3.2	79.0	78.0
Tractor/Loader/Backhoe	2	40%	3.2	78.0	77.0
Excavator	2	40%	3.2	81.0	80.0
Cumulative Hourly Noise Levels 50 Feet (Leq dBA)					88.3

Receiver Location ⁴	Distance To Property Line (In Feet) ⁵	Noise Level Reduction Due To Distance (dBA)	Construction Noise Level (Leq dBA)
R1	100'	-6.0	82.2
R2	80'	-4.1	84.2
R3	150'	-9.5	78.7
R4	860'	-24.7	63.5
C1	480'	-19.6	68.6
C2	80'	-4.1	84.2
C3	700'	-22.9	65.3
C4	670'	-22.5	65.7
C5	420'	-18.5	69.8

¹ Source: FHWA's Roadway Construction Noise Model, January 2006.

² Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

³ Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

⁴ Receiver locations are presented on Exhibit 8-A

⁵ Distance from the nearest point of construction activity to the nearest receiver.

Table 9-3

Utilities/Underground Construction Noise Levels¹

Equipment Type	Quantity	Usage Factor ²	Hours Of Operation ³	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 50 Feet (Leq dBA)
Rubber Tired Dozer	3	40%	3.2	79.0	79.8
Tractor/Loader/Backhoe	4	40%	3.2	78.0	80.0
Cumulative Hourly Noise Levels 50 Feet (Leq dBA)					82.9

Receiver Location ⁴	Distance To Property Line (In Feet) ⁵	Noise Level Reduction Due To Distance (dBA)	Construction Noise Level (Leq dBA)
R1	100'	-6.0	76.9
R2	80'	-4.1	78.8
R3	150'	-9.5	73.4
R4	860'	-24.7	58.2
C1	480'	-19.6	63.3
C2	80'	-4.1	78.8
C3	700'	-22.9	60.0
C4	670'	-22.5	60.4
C5	420'	-18.5	64.4

¹ Source: FHWA's Roadway Construction Noise Model, January 2006.

² Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

³ Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

⁴ Receiver locations are presented on Exhibit 8-A

⁵ Distance from the nearest point of construction activity to the nearest receiver.

Table 9-4

Curb, Gutter, Flatwork and Parking Lot Construction Noise Levels¹

Equipment Type	Quantity	Usage Factor ²	Hours Of Operation ³	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 50 Feet (Leq dBA)
Pavers	2	50%	4.0	77.0	77.0
Rollers	2	20%	1.6	80.0	76.0
Paving Equipment	2	40%	3.2	76.0	75.0
Cumulative Hourly Noise Levels 50 Feet (Leq dBA)					80.9

Receiver Location ⁴	Distance To Property Line (In Feet) ⁵	Noise Level Reduction Due To Distance (dBA)	Construction Noise Level (Leq dBA)
R1	100'	-6.0	74.8
R2	80'	-4.1	76.8
R3	150'	-9.5	71.3
R4	860'	-24.7	56.2
C1	480'	-19.6	61.2
C2	80'	-4.1	76.8
C3	700'	-22.9	57.9
C4	670'	-22.5	58.3
C5	420'	-18.5	62.4

¹ Source: FHWA's Roadway Construction Noise Model, January 2006.

² Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

³ Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

⁴ Receiver locations are presented on Exhibit 8-A

⁵ Distance from the nearest point of construction activity to the nearest receiver.

Table 9-5

Building Construction/Painting Construction Noise Levels¹

Equipment Type	Quantity	Usage Factor ²	Hours Of Operation ³	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 50 Feet (Leq dBA)
Tractor/Loader/Backhoe	3	40%	3.2	78.0	78.8
Forklift	3	20%	1.6	75.0	72.8
Generator Sets	1	50%	4.0	81.0	78.0
Cranes	1	16%	1.3	81.0	73.0
Welder	1	40%	3.2	74.0	70.0
Air Compressor	1	40%	3.2	78.0	74.0
Cumulative Hourly Noise Levels 50 Feet (Leq dBA)					83.3

Receiver Location ⁴	Distance To Property Line (In Feet) ⁵	Noise Level Reduction Due To Distance (dBA)	Construction Noise Level (Leq dBA)
R1	100'	-6.0	77.3
R2	80'	-4.1	79.2
R3	150'	-9.5	73.7
R4	860'	-24.7	58.6
C1	480'	-19.6	63.6
C2	80'	-4.1	79.2
C3	700'	-22.9	60.4
C4	670'	-22.5	60.7
C5	420'	-18.5	64.8

¹ Source: FHWA's Roadway Construction Noise Model, January 2006.

² Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

³ Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

⁴ Receiver locations are presented on Exhibit 8-A

⁵ Distance from the nearest point of construction activity to the nearest receiver.

Table 9-6

Receiver Construction Noise Levels (dBA Leq)

Construction Phase	Hourly Noise Levels (dBA Leq) ¹								
	R1	R2	R3	R4	C1	C2	C3	C4	C5
Grading	82.2	84.2	78.7	63.5	68.6	84.2	65.3	65.7	69.8
Utilities/Underground	76.9	78.8	73.4	58.2	63.3	78.8	60.0	60.4	64.4
Curb, Gutter, Flatwork and Parking Lot	74.8	76.8	71.3	56.2	61.2	76.8	57.9	58.3	62.4
Building Construction/Painting	77.3	79.2	73.7	58.6	63.6	79.2	60.4	60.7	64.8
Peak Construction Activity ²	82.2	84.2	78.7	63.5	68.6	84.2	65.3	65.7	69.8
Significant Impact ³	Yes	Yes	Yes	No	No	Yes	No	No	No

¹ Construction noise calculations by phase are shown on Tables 9-2 through 9-5.

² Estimated construction noise levels during peak operating conditions.

³ Daytime (6am to 7pm) peak construction activity exceed 75 dBA Leq.

between the hours of 7:00 p.m. and 8:00 a.m. on Saturday or Sunday). Haul routes shall not pass sensitive land uses or residential dwellings.

Implementation of the construction noise abatement measures would act to minimize Project construction-source noise impacts. However, it is conservatively assumed that the 75 dBA Leq construction noise level threshold would still likely be exceeded (at least intermittently). Project construction-source noise impacts are therefore recognized as a significant short-term impact. These noise impacts will tend to diminish as the use of heavy equipment in the early construction stages concludes, and will dissipate entirely at the end of construction activities.

9.5 CONSTRUCTION VIBRATION IMPACTS

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from project construction activities would cause only intermittent, localized intrusion. The proposed project's construction activities most likely to cause vibration impacts are:

- **Heavy Construction Equipment:** Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to building, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact.
- **Trucks:** Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration. Construction activities that would occur within the Project site are expected to include grading and excavation, which would have the potential to generate low levels of ground-borne vibration. Using the vibration source level of construction equipment provided on Table 9-7 and the construction vibration assessment methodology published by the FTA, it is possible to estimate the project vibration impacts. Table 9-7 presents the expect Project related vibration levels at each of the nine (9) receiver locations.

Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference level of 87 VdB at a distance of 25 feet. At distances ranging from 80 to 860 feet from the Project site, construction vibration levels are expected to range from 11.9 to 71.8 VdB. Using the construction vibration assessment methods provided by the Federal Transit Administration (FTA) the proposed project site will not include nor require equipment, facilities, or activities that would result in a

Table 9-7

Construction Equipment Vibration Levels (VdB)¹

Equipment	Reference Vibration Levels at 25 feet (VdB)	Receiver Vibration Levels (VdB)								
		R1	R2	R3	R4	C1	C2	C3	C4	C5
Small bulldozer	58	39.9	42.8	34.7	11.9	19.5	42.8	14.6	15.2	21.2
Jackhammer	79	60.9	63.8	55.7	32.9	40.5	63.8	35.6	36.2	42.2
Loaded Trucks	86	67.9	70.8	62.7	39.9	47.5	70.8	42.6	43.2	49.2
Large bulldozer	87	68.9	71.8	63.7	40.9	48.5	71.8	43.6	44.2	50.2
Significant Impact ²		No	No	No	No	No	No	No	No	No

¹ Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.

² Ground-borne vibration levels exceeding the recommended FTA guidelines of 80 VdB

perceptible human response (annoyance). The project construction is not expected to generate vibration levels exceeding the FTA maximum acceptable vibration standard of 80 (VdB) and therefore, the vibration level impacts are considered less than significant.

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APPENDIX 3.1

City of El Monte General Plan (Public Health and Safety)

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CITY OF EL MONTE



NOISE LEVELS

Like all highly urbanized areas, the City of El Monte is subject to noise from a myriad of sources. These include roadways, the airport, industry, and industry. The presence of these noise sources is particularly acute because many of the City's residential neighborhoods are located in close proximity to sources of noise. The major sources of noise in El Monte are:

Roadways

The City major arterials include Valley Boulevard, Peck Road, Durfee Avenue, Garvey Avenue, Santa Anita Avenue, Ramona Boulevard, Lower Azusa Road, Baldwin Avenue, Arden Drive, Tyler Avenue, Cogswell Road, and Merced Avenue. Noise from these roads is bounded by less noise sensitive commercial uses, except for homes along Lower Azusa, Peck, Tyler, and Arden. The City is also bisected by I-10, which produces unacceptable levels of noise often exceeding 65 CNEL.

Railroads

The Southern Pacific Railroad passes through the center and northwest portion of El Monte and carries passenger and freight trains. The Union Pacific Railroad (UPRR) also contributes to noise from freight and Metrolink commuter trains. The UPRR heads northwest/southeast through the center of the City. The Metrolink line follows the I-10 until the Rio Hondo River, then heads north to join UPRR. These trains generate noise from locomotive engines and railcars often in excess of 65 CNEL.

El Monte Airport

El Monte Airport is located along the Rio Hondo River in north El Monte. This general aviation airport generates noise primarily along the flight path from aircraft landings and departures. Landings and takeoffs occur to the north/south with planes generally flying east over the City. Noise from this general aviation airport, while noticeable, is less than the noise produced from jets at larger commercial airports. Generally, the 1991 General Plan found that no residential uses fall within the 65 CNEL noise contour.

Stationary Sources

Stationary noise sources include a variety of industrial uses, primarily located in the Northwest Redevelopment Project Area. The primary sources of stationary noise would be from machinery used in industries, heating-ventilation-air conditioning units, generators, and other equipment. Many of these industrial uses have scaled back operations or vacated the area. Still, the level of noise from industrial uses can be significant and impact residential areas located adjacent to them, such as in Arden Village.

Table PHS-1 Noise/Land Use Compatibility Standards

Land Uses	CNEL (dBA)						
	50	55	60	65	70	75	80
Residential-Low Density Single Family, Duplex, Mobile Homes	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Residential- Multiple Family	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging: Hotels and Motels	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playground, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Office Buildings, Businesses, Commercial and Professional	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable

Explanatory Notes

-  **Normally Acceptable:** Specified land use is satisfactory based on the assumption that any buildings involved are of conventional construction, without special noise insulation requirements.
-  **Conditionally Acceptable:** New construction should be undertaken only after a detailed analysis of the noise reduction requirements and needed noise insulation features are included in the design.
-  **Normally Unacceptable:** New construction should be discouraged, unless a detailed analysis of noise reduction requirements is made and needed insulation features are fully included in the design.
-  **Clearly Unacceptable:** New construction or development should generally not be undertaken.

Source: El Monte General Plan. Noise Element, Figure N-2, Noise/Land Use Compatibility Standards, 1991. Based on Governor's Office of Planning and Research. Guidelines for Preparation of Content of the Noise Element of the General Plans, 1986.

Primary noise sources in the City will not go away. The City will utilize the noise/land use compatibility guidelines outlined in Table PHS-1 (Noise/Land Use Compatibility Criteria) in making land use decisions. These compatibility guidelines show a range of noise standards for various land use categories. Depending on the ambient environment, these basic guidelines may be tailored for existing noise and land use characteristics. The matrix defines noise in terms of CNEL and expressed in dB that measure sound intensity. Noise levels occurring during nighttime hours are weighted more heavily than during the daytime.

The City Municipal Code sets forth stricter noise standards (Table PHS-2) than the State of California and is preempted by the federal government from establishing stricter noise standards. City noise standards are not to be exceeded by 10 dBA for a cumulative period of 1 minute in any hour, or by 15 dBA for any period of time (less than one minute in an hour). These standards do not apply to noise that is preempted by State or federal standards. The City also limits the use of power construction tools or equipment to certain timeframes, unless performing emergency work.

Table PHS-2 El Monte Land Use Guidelines for Exterior Noise

<i>Parcel Details</i>	<i>Hours of Day</i>	
	<i>7:00 a.m. to 10:00 p.m.</i>	<i>10:00 p.m. to 7:00 a.m.</i>
Single family Residential	50 dBA	45 dBA
Multiple-family Residential	55 dBA	50 dBA
Residential 150 ft from Freeway	62 dBA	58 dBA
Commercial	65 dBA	60 dBA
Industrial	70 dBA	70 dBA

Source: El Monte Municipal Code, Title 8, Chapter 8.36, Noise Control.

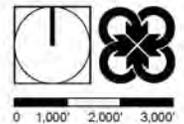
The City has no direct control over noise produced by trucks, cars and trains because State and Federal regulations preempt local laws. Given that the City cannot control this noise at the source, City noise programs focus on reducing the impact of transportation noise along freeways, arterial roadways, and rail corridors. Site planning, landscaping, topography and the design and construction of noise barriers will be used where feasible to minimize noise from vehicular traffic. Setbacks and buffers can also be used to achieve noise reduction. Where other noise mitigation methods are possible and feasible, the City will consider such methods.

Figures PHS-5 show the future noise contours in El Monte that may determine the need for mitigation. The following goal and policies set the City’s priorities for furthering a peaceful living environment in El Monte.

Figure PHS-5 Future Noise Contours in El Monte



- | | | | |
|--|---------------------|--|-----------------|
| | Airport Runway | | Roadway 60 CNEL |
| | Airport Policy Area | | Roadway 65 CNEL |
| | 70 CNEL | | Roadway 70 CNEL |
| | | | Roadway 70 CNEL |



Goal PHS-8

Proper planning for the threat of manmade and natural hazards so as to minimize, to the greatest extent possible, the risk to life, limb, property, and essential facilities through emergency preparedness, recovery, and response.

Policies

- PHS-8.1 **Residential Neighborhoods.** Continue to enforce noise abatement and control measures in El Monte, particularly within residential neighborhoods and around noise sensitive land uses.
- PHS-8.2 **Land Use Compatibility.** Require the inclusion of noise-reducing design features in development consistent with standards in PHS-1, Title 24 California Code of Regulations and the El Monte Municipal Code.
- PHS-8.3 **Site Planning.** Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collection areas.
- PHS-8.4 **Railroad Noise.** Identify and aggressively pursue funding sources and partnerships to provide grade separations, sound walls along train routes, and technology as noise reduction measures.
- PHS-8.5 **Airport Noise.** Work with Los Angeles County Airport Land Use Commission to ensure that noise generated from the airport does not unduly affect adjacent residential neighborhoods.
- PHS-8.6 **Roadway Noise.** Work with Caltrans to install improvements along the Interstate-10 and State Route 605 to reduce or mitigate the noise impacts from freeways.

APPENDIX 3.2

City of El Monte Code of Ordinances

Chapter 8.36 NOISE CONTROL

Sections:

[8.36.010 Declaration of policy.](#)

[8.36.020 Definitions.](#)

[8.36.030 Sound level measurements.](#)

[8.36.040 Ambient noise standards.](#)

[8.36.050 Special noise sources.](#)

[8.36.060 Noise level measurement.](#)

[8.36.070 Nonconforming uses.](#)

[8.36.080 Noise disturbance prohibited.](#)

[8.36.090 Abatement of noise disturbance.](#)

[8.36.100 Costs for abatement of a noise disturbance assembly.](#)

[8.36.110 Manner of enforcement—Violation and penalty.](#)

8.36.010 Declaration of policy.

It is declared to be the policy of the city to prohibit unnecessary, excessive, and annoying noises from all sources subject to its police power. It is recognized that at certain levels noises are detrimental to the health and welfare of the citizenry and in the public interest shall be controlled or eliminated.

(Prior code § 5910)

8.36.020 Definitions.

Unless the context otherwise clearly indicates, the words and phrases used in this chapter are defined as follows:

"A-weighted sound pressure level" means the sound pressure level as measured with a sound meter using the A-weighting network. The standard notation is dBA.

"Ambient noise level" means the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding the alleged offensive noise, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

"Decibel" means a unit of level for measuring the volume of a sound, equal to the logarithm of the ratio of the sound pressure of a standard sound (.0002 microbars). The standard notation is dB.

"Fixed noise source" means a stationary device which creates sounds while fixed or motionless, including but not limited to industrial and commercial machinery and equipment, pumps, fans, compressors, generators, air conditioners and refrigeration equipment.

"Hertz" means the complete sequence of values of a periodic quantity which occurs during a period.

"Impact noise" means the noise produced by the collision of one mass in motion with a second mass which may be either in motion or at rest.

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Chapter 8.36 NOISE CONTROL

"Impulsive noise" means and includes any noise which is composed of momentary noises that are repeated at sufficiently slow rates, such that a sound level meter set at "slow" meter characteristics will show changes in sound pressure level greater than ten (10) dBA.

"Mobile noise source" means any noise source other than a fixed noise source.

"Noise disturbance" means any sound or noise which endangers or injures the safety or health of human beings or animals or which annoys or disturbs reasonable persons of normal sensitivities or which is of such a noise level or volume as would annoy or disturb reasonable persons of normal sensitivities or which endangers or injures personal or real property, or which violates the ambient noise standards set forth in Section of this chapter.

"Sound level meter" means a measurement instrument containing a microphone or amplifier, an output meter and "A" frequency weighting networks for the measurement of sound levels, which satisfies the pertinent requirements, in American Specifications for Type 2 Sound Level Meters S1.4-1971, or the most recent revision thereof.

"Steady noise" means noise for which the sound pressure level remains essentially constant during the period of observation. It does not vary more than six (6) dBA when measured with the "slow" meter response of a sound level meter.

(Prior code §§ 5920—5920.11)

8.36.030 Sound level measurements.

Any sound level measurement made pursuant to the provisions of this chapter shall be measured with a sound level meter using the "A" weighting network and slow response as defined in [Section 8.36.020](#).

(Prior code § 5930)

8.36.040 Ambient noise standards.

A. The following ambient noise standards, unless otherwise specifically indicated, shall apply to all property within their assigned zoning districts and said standards shall constitute the permissible noise level:

Zone	Day 7:00 a.m. to 10:00 p.m.	Night 10:00 p.m. to 7:00 a.m.
Single-family	50 dBA	45 dBA
Multifamily	55 dBA	50 dBA
Commercial	65 dBA	60 dBA
Industrial	70 dBA	70 dBA

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- B. It is unlawful for any person to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five (5) decibels for a cumulation period of fifteen (15) minutes in any hour.
- C. At the boundary line between a residential zone and a commercial and/or manufacturing zone, the noise level of the residential zone shall be used.
- D. If a residential use is located within a commercial or industrial zone, the ambient noise level shall not exceed fifty (50) dBA between the hours of ten p.m. and seven a.m.
- E. Corrections to Noise Limits. The numerical limits given in subsection A of this section shall be adjusted by the following corrections, where appropriate:

Noise Condition	Correction in dBA
1. Impulsive sounds, pure tone or sounds with a cyclically varying amplitude (The following corrections apply to day only)	-5
2. Noise occurring for a cumulation period of more than 5 but less than 15 minutes in any hour.	+5
3. Noise occurring more than 1 but less than 5 minutes in any hour.	+10
4. Noise occurring less than 1 minute in any hour.	+15

(Prior code §§ 5940—5940.4)

8.36.050 Special noise sources.

- A. Radios, Television Sets, and Similar Devices. Any noise level from the use or operation of any radio receiving set, musical instruments, phonograph, television set, or other machine or device for the producing or reproducing of sound at any hour of the day, which exceeds the noise limit at the property line of any receiving property shall be a violation of the provisions of [Section 8.36.040\(A\)](#).
- B. Machinery, Fans and Other Mechanical Devices. Any noise level from the use or operation of any machinery, equipment, pump, fan, air conditioning apparatus, refrigerating equipment, motor vehicle, or other mechanical or electrical device, or in repairing or rebuilding any motor vehicle which exceeds the noise limits at any property line, of any receiving property shall be a violation of the provisions of [Section 8.36.040\(A\)](#).
- C. Construction of Building.
 - 1. Except as otherwise permitted under subsections (C)(2) or (G) of this section, it is unlawful for any person within the city to operate power construction tools or equipment in the performance of any outside construction or repair work on buildings, structures, or projects in or adjacent to a residential area, except between the hours of six a.m. and seven p.m. Monday through Friday or between the hours of eight a.m. and seven p.m. on Saturday and Sunday.

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Chapter 8.36 NOISE CONTROL

2. Upon a written showing of good cause by a project applicant and the applicant's construction contractor or subcontractor, the Chief Building Official may conditionally relax the hourly restrictions of this subsection on a case-by-case basis, provided such authorization is made in writing. The Chief Building Official is authorized to impose such reasonable conditions as may be deemed necessary and/or desirable to mitigate any noise or other adverse impacts generated by the construction undertaking during specially authorized work hours. The conduct of operations in a manner inconsistent with or beyond the scope of any written authorization granted by the Chief Building Official shall be unlawful and shall constitute a violation of this section. The Chief Building Official shall establish reasonable criteria for the grant of special work hours requests which balances the desire of residents for peace and quiet during evening and early morning hours with the efficiencies derived from authorizing special work hours requests. In accordance with the Chief Building Official's established criteria, each individual request shall be evaluated on its individual merits and on the specific circumstances and characteristics of the project or undertaking. No one grant request shall serve as binding precedent for any subsequent request.
 3. By City Council resolution, the city may also impose such reasonable fees as may be necessary to review, process and enforce requests for special operating hours.
- D. Amplified Sound. The use of loudspeakers or sound amplifying equipment in the city which exceeds the noise limits at any property line of a receiving property shall be a violation of [Section 8.36.040\(A\)](#).
- E. Loading/Unloading. In residential zones, the opening, closing or other handling of boxes, crates, containers, building materials, or similar objects in such a manner as to cause a noise disturbance is not permitted between the hours of ten p.m. and seven a.m.
- F. Interior Noise in a Condominium, Two-Family or Multifamily Residential Unit. Notwithstanding other sections of this chapter, it is unlawful for any persons to create, maintain or cause to be created or maintained any noise within the interior of any condominium, two (2) family or multifamily residential unit which exceeds the noise limits indicated in [Section 8.36.040\(A\)](#).
- G. Exemptions.
1. Lawfully conducted parades or assemblies;
 2. Emergency work;
 3. All operations and activities the control of which is by law exclusively vested in another agency of government;
 4. Bells or chimes while being used in conjunction with religious or patriotic services;
 5. The provisions of this regulation shall not preclude the construction, operation, maintenance, and repairs of equipment, apparatus, or facilities of park and recreation departments, public work projects, or essential public services and facilities, including those of public utilities subject to the regulatory jurisdiction of the California Public Utilities Commission.
- H. Residential Proximity to Freeway. The permissible noise level standards as applied to residential properties within one hundred fifty (150) feet of freeway location shall be sixty-two (62) dBA between the hours of seven a.m. and ten p.m. and fifty-eighty (58) dBA between the hours of ten p.m. and seven a.m.

(Ord. 2728 § 2, 2008; Ord. 2470 § 1 (part), 1997; Ord. 2469 § 1 (part), 1997; prior code §§ 5950—5950.9)

8.36.060 Noise level measurement.

- A. The location selected for measuring exterior noise levels shall be at any point on the affected residential property. Affected residential property shall be the address from which the complaint was received. Interior noise measurements shall be made within the affected residential units.
- B. The standards which may be considered in determining whether a violation of the provisions of this section exists, may include, but not be limited to, the following:
 - 1. The level of the noise;
 - 2. Whether the nature of the noise is usual or unusual;
 - 3. The nature of the area within which the noise emanates;
 - 4. The density of the inhabitation of the area within which the noise emanates;
 - 5. The time of day or night;
 - 6. The duration of the noise;
 - 7. Whether the noise is produced by a commercial or noncommercial activity.

(Prior code §§ 5960—5960.2.7)

8.36.070 Nonconforming uses.

Commercial or manufacturing uses abutting residential zones that exceed noise level standards shall be considered nonconforming uses. If the noise cannot be mitigated, the regulations specified in [Chapter 17.06](#) of this code shall govern nonconforming uses in this chapter.

(Prior code § 5980)

8.36.080 Noise disturbance prohibited.

No person shall create, conduct, maintain or cause a noise disturbance. No person shall host or conduct a private or public dance, party, gathering or event in a residential neighborhood or in another neighborhood inhabited for residential use where the sound or noise emanating therefrom constitutes a noise disturbance. The source or instrumentalities of a noise disturbance may be sized in conjunction with the abatement of a noise disturbance pursuant to [Section 8.36.090](#) of this chapter.

(Prior code § 5991)

8.36.090 Abatement of noise disturbance.

Any peace officer of the El Monte Police Department and any person empowered and authorized by [Chapter 1.16](#) of this code to make arrests for violations of provisions of this code is empowered and authorized to summarily abate a noise disturbance pursuant to the authority of [Chapter 8.44](#) of this title. (Amended during 1999 recodification; prior code § 5992)

8.36.100 Costs for abatement of a noise disturbance assembly.

- A. A noise disturbance assembly, as described below, is declared to be a public nuisance. In certain instances, the city may hold responsible persons civilly liable in accordance with this section, for costs incurred by the city in responding to a noise disturbance assembly. When a large party or gathering occurs on a private premises and a police officer determines that such a party or gathering

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poses a noise disturbance to reasonable persons of normal sensitivities under this chapter (the "noise disturbance assembly"), or that the noise disturbance assembly is for any other reason a threat to the public peace, health, safety or general welfare, the person(s) in apparent charge or control of the premises and/or the person(s) apparently responsible for the noise disturbance assembly (or if any of those persons may be a minor, then the parents or guardians of that minor) shall be held civilly liable jointly and severally, for the costs of the city associated with providing police personnel and other emergency services to respond to the noise disturbance assembly. Except as provided below, no person shall be held civilly liable for such costs unless a police officer of the El Monte Police Department has first provided a written or verbal warning to abate the noise disturbance assembly to a person apparently in charge or otherwise apparently responsible for such a public nuisance. Proof that such a warning has been given to a person in apparent charge or responsible for such a public nuisance shall be conclusively evidenced by a copy of a written notice of noise disturbance assembly as delivered by a police officer in a form as shall be approved by the City Administrator, and the Chief of Police. The form of such a notice shall provide for the time and date of the initial response of emergency public safety services to the scene of the noise disturbance assembly by the city, and also identified the police officer who delivered the notice. The notice may contain such other information as referenced in this chapter and this section as the City Administrator and the Police Chief may deem appropriate.

- B. No such verbal or written notice shall be required to be given by a Police Officer as a prerequisite to the city initiating any civil liability collection proceeding under this section in instances in which the duty watch commander of the El Monte Police Department has first determined that the initial response to a call for emergency public safety services relating to a noise disturbance assembly may pose a significant risk to the safety of the peace officers and other emergency service personnel responding or dispatched to such a call or that other grounds exist for waiving or dispensing with the requirement of such a notice. Such a determination of the duty watch commander that the waiver of notice is appropriate in a particular instance shall be evidenced by a written memorandum of the duty watch commander which contains a description of the facts and circumstances which support such a finding.
- C. The cost for abatement of a noise disturbance assembly which may be recovered by the city pursuant to this section shall not exceed the sum of one thousand dollars (\$1,000.00) for a single incident. The costs for abatement of a noise disturbance assembly shall include the cost of providing police, fire fighting, rescue and emergency medical services at the scene of the public nuisance as well as the salaries of the public personnel responding to the public nuisance. The cost for abatement as authorized under this section constitutes a debt of the person(s) responsible for the public nuisance and is collectible by the city in the same manner as in the case of an obligation under a contract, expressed or implied. The city shall also separately assess the cost of its attorney's fees and court costs, including witness fees of peace officers and other emergency public safety services personnel, which may be associated with the collection of such abatement costs in any court proceeding.
- D. The civil remedy as provided to the city by this section shall be cumulative to any other civil or criminal proceeding which the city may initiate against any person who may be responsible for a noise disturbance assembly, or otherwise involved with such a public nuisance or abatement. (Amended during 1999 recodification; prior code § 5993)

8.36.110 Manner of enforcement—Violation and penalty.

- A. The City Administrative Officer or his or her duly authorized designee is directed to enforce the provisions of this chapter. No persons shall interfere with, oppose or resist any authorized person charged with enforcement of this chapter while such person is engaged in the performance of his or her duty.

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- B. Violations—Misdemeanors. Any person violating the provisions of this chapter shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in an amount not exceeding five hundred dollars (\$500.00) or be imprisoned in the county jail for a period not exceeding six (6) months or by both such fine and imprisonment. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.
- C. Violations—Additional Remedies—Injunctions. As an additional remedy, the operation or maintenance of any device, instrument, vehicle, or machinery in violation of any provision of this chapter, which operation or maintenance causes or creates noise levels exceeding the noise levels or vibrations as specified in this chapter shall be deemed, and is declared to be a public nuisance and may be subject to abatement, pursuant to [Chapter 8.44](#) of this title.
- D. Violation of this chapter shall be prosecuted in the same manner as other misdemeanor violations of this code. No complaint shall be issued in the event the cause of violation is abated. In the event the alleged violator cannot be located in order to serve the notice of intention to prosecute, the notice as required herein shall be deemed to be given upon mailing such notice by registered or certified mail to the alleged violator at his or her last known address or at the place where the violation occurred.

(Prior code §§ 5970—5970.4)

APPENDIX 5.1

Study Area Photos

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APPENDIX 5.2

24-Hour Noise Level Measurement Summary

24-Hour Noise Level Measurement Summary - v20130414

Project Name: Walmart Rancho El Monte

Job Number: 8361

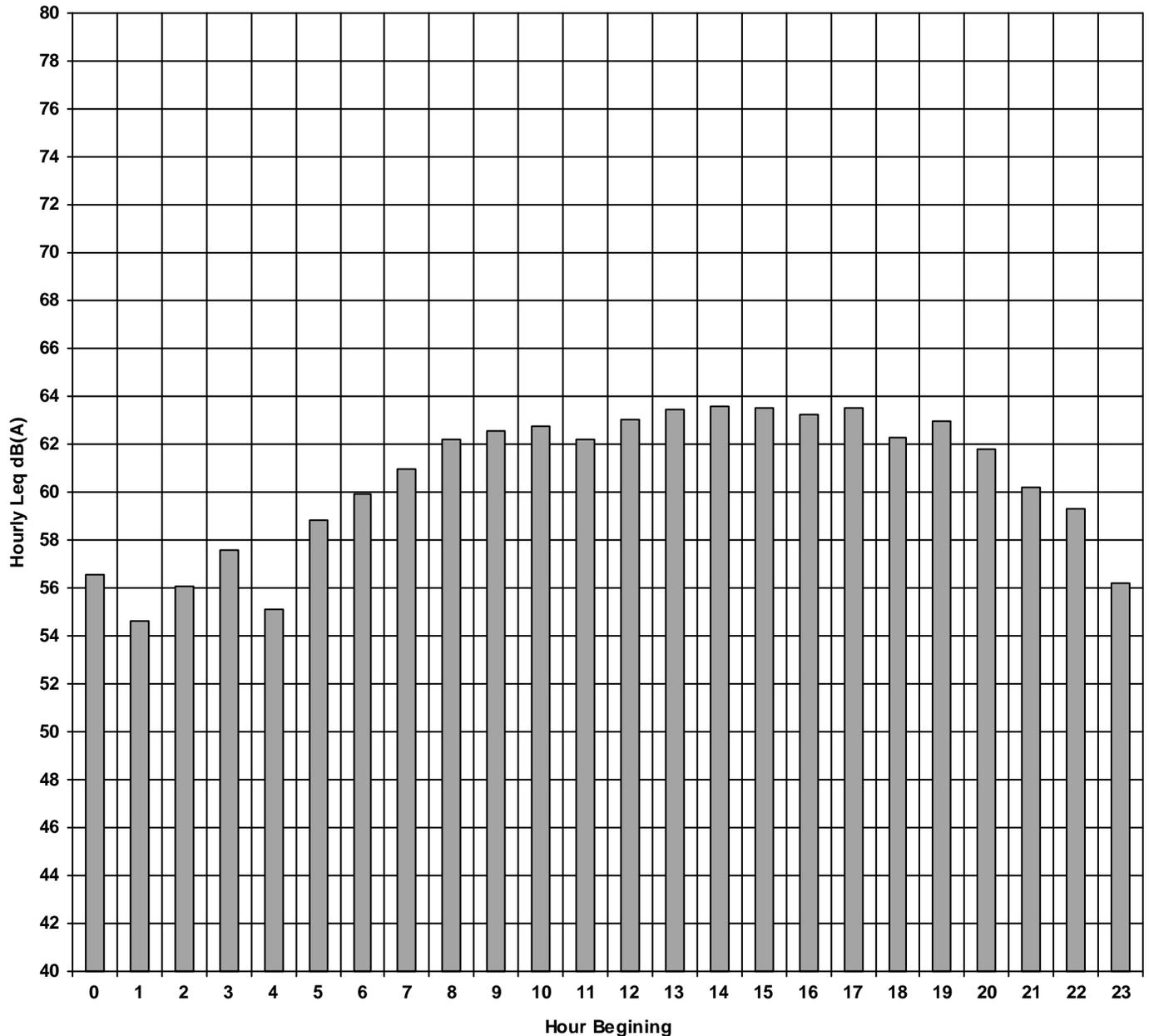
Location #: L1

Analyst: B. Lawson

Description: Southeast Corner of Arden Dr. and Rose Ave.

Start Date: Thursday, August 08, 2013

Hourly Leq dB(A) Readings (unadjusted)



Measured Peak Noise Hour: 14

Measured Peak Hour dBA Leq: 63.6

24-Hour Noise Level Measurement Summary - v20130414

Project Name: Walmart Rancho El Monte

Job Number: 8361

Location #: L1

Analyst: B. Lawson

Description: Southeast Corner of Arden Dr. and Rose Ave.

Start Date: Thursday, August 08, 2013

Leq To CNEL Noise Calculations

Noise Hour	Hourly Leq	CNEL Penalty	Adjusted Hourly Leq
0	56.6	10	66.6
1	54.6	10	64.6
2	56.0	10	66.0
3	57.6	10	67.6
4	55.1	10	65.1
5	58.9	10	68.9
6	59.9	10	69.9
7	60.9	0	60.9
8	62.2	0	62.2
9	62.5	0	62.5
10	62.7	0	62.7
11	62.2	0	62.2
12	63.0	0	63.0
13	63.4	0	63.4
14	63.6	0	63.6
15	63.5	0	63.5
16	63.2	0	63.2
17	63.5	0	63.5
18	62.3	0	62.3
19	63.0	5	68.0
20	61.8	5	66.8
21	60.2	5	65.2
22	59.3	10	69.3
23	56.2	10	66.2

Calculated CNEL: 65.6

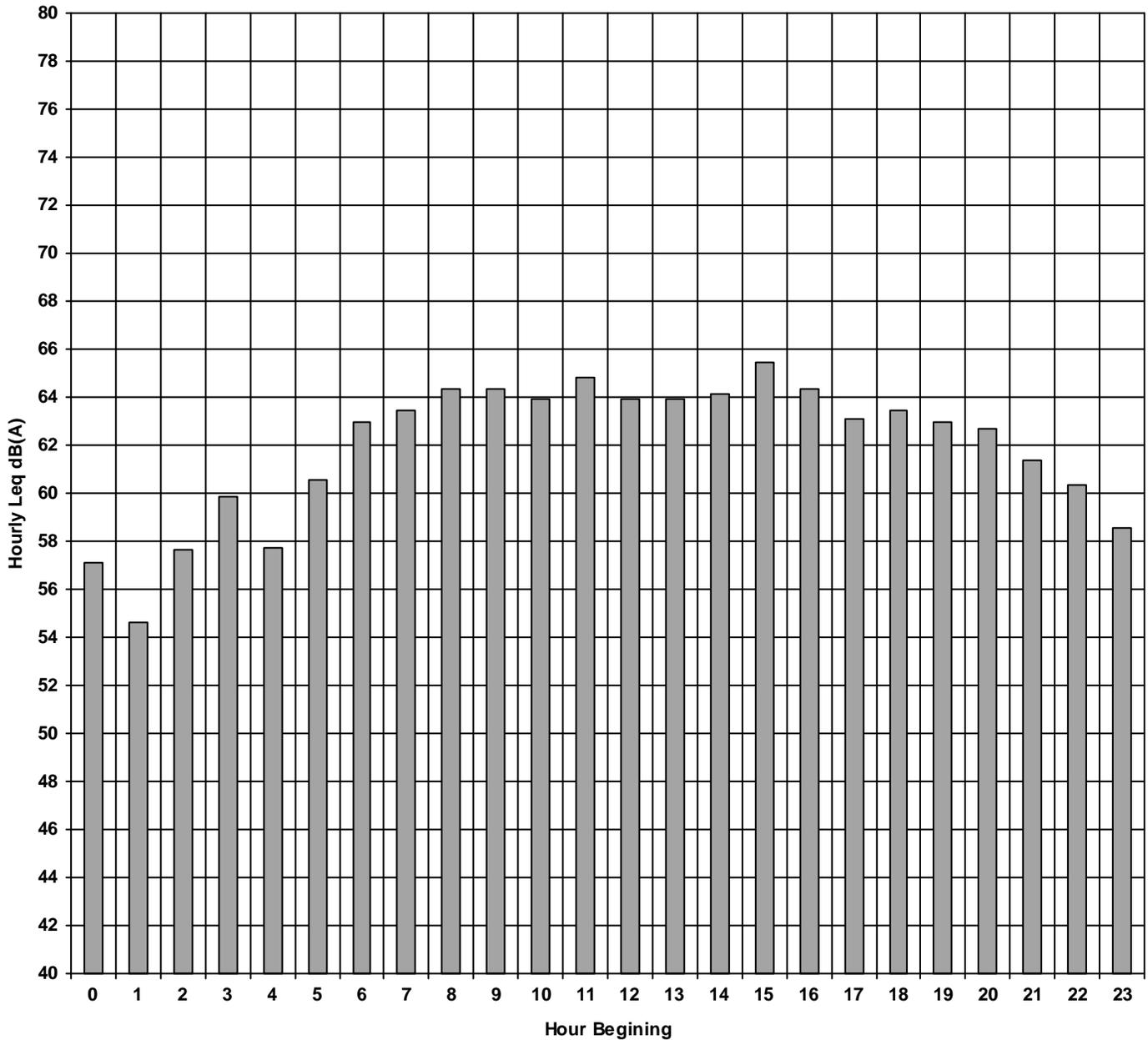
 **Evening Hours**
 **Nighttime Hours**

24-Hour Noise Level Measurement Summary - v20130414

Project Name: Walmart Rancho El Monte
Location #: L2
Description: 3919 Arden Dr.
Start Date: Thursday, August 08, 2013

Job Number: 8361
Analyst: B. Lawson

Hourly Leq dB(A) Readings (unadjusted)



Measured Peak Noise Hour: 15

Measured Peak Hour dBA Leq: 65.5

24-Hour Noise Level Measurement Summary - v20130414

Project Name: Walmart Rancho El Monte
Location #: L2
Description: 3919 Arden Dr.
Start Date: Thursday, August 08, 2013

Job Number: 8361
Analyst: B. Lawson

Leq To CNEL Noise Calculations

Noise Hour	Hourly Leq	CNEL Penalty	Adjusted Hourly Leq
0	57.1	10	67.1
1	54.6	10	64.6
2	57.7	10	67.7
3	59.9	10	69.9
4	57.7	10	67.7
5	60.6	10	70.6
6	63.0	10	73.0
7	63.5	0	63.5
8	64.3	0	64.3
9	64.3	0	64.3
10	63.9	0	63.9
11	64.8	0	64.8
12	63.9	0	63.9
13	63.9	0	63.9
14	64.1	0	64.1
15	65.5	0	65.5
16	64.3	0	64.3
17	63.1	0	63.1
18	63.5	0	63.5
19	62.9	5	67.9
20	62.7	5	67.7
21	61.4	5	66.4
22	60.3	10	70.3
23	58.5	10	68.5

Calculated CNEL: 67.2

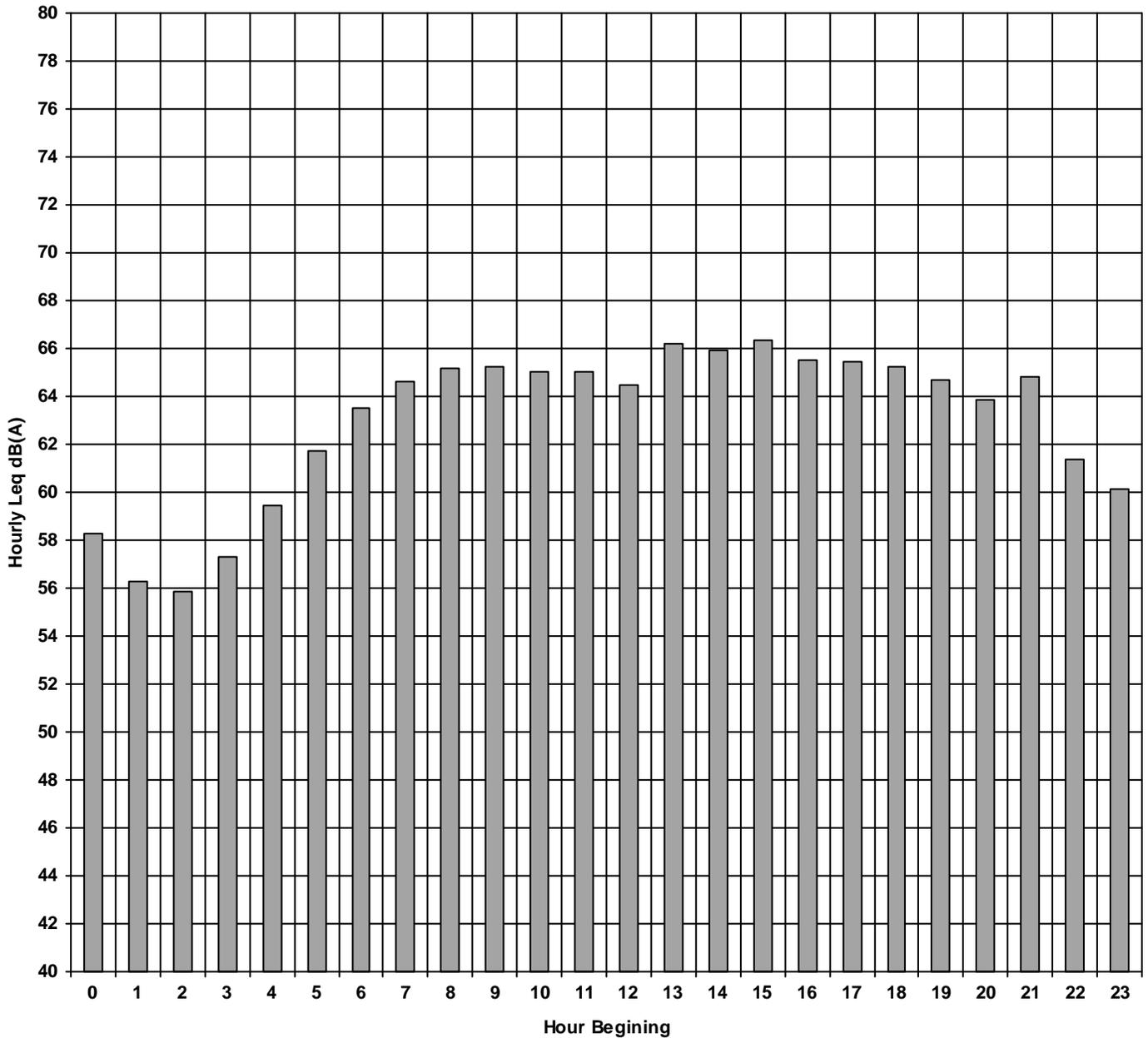
 **Evening Hours**
 **Nighttime Hours**

24-Hour Noise Level Measurement Summary - v20130414

Project Name: Walmart Rancho El Monte
Location #: L3
Description: 10472 Valley Blvd.
Start Date: Thursday, August 08, 2013

Job Number: 8361
Analyst: B. Lawson

Hourly Leq dB(A) Readings (unadjusted)



Measured Peak Noise Hour: 15

Measured Peak Hour dBA Leq: 66.3

24-Hour Noise Level Measurement Summary - v20130414

Project Name: Walmart Rancho El Monte
Location #: L3
Description: 10472 Valley Blvd.
Start Date: Thursday, August 08, 2013

Job Number: 8361
Analyst: B. Lawson

Leq To CNEL Noise Calculations

Noise Hour	Hourly Leq	CNEL Penalty	Adjusted Hourly Leq
0	58.3	10	68.3
1	56.3	10	66.3
2	55.8	10	65.8
3	57.3	10	67.3
4	59.5	10	69.5
5	61.7	10	71.7
6	63.5	10	73.5
7	64.6	0	64.6
8	65.2	0	65.2
9	65.2	0	65.2
10	65.1	0	65.1
11	65.0	0	65.0
12	64.5	0	64.5
13	66.2	0	66.2
14	65.9	0	65.9
15	66.3	0	66.3
16	65.5	0	65.5
17	65.4	0	65.4
18	65.2	0	65.2
19	64.7	5	69.7
20	63.9	5	68.9
21	64.8	5	69.8
22	61.4	10	71.4
23	60.1	10	70.1

Calculated CNEL: 68.2

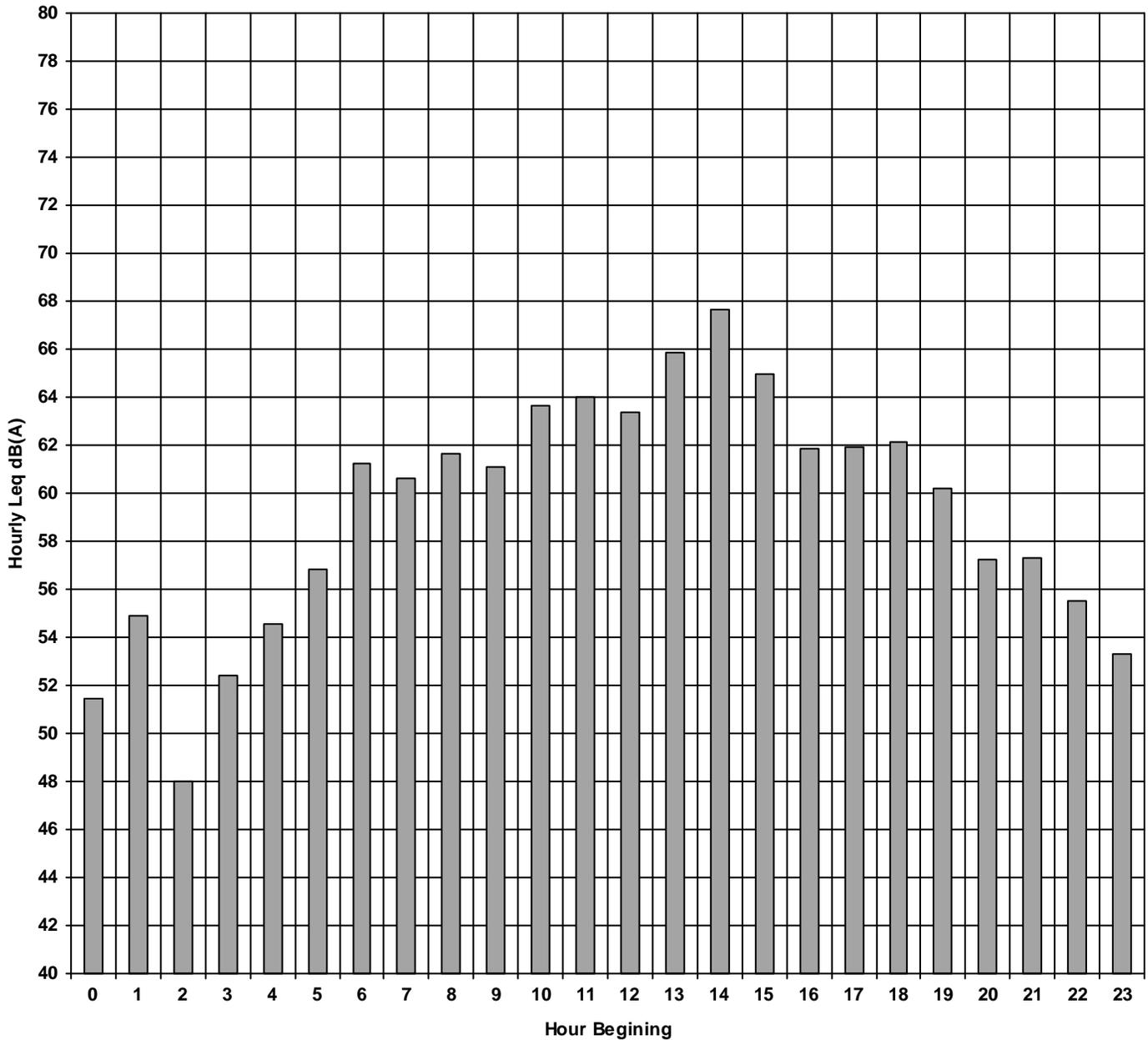
 **Evening Hours**
 **Nighttime Hours**

24-Hour Noise Level Measurement Summary - v20130414

Project Name: Walmart Rancho El Monte
Location #: L4
Description: 10511 Valley Circle
Start Date: Thursday, August 08, 2013

Job Number: 8361
Analyst: B. Lawson

Hourly Leq dB(A) Readings (unadjusted)



Measured Peak Noise Hour: 14

Measured Peak Hour dBA Leq: 67.7

24-Hour Noise Level Measurement Summary - v20130414

Project Name: Walmart Rancho El Monte
Location #: L4
Description: 10511 Valley Circle
Start Date: Thursday, August 08, 2013

Job Number: 8361
Analyst: B. Lawson

Leq To CNEL Noise Calculations

Noise Hour	Hourly Leq	CNEL Penalty	Adjusted Hourly Leq
0	51.4	10	61.4
1	54.9	10	64.9
2	48.0	10	58.0
3	52.4	10	62.4
4	54.6	10	64.6
5	56.8	10	66.8
6	61.2	10	71.2
7	60.6	0	60.6
8	61.7	0	61.7
9	61.1	0	61.1
10	63.7	0	63.7
11	64.0	0	64.0
12	63.3	0	63.3
13	65.8	0	65.8
14	67.7	0	67.7
15	65.0	0	65.0
16	61.9	0	61.9
17	61.9	0	61.9
18	62.2	0	62.2
19	60.2	5	65.2
20	57.3	5	62.3
21	57.3	5	62.3
22	55.5	10	65.5
23	53.3	10	63.3

Calculated CNEL: 64.6

 **Evening Hours**
 **Nighttime Hours**

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APPENDIX 7.1

Traffic Noise Contour Worksheets

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Arden Dr Road Segment: Valley to Rose				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 12,000 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,200 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.65	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-17.89	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.84	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	60.1	58.3	56.5	50.4	59.1	59.7	
Medium Trucks:	54.1	52.6	46.2	44.7	53.2	53.4	
Heavy Trucks:	55.4	54.0	45.0	46.2	54.6	54.7	
Vehicle Noise:	62.2	60.4	57.1	52.6	61.1	61.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			26	55	119	256	
CNEL:			27	59	127	275	

Monday, August 26, 2013

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Valley Road Segment: Arden to Gibson				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,271 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,927 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.71	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.52	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.48	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.8	63.9	62.1	56.1	64.7	65.3	
Medium Trucks:	59.6	58.0	51.7	50.1	58.6	58.8	
Heavy Trucks:	60.4	59.0	49.9	51.2	59.5	59.7	
Vehicle Noise:	67.6	65.9	62.7	58.1	66.6	67.1	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			59	128	276	594	
CNEL:			64	137	296	638	

Monday, August 26, 2013

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Valley Circle Road Segment: Valley to Project Driveway				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 243 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 24 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-17.58	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-34.82	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-38.78	-4.57	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	43.2	41.3	39.5	33.4	42.1	42.7	
Medium Trucks:	37.1	35.6	29.3	27.7	36.2	36.4	
Heavy Trucks:	38.4	37.0	28.0	29.2	37.6	37.7	
Vehicle Noise:	45.2	43.4	40.2	35.6	44.1	44.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			2	4	9	19	
CNEL:			2	4	9	20	

Monday, August 26, 2013

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Valley Road Segment: Arden to Valley Circle				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 37,643 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,764 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.81	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.43	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.39	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.9	65.0	63.2	57.2	65.8	66.4	
Medium Trucks:	60.6	59.1	52.8	51.2	59.7	59.9	
Heavy Trucks:	61.5	60.1	51.0	52.3	60.6	60.8	
Vehicle Noise:	68.7	67.0	63.8	59.2	67.7	68.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			70	151	326	703	
CNEL:			75	162	350	754	

Monday, August 26, 2013

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Arden Dr Road Segment: Rose to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 14,000 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,400 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.02	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-17.22	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.17	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.8	58.9	57.2	51.1	59.7	60.3
Medium Trucks:	54.8	53.3	46.9	45.4	53.8	54.1
Heavy Trucks:	56.1	54.7	45.6	46.9	55.3	55.4
Vehicle Noise:	62.8	61.1	57.8	53.3	61.8	62.2

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	28	61	132	284
CNEL:	30	66	141	304

Monday, August 26, 2013

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Rose Road Segment: Arden to Gibson				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 3,186 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 319 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-6.41	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-23.65	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-27.60	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.3	52.4	50.7	44.6	53.2	53.8
Medium Trucks:	48.3	46.8	40.4	38.9	47.3	47.6
Heavy Trucks:	49.6	48.2	39.2	40.4	48.8	48.9
Vehicle Noise:	56.3	54.6	51.3	46.8	55.3	55.8

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	10	23	49	105
CNEL:	11	24	52	112

Monday, August 26, 2013

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Santa Anita Road Segment: Valley to Tyler				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,157 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,016 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.84	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.40	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.35	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.9	64.0	62.3	56.2	64.8	65.4
Medium Trucks:	59.7	58.2	51.8	50.3	58.7	59.0
Heavy Trucks:	60.5	59.1	50.1	51.3	59.7	59.8
Vehicle Noise:	67.8	66.0	62.9	58.2	66.7	67.2

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	61	131	281	606
CNEL:	65	140	302	650

Monday, August 26, 2013

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Valley Road Segment: Valley Circle - Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,143 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,714 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.39	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.85	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.81	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.5	63.6	61.8	55.8	64.4	65.0
Medium Trucks:	59.2	57.7	51.4	49.8	58.3	58.5
Heavy Trucks:	60.1	58.7	49.6	50.9	59.2	59.3
Vehicle Noise:	67.3	65.6	62.4	57.7	66.3	66.7

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	57	122	262	565
CNEL:	61	131	281	606

Monday, August 26, 2013

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Tyler Road Segment: Valley to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,257 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,126 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.93	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-18.16	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-22.12	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.9	58.0	56.2	50.2	58.8	59.4
Medium Trucks:	53.8	52.3	46.0	44.4	52.9	53.1
Heavy Trucks:	55.2	53.7	44.7	46.0	54.3	54.4
Vehicle Noise:	61.9	60.1	56.9	52.3	60.9	61.3

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	25	53	114	246
CNEL:	26	57	122	263

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Valley Road Segment: Santa Anita to Tyler				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 24,314 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,431 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.91	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.33	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.29	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.0	63.1	61.3	55.3	63.9	64.5
Medium Trucks:	58.8	57.2	50.9	49.3	57.8	58.0
Heavy Trucks:	59.6	58.2	49.1	50.4	58.7	58.9
Vehicle Noise:	66.8	65.1	61.9	57.3	65.8	66.3

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	53	113	244	525
CNEL:	56	121	261	563

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Valley Road Segment: Tyler to Ramona				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 25,429 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,543 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.10	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.14	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.09	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.2	63.3	61.5	55.5	64.1	64.7
Medium Trucks:	58.9	57.4	51.1	49.5	58.0	58.2
Heavy Trucks:	59.8	58.4	49.3	50.6	58.9	59.1
Vehicle Noise:	67.0	65.3	62.1	57.5	66.0	66.5

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	54	117	251	541
CNEL:	58	125	269	580

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Ramona Road Segment: Tyler to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 15,486 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,549 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.46	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.78	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.73	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.3	59.4	57.6	51.5	60.2	60.8
Medium Trucks:	55.2	53.7	47.4	45.8	54.3	54.5
Heavy Trucks:	56.5	55.1	46.1	47.3	55.7	55.8
Vehicle Noise:	63.3	61.5	58.3	53.7	62.2	62.7

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	30	65	141	304
CNEL:	33	70	151	325

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Peck Road Segment: Ramona to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,943 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,794 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.51	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.73	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.68	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.6	63.7	61.9	55.9	64.5	65.1
Medium Trucks:	59.4	57.8	51.5	49.9	58.4	58.6
Heavy Trucks:	60.2	58.8	49.7	51.0	59.3	59.5
Vehicle Noise:	67.4	65.7	62.5	57.9	66.4	66.9

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	58	124	267	576
CNEL:	62	133	287	618

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Valley Road Segment: Ramona to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 38,014 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,801 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.85	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.39	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.35	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.9	65.0	63.3	57.2	65.8	66.4
Medium Trucks:	60.7	59.2	52.8	51.3	59.7	60.0
Heavy Trucks:	61.5	60.1	51.1	52.3	60.7	60.8
Vehicle Noise:	68.8	67.0	63.9	59.2	67.7	68.2

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	71	152	328	707
CNEL:	76	164	352	759

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Peck Road Segment: Ramona to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,014 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,301 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.24	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.00	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.96	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.3	64.4	62.7	56.6	65.2	65.8
Medium Trucks:	60.1	58.6	52.2	50.7	59.1	59.4
Heavy Trucks:	60.9	59.5	50.5	51.7	60.1	60.2
Vehicle Noise:	68.2	66.4	63.3	58.6	67.1	67.6

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	64	139	299	644
CNEL:	69	149	321	691

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Ramona Road Segment: Valley to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 18,357 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,836 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.20	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.04	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.00	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	62.0	60.1	58.3	52.3	60.9	61.5
Medium Trucks:	56.0	54.5	48.1	46.5	55.0	55.2
Heavy Trucks:	57.3	55.9	46.8	48.1	56.4	56.6
Vehicle Noise:	64.0	62.3	59.0	54.4	63.0	63.4

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	34	73	158	340
CNEL:	36	79	169	365

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Gibson Road Segment: Valley to Rose				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,000 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 200 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2,000 Medium Trucks: 4,000 Heavy Trucks: 8,006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-8.43	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-25.67	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-29.62	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.3	50.4	48.6	42.6	51.2	51.8
Medium Trucks:	46.3	44.8	38.4	36.9	45.3	45.6
Heavy Trucks:	47.6	46.2	37.1	38.4	46.7	46.9
Vehicle Noise:	54.3	52.6	49.3	44.8	53.3	53.7

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	8	17	36	77
CNEL:	8	18	38	82

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Valley Road Segment: Gibson to Baldwin				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,386 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,939 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2,000 Medium Trucks: 4,000 Heavy Trucks: 8,006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.73	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.51	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.46	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.8	63.9	62.2	56.1	64.7	65.3
Medium Trucks:	59.6	58.1	51.7	50.2	58.6	58.9
Heavy Trucks:	60.4	59.0	50.0	51.2	59.6	59.7
Vehicle Noise:	67.7	65.9	62.8	58.1	66.6	67.1

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	60	128	277	596
CNEL:	64	138	297	639

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Baldwin Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 25,457 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,546 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2,000 Medium Trucks: 4,000 Heavy Trucks: 8,006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.11	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.13	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.09	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.2	63.3	61.5	55.5	64.1	64.7
Medium Trucks:	59.0	57.4	51.1	49.5	58.0	58.2
Heavy Trucks:	59.8	58.4	49.3	50.6	58.9	59.1
Vehicle Noise:	67.0	65.3	62.1	57.5	66.0	66.5

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	54	117	251	542
CNEL:	58	125	270	581

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Valley Road Segment: Baldwin to Temple City				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,229 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,823 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2,000 Medium Trucks: 4,000 Heavy Trucks: 8,006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.56	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.68	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.64	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.6	63.7	62.0	55.9	64.5	65.2
Medium Trucks:	59.4	57.9	51.5	50.0	58.4	58.7
Heavy Trucks:	60.2	58.8	49.8	51.0	59.4	59.5
Vehicle Noise:	67.5	65.7	62.6	57.9	66.5	66.9

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	58	125	269	580
CNEL:	62	134	289	622

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Temple City Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 23,443 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,344 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.75	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.49	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.45	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.8	62.9	61.2	55.1	63.7	64.3	
Medium Trucks:	58.6	57.1	50.7	49.2	57.6	57.9	
Heavy Trucks:	59.4	58.0	49.0	50.2	58.6	58.7	
Vehicle Noise:	66.7	64.9	61.8	57.1	65.6	66.1	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	51	110	238	513	
CNEL:	55	118	255	550	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Valley Road Segment: Temple City to Mission				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,643 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,864 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.62	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.62	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.57	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.7	63.8	62.0	56.0	64.6	65.2	
Medium Trucks:	59.5	58.0	51.6	50.0	58.5	58.7	
Heavy Trucks:	60.3	58.9	49.8	51.1	59.5	59.6	
Vehicle Noise:	67.5	65.8	62.7	58.0	66.5	67.0	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	59	126	272	586	
CNEL:	63	135	292	628	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Rio Hondo Road Segment: n/o Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,114 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 211 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-8.19	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-25.43	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-29.38	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	52.5	50.6	48.9	42.8	51.5	52.1	
Medium Trucks:	46.5	45.0	38.6	37.1	45.6	45.8	
Heavy Trucks:	47.8	46.4	37.4	38.6	47.0	47.1	
Vehicle Noise:	54.6	52.8	49.5	45.0	53.5	54.0	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	8	17	37	80	
CNEL:	9	18	40	85	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Mission Road Segment: Valley to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,157 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,116 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.96	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-18.20	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-22.16	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	59.8	57.9	56.2	50.1	58.7	59.3	
Medium Trucks:	53.8	52.3	45.9	44.4	52.8	53.1	
Heavy Trucks:	55.1	53.7	44.7	45.9	54.3	54.4	
Vehicle Noise:	61.8	60.1	56.8	52.3	60.8	61.3	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	24	53	113	244	
CNEL:	26	56	121	262	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Valley Road Segment: Mission to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 17,643 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,764 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.51	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-16.72	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-20.68	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	63.6	61.7	59.9	53.9	62.5	63.1	
Medium Trucks:	57.4	55.9	49.5	47.9	56.4	56.6	
Heavy Trucks:	58.2	56.8	47.7	49.0	57.3	57.5	
Vehicle Noise:	65.4	63.7	60.5	55.9	64.4	64.9	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	42	91	197	424
CNEL:	45	98	211	455

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Rosemead Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 45,400 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,540 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.62	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.62	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.57	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.7	65.8	64.0	58.0	66.6	67.2	
Medium Trucks:	61.5	60.0	53.6	52.0	60.5	60.7	
Heavy Trucks:	62.3	60.9	51.9	53.1	61.5	61.6	
Vehicle Noise:	69.5	67.8	64.7	60.0	68.5	69.0	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	80	172	370	796
CNEL:	85	184	397	854

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Valley Road Segment: w/o Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 25,500 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,550 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.11	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.12	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.08	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.2	63.3	61.5	55.5	64.1	64.7	
Medium Trucks:	59.0	57.5	51.1	49.5	58.0	58.2	
Heavy Trucks:	59.8	58.4	49.3	50.6	58.9	59.1	
Vehicle Noise:	67.0	65.3	62.1	57.5	66.0	66.5	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	54	117	252	542
CNEL:	58	125	270	582

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Arden Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 5,386 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 539 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-4.13	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-21.37	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-25.32	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	56.7	54.8	53.0	47.0	55.6	56.2	
Medium Trucks:	50.6	49.1	42.8	41.2	49.7	49.9	
Heavy Trucks:	52.0	50.5	41.5	42.8	51.1	51.2	
Vehicle Noise:	58.7	56.9	53.7	49.1	57.7	58.1	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	15	32	70	150
CNEL:	16	35	75	161

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Lower Azusa Road Segment: Baldwin to Arden				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,571 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,757 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.97	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.27	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.23	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.8	61.9	60.1	54.0	62.7	63.3
Medium Trucks:	57.7	56.2	49.9	48.3	56.8	57.0
Heavy Trucks:	59.1	57.6	48.6	49.8	58.2	58.3
Vehicle Noise:	65.8	64.0	60.8	56.2	64.7	65.2

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	45	96	207	446
CNEL:	48	103	222	478

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Santa Anita Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 37,271 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,727 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.76	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.48	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.43	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.9	65.0	63.2	57.1	65.8	66.4
Medium Trucks:	60.6	59.1	52.7	51.2	59.7	59.9
Heavy Trucks:	61.5	60.0	51.0	52.2	60.6	60.7
Vehicle Noise:	68.7	66.9	63.8	59.1	67.7	68.1

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	70	150	324	698
CNEL:	75	161	348	749

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Lower Azusa Road Segment: Arden to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 23,871 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,387 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.34	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.90	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.85	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.1	61.2	59.5	53.4	62.0	62.6
Medium Trucks:	57.1	55.6	49.2	47.7	56.2	56.4
Heavy Trucks:	58.4	57.0	48.0	49.2	57.6	57.7
Vehicle Noise:	65.1	63.4	60.1	55.6	64.1	64.6

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	41	87	188	406
CNEL:	43	94	202	434

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Peck Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,429 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,943 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.74	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.50	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.46	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.8	63.9	62.2	56.1	64.7	65.3
Medium Trucks:	59.6	58.1	51.7	50.2	58.6	58.9
Heavy Trucks:	60.4	59.0	50.0	51.2	59.6	59.7
Vehicle Noise:	67.7	65.9	62.8	58.1	66.6	67.1

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	60	129	277	596
CNEL:	64	138	297	640

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Lower Azusa Road Segment: Santa Anita to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,014 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,101 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.48	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.76	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.72	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.3	62.4	60.6	54.6	63.2	63.8	
Medium Trucks:	58.2	56.7	50.4	48.8	57.3	57.5	
Heavy Trucks:	59.6	58.1	49.1	50.4	58.7	58.8	
Vehicle Noise:	66.3	64.5	61.3	56.7	65.3	65.7	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	48	104	224	483	
CNEL:	52	111	240	517	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Baldwin Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 25,971 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,597 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.19	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.04	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.00	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.3	63.4	61.6	55.6	64.2	64.8	
Medium Trucks:	59.0	57.5	51.2	49.6	58.1	58.3	
Heavy Trucks:	59.9	58.5	49.4	50.7	59.0	59.2	
Vehicle Noise:	67.1	65.4	62.2	57.5	66.1	66.5	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	55	118	255	549	
CNEL:	59	127	273	589	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Lower Azusa Road Segment: Baldwin to Temple City				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,457 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,646 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.79	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.45	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.41	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	63.6	61.7	59.9	53.9	62.5	63.1	
Medium Trucks:	57.6	56.0	49.7	48.1	56.6	56.8	
Heavy Trucks:	58.9	57.4	48.4	49.7	58.0	58.1	
Vehicle Noise:	65.6	63.9	60.6	56.0	64.6	65.0	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	43	94	202	434	
CNEL:	47	100	216	465	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Temple City Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,143 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,614 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.22	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.02	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.97	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.3	63.4	61.6	55.6	64.2	64.8	
Medium Trucks:	59.1	57.6	51.2	49.7	58.1	58.3	
Heavy Trucks:	59.9	58.5	49.5	50.7	59.1	59.2	
Vehicle Noise:	67.1	65.4	62.3	57.6	66.1	66.6	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	55	119	256	551	
CNEL:	59	127	274	591	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Road Name: Lower Azusa Road Segment: Temple City to Rosemead					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 22,643 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,264 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	2.11	-4.51	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-15.13	-4.51	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-19.08	-4.51	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	62.9	61.0	59.2	53.2	61.8	62.4			
Medium Trucks:	56.9	55.4	49.0	47.5	55.9	56.2			
Heavy Trucks:	58.2	56.8	47.7	49.0	57.3	57.5			
Vehicle Noise:	64.9	63.2	59.9	55.4	63.9	64.3			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			39	84	182	392			
CNEL:			42	90	195	419			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Road Name: Rosemead Road Segment: n/o Lower Azusa					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 28,100 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,810 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	2.54	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-14.70	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-18.66	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	65.6	63.7	62.0	55.9	64.5	65.1			
Medium Trucks:	59.4	57.9	51.5	50.0	58.4	58.7			
Heavy Trucks:	60.2	58.8	49.8	51.0	59.4	59.5			
Vehicle Noise:	67.5	65.7	62.6	57.9	66.4	66.9			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			58	125	268	578			
CNEL:			62	134	288	620			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Road Name: Rosemead Road Segment: Valley to Garvey					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 58,814 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 5,881 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	5.74	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-11.49	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-15.45	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	68.8	66.9	65.2	59.1	67.7	68.3			
Medium Trucks:	62.6	61.1	54.7	53.2	61.6	61.9			
Heavy Trucks:	63.4	62.0	53.0	54.2	62.6	62.7			
Vehicle Noise:	70.7	68.9	65.8	61.1	69.6	70.1			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			95	204	439	946			
CNEL:			102	219	471	1,015			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Road Name: Santa Anita Road Segment: I-10 to Garvey					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 35,729 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,573 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	3.58	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-13.66	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-17.61	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	66.7	64.8	63.0	57.0	65.6	66.2			
Medium Trucks:	60.4	58.9	52.6	51.0	59.5	59.7			
Heavy Trucks:	61.3	59.8	50.8	52.1	60.4	60.5			
Vehicle Noise:	68.5	66.8	63.6	58.9	67.5	67.9			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			68	146	315	679			
CNEL:			73	157	338	728			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Garvey Road Segment: Rosemead to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 32,700 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,270 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.19	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.04	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.00	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.3	64.4	62.6	56.6	65.2	65.8	
Medium Trucks:	60.0	58.5	52.2	50.6	59.1	59.3	
Heavy Trucks:	60.9	59.5	50.4	51.7	60.0	60.2	
Vehicle Noise:	68.1	66.4	63.2	58.5	67.1	67.5	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	64	138	297	640	
CNEL:	69	148	319	686	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Peck Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,286 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,629 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.25	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.99	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.95	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.3	63.4	61.7	55.6	64.2	64.8	
Medium Trucks:	59.1	57.6	51.2	49.7	58.1	58.4	
Heavy Trucks:	59.9	58.5	49.5	50.7	59.1	59.2	
Vehicle Noise:	67.2	65.4	62.3	57.6	66.1	66.6	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	55	119	257	553	
CNEL:	59	128	275	593	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Garvey Road Segment: Santa Anita to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,771 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,777 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.48	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.75	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.71	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.6	63.7	61.9	55.9	64.5	65.1	
Medium Trucks:	59.3	57.8	51.5	49.9	58.4	58.6	
Heavy Trucks:	60.2	58.8	49.7	51.0	59.3	59.4	
Vehicle Noise:	67.4	65.7	62.5	57.8	66.4	66.8	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	57	124	266	574	
CNEL:	62	133	286	616	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Valley Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,300 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,830 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.57	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.67	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.63	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.7	63.8	62.0	55.9	64.6	65.2	
Medium Trucks:	59.4	57.9	51.5	50.0	58.5	58.7	
Heavy Trucks:	60.3	58.8	49.8	51.0	59.4	59.5	
Vehicle Noise:	67.5	65.7	62.6	57.9	66.5	66.9	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	58	125	270	581	
CNEL:	62	134	289	623	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Road Name: Garvey Road Segment: Peck to Valley					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 21,843 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,184 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	1.44	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-15.80	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-19.75	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	64.5	62.6	60.9	54.8	63.4	64.0			
Medium Trucks:	58.3	56.8	50.4	48.9	57.3	57.6			
Heavy Trucks:	59.1	57.7	48.7	49.9	58.3	58.4			
Vehicle Noise:	66.4	64.6	61.5	56.8	65.3	65.8			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			49	105	227	489			
CNEL:			52	113	243	525			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Road Name: Santa Anita Road Segment: Valley to Ramona					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 36,843 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,684 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	3.71	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-13.53	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-17.48	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	66.8	64.9	63.1	57.1	65.7	66.3			
Medium Trucks:	60.6	59.0	52.7	51.1	59.6	59.8			
Heavy Trucks:	61.4	60.0	50.9	52.2	60.5	60.7			
Vehicle Noise:	68.6	66.9	63.7	59.1	67.6	68.1			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			69	149	322	693			
CNEL:			74	160	345	743			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Road Name: Santa Anita Road Segment: Ramona to I-10					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 38,657 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,866 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	3.92	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-13.32	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-17.27	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	67.0	65.1	63.3	57.3	65.9	66.5			
Medium Trucks:	60.8	59.3	52.9	51.4	59.8	60.0			
Heavy Trucks:	61.6	60.2	51.2	52.4	60.8	60.9			
Vehicle Noise:	68.8	67.1	64.0	59.3	67.8	68.3			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			72	154	332	715			
CNEL:			77	165	356	767			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Road Name: Brockaway Road Segment: Santa Anita to I-10 WB ramps					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 14,229 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,423 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	0.09	-4.57	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-17.15	-4.57	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-21.10	-4.57	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	60.8	58.9	57.2	51.1	59.7	60.3			
Medium Trucks:	54.8	53.3	46.9	45.4	53.8	54.1			
Heavy Trucks:	56.1	54.7	45.7	46.9	55.3	55.4			
Vehicle Noise:	62.8	61.1	57.8	53.3	61.8	62.3			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			28	61	132	285			
CNEL:			30	66	141	305			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Road Name: Temple City Road Segment: Valley to Olney/1-10 WB ramps					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 25,614 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,561 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	2.65	-4.51	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-14.59	-4.51	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-18.55	-4.51	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	63.4	61.5	59.8	53.7	62.3	63.0			
Medium Trucks:	57.4	55.9	49.5	48.0	56.5	56.7			
Heavy Trucks:	58.7	57.3	48.3	49.5	57.9	58.0			
Vehicle Noise:	65.4	63.7	60.4	55.9	64.4	64.9			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			43	92	197	425			
CNEL:			46	98	211	455			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Road Name: Baldwin Road Segment: Valley to Fair/1-10 EB ramps					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 24,729 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,473 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	1.98	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-15.26	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-19.21	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	65.1	63.2	61.4	55.4	64.0	64.6			
Medium Trucks:	58.8	57.3	51.0	49.4	57.9	58.1			
Heavy Trucks:	59.7	58.2	49.2	50.5	58.8	58.9			
Vehicle Noise:	66.9	65.2	62.0	57.3	65.9	66.3			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			53	114	247	531			
CNEL:			57	123	264	570			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Road Name: Lower Azusa Road Segment: e/o Peck					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 30,057 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,006 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	3.34	-4.51	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-13.90	-4.51	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-17.85	-4.51	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	64.1	62.2	60.5	54.4	63.0	63.6			
Medium Trucks:	58.1	56.6	50.2	48.7	57.2	57.4			
Heavy Trucks:	59.4	58.0	49.0	50.2	58.6	58.7			
Vehicle Noise:	66.1	64.4	61.1	56.6	65.1	65.6			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			47	102	220	473			
CNEL:			51	109	235	506			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Road Name: Ramona Road Segment: e/o Peck					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 26,371 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,637 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	2.77	-4.51	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-14.47	-4.51	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-18.42	-4.51	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	63.6	61.7	59.9	53.8	62.5	63.1			
Medium Trucks:	57.5	56.0	49.7	48.1	56.6	56.8			
Heavy Trucks:	58.9	57.4	48.4	49.6	58.0	58.1			
Vehicle Noise:	65.6	63.8	60.6	56.0	64.6	65.0			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			43	93	201	433			
CNEL:			46	100	215	464			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Valley Road Segment: s/o Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 18,871 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,887 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.81	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-16.43	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-20.39	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.9	62.0	60.2	54.2	62.8	63.4
Medium Trucks:	57.7	56.1	49.8	48.2	56.7	56.9
Heavy Trucks:	58.5	57.1	48.0	49.3	57.6	57.8
Vehicle Noise:	65.7	64.0	60.8	56.2	64.7	65.2

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	44	96	206	444
CNEL:	48	103	221	476

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Road Name: Arden Way Road Segment: e/o Arden Drive				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,243 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,124 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.93	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-18.17	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-22.12	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.8	57.9	56.1	50.1	58.7	59.3
Medium Trucks:	53.8	52.3	45.9	44.4	52.8	53.1
Heavy Trucks:	55.1	53.7	44.6	45.9	54.2	54.4
Vehicle Noise:	61.8	60.1	56.8	52.3	60.8	61.2

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	24	52	113	243
CNEL:	26	56	121	260

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Arden Dr Road Segment: Valley to Rose				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 17,089 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,709 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.89	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.35	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.31	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.7	59.8	58.0	52.0	60.6	61.2
Medium Trucks:	55.7	54.1	47.8	46.2	54.7	54.9
Heavy Trucks:	57.0	55.6	46.5	47.8	56.1	56.2
Vehicle Noise:	63.7	62.0	58.7	54.1	62.7	63.1

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	32	70	151	325
CNEL:	35	75	161	348

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Valley Road Segment: Arden to Gibson				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,018 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,102 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.97	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.27	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.23	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.1	64.2	62.4	56.3	65.0	65.6
Medium Trucks:	59.8	58.3	51.9	50.4	58.9	59.1
Heavy Trucks:	60.7	59.2	50.2	51.4	59.8	59.9
Vehicle Noise:	67.9	66.1	63.0	58.3	66.9	67.3

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	62	133	287	618
CNEL:	66	143	308	663

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Valley Circle Road Segment: Valley to Project Driveway				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 623 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 62 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-13.49	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-30.73	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-34.69	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	47.2	45.3	43.6	37.5	46.1	46.8	
Medium Trucks:	41.2	39.7	33.3	31.8	40.3	40.5	
Heavy Trucks:	42.5	41.1	32.1	33.3	41.7	41.8	
Vehicle Noise:	49.2	47.5	44.2	39.7	48.2	48.7	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	4	8	16	35	
CNEL:	4	8	18	38	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Valley Road Segment: Arden to Valley Circle				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 41,288 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,129 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.21	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.03	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.99	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.3	65.4	63.6	57.6	66.2	66.8	
Medium Trucks:	61.1	59.5	53.2	51.6	60.1	60.3	
Heavy Trucks:	61.9	60.5	51.4	52.7	61.0	61.2	
Vehicle Noise:	69.1	67.4	64.2	59.6	68.1	68.6	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	75	161	347	748	
CNEL:	80	173	372	802	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Arden Dr Road Segment: Rose to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 15,975 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,598 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.59	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.64	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.60	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	61.4	59.5	57.7	51.7	60.3	60.9	
Medium Trucks:	55.4	53.9	47.5	45.9	54.4	54.6	
Heavy Trucks:	56.7	55.3	46.2	47.5	55.8	56.0	
Vehicle Noise:	63.4	61.7	58.4	53.8	62.4	62.8	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	31	67	144	310	
CNEL:	33	72	154	332	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Rose Road Segment: Arden to Gibson				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 3,338 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 334 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-6.20	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-23.44	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-27.40	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	54.5	52.6	50.9	44.8	53.4	54.0	
Medium Trucks:	48.5	47.0	40.6	39.1	47.5	47.8	
Heavy Trucks:	49.8	48.4	39.4	40.6	49.0	49.1	
Vehicle Noise:	56.5	54.8	51.5	47.0	55.5	56.0	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	11	23	50	108	
CNEL:	12	25	54	116	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Santa Anita Road Segment: Valley to Tyler				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 30,461 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,046 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.89	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.35	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.31	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.0	64.1	62.3	56.3	64.9	65.5	
Medium Trucks:	59.7	58.2	51.9	50.3	58.8	59.0	
Heavy Trucks:	60.6	59.2	50.1	51.4	59.7	59.8	
Vehicle Noise:	67.8	66.1	62.9	58.2	66.8	67.2	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	61	131	283	610
CNEL:	65	141	304	655

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Valley Road Segment: Valley Circle - Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 30,864 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,086 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.94	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.29	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.25	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.0	64.1	62.4	56.3	64.9	65.5	
Medium Trucks:	59.8	58.3	51.9	50.4	58.8	59.1	
Heavy Trucks:	60.6	59.2	50.2	51.4	59.8	59.9	
Vehicle Noise:	67.9	66.1	63.0	58.3	66.8	67.3	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	62	133	286	616
CNEL:	66	142	307	660

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Tyler Road Segment: Valley to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 11,561 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,156 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.81	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-18.05	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-22.00	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	60.0	58.1	56.3	50.3	58.9	59.5	
Medium Trucks:	54.0	52.4	46.1	44.5	53.0	53.2	
Heavy Trucks:	55.3	53.9	44.8	46.1	54.4	54.5	
Vehicle Noise:	62.0	60.3	57.0	52.4	61.0	61.4	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	25	54	116	250
CNEL:	27	58	124	268

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Valley Road Segment: Santa Anita to Tyler				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 26,897 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,690 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.35	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.89	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.85	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.4	63.5	61.8	55.7	64.3	64.9	
Medium Trucks:	59.2	57.7	51.3	49.8	58.2	58.5	
Heavy Trucks:	60.0	58.6	49.6	50.8	59.2	59.3	
Vehicle Noise:	67.3	65.5	62.4	57.7	66.2	66.7	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	56	121	261	562
CNEL:	60	130	280	603

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Valley Road Segment: Tyler to Ramona				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,251 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,725 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.40	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.84	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.79	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.5	63.6	61.8	55.8	64.4	65.0	
Medium Trucks:	59.2	57.7	51.4	49.8	58.3	58.5	
Heavy Trucks:	60.1	58.7	49.6	50.9	59.2	59.4	
Vehicle Noise:	67.3	65.6	62.4	57.8	66.3	66.8	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	57	122	263	567
CNEL:	61	131	282	608

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Ramona Road Segment: Tyler to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 15,486 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,549 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.46	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.78	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.73	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	61.3	59.4	57.6	51.5	60.2	60.8	
Medium Trucks:	55.2	53.7	47.4	45.8	54.3	54.5	
Heavy Trucks:	56.5	55.1	46.1	47.3	55.7	55.8	
Vehicle Noise:	63.3	61.5	58.3	53.7	62.2	62.7	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	30	65	141	304
CNEL:	33	70	151	325

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Peck Road Segment: Ramona to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,943 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,794 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.51	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.73	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.68	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.6	63.7	61.9	55.9	64.5	65.1	
Medium Trucks:	59.4	57.8	51.5	49.9	58.4	58.6	
Heavy Trucks:	60.2	58.8	49.7	51.0	59.3	59.5	
Vehicle Noise:	67.4	65.7	62.5	57.9	66.4	66.9	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	58	124	267	576
CNEL:	62	133	287	618

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Valley Road Segment: Ramona to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 38,850 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,885 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.94	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.30	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.25	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.0	65.1	63.4	57.3	65.9	66.5	
Medium Trucks:	60.8	59.3	52.9	51.4	59.8	60.1	
Heavy Trucks:	61.6	60.2	51.2	52.4	60.8	60.9	
Vehicle Noise:	68.9	67.1	64.0	59.3	67.8	68.3	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	72	155	333	718
CNEL:	77	166	357	770

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Peck Road Segment: Ramona to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,318 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,332 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.28	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.96	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.92	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.4	64.5	62.7	56.6	65.3	65.9	
Medium Trucks:	60.1	58.6	52.3	50.7	59.2	59.4	
Heavy Trucks:	61.0	59.5	50.5	51.8	60.1	60.2	
Vehicle Noise:	68.2	66.5	63.3	58.6	67.2	67.6	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	65	140	301	648	
CNEL:	70	150	323	695	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Ramona Road Segment: Valley to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 19,344 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,934 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.43	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-15.81	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-19.77	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	62.2	60.3	58.6	52.5	61.1	61.7	
Medium Trucks:	56.2	54.7	48.3	46.8	55.2	55.5	
Heavy Trucks:	57.5	56.1	47.1	48.3	56.7	56.8	
Vehicle Noise:	64.2	62.5	59.2	54.7	63.2	63.7	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	35	76	164	353	
CNEL:	38	81	175	377	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Gibson Road Segment: Valley to Rose				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,076 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 208 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-8.27	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-25.51	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-29.46	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	52.5	50.6	48.8	42.8	51.4	52.0	
Medium Trucks:	46.4	44.9	38.6	37.0	45.5	45.7	
Heavy Trucks:	47.8	46.3	37.3	38.6	46.9	47.0	
Vehicle Noise:	54.5	52.7	49.5	44.9	53.5	53.9	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	8	17	37	79	
CNEL:	8	18	39	84	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Valley Road Segment: Gibson to Baldwin				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,753 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,075 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.93	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.31	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.27	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.0	64.1	62.4	56.3	64.9	65.5	
Medium Trucks:	59.8	58.3	51.9	50.4	58.8	59.1	
Heavy Trucks:	60.6	59.2	50.2	51.4	59.8	59.9	
Vehicle Noise:	67.9	66.1	63.0	58.3	66.8	67.3	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	61	132	285	614	
CNEL:	66	142	306	659	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Plus Project Road Name: Baldwin Road Segment: Valley to Lower Azusa					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 25,609 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,561 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	2.13	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-15.11	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-19.06	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	65.2	63.3	61.6	55.5	64.1	64.7			
Medium Trucks:	59.0	57.5	51.1	49.6	58.0	58.3			
Heavy Trucks:	59.8	58.4	49.4	50.6	59.0	59.1			
Vehicle Noise:	67.1	65.3	62.2	57.5	66.0	66.5			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			54	117	252	544			
CNEL:			58	126	271	583			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Plus Project Road Name: Valley Road Segment: Baldwin to Temple City					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 29,064 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,906 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	2.68	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-14.56	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-18.51	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	65.8	63.9	62.1	56.1	64.7	65.3			
Medium Trucks:	59.5	58.0	51.7	50.1	58.6	58.8			
Heavy Trucks:	60.4	58.9	49.9	51.2	59.5	59.6			
Vehicle Noise:	67.6	65.9	62.7	58.0	66.6	67.0			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			59	127	275	582			
CNEL:			63	137	295	635			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Plus Project Road Name: Temple City Road Segment: Valley to Lower Azusa					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 23,671 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,367 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	1.79	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-15.45	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-19.40	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	64.9	63.0	61.2	55.2	63.8	64.4			
Medium Trucks:	58.6	57.1	50.8	49.2	57.7	57.9			
Heavy Trucks:	59.5	58.1	49.0	50.3	58.6	58.8			
Vehicle Noise:	66.7	65.0	61.8	57.1	65.7	66.1			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			52	111	239	516			
CNEL:			55	119	257	553			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing Plus Project Road Name: Valley Road Segment: Temple City to Mission					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 29,099 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,910 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	2.69	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-14.55	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-18.51	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	65.8	63.9	62.1	56.1	64.7	65.3			
Medium Trucks:	59.5	58.0	51.7	50.1	58.6	58.8			
Heavy Trucks:	60.4	59.0	49.9	51.2	59.5	59.6			
Vehicle Noise:	67.6	65.9	62.7	58.0	66.6	67.0			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			59	128	275	582			
CNEL:			64	137	295	635			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Rio Hondo Road Segment: n/o Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,190 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 219 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-8.04	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-25.27	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-29.23	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.7	50.8	49.0	43.0	51.6	52.2
Medium Trucks:	46.7	45.2	38.8	37.3	45.7	45.9
Heavy Trucks:	48.0	46.6	37.5	38.8	47.1	47.3
Vehicle Noise:	54.7	53.0	49.7	45.2	53.7	54.1

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	8	18	38	82
CNEL:	9	19	41	88

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Mission Road Segment: Valley to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,233 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,123 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.93	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-18.17	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-22.13	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.9	58.0	56.2	50.1	58.8	59.4
Medium Trucks:	53.8	52.3	46.0	44.4	52.9	53.1
Heavy Trucks:	55.2	53.7	44.7	45.9	54.3	54.4
Vehicle Noise:	61.9	60.1	56.9	52.3	60.8	61.3

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	25	53	114	245
CNEL:	26	57	122	263

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Valley Road Segment: Mission to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 17,795 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,780 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.55	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-16.69	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-20.64	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.6	61.7	60.0	53.9	62.5	63.2
Medium Trucks:	57.4	55.9	49.5	48.0	56.4	56.7
Heavy Trucks:	58.2	56.8	47.8	49.0	57.4	57.5
Vehicle Noise:	65.5	63.7	60.6	55.9	64.4	64.9

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	43	92	198	427
CNEL:	46	99	212	458

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Rosemead Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 45,400 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,540 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.62	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.62	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.57	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.7	65.8	64.0	58.0	66.6	67.2
Medium Trucks:	61.5	60.0	53.6	52.0	60.5	60.7
Heavy Trucks:	62.3	60.9	51.9	53.1	61.5	61.6
Vehicle Noise:	69.5	67.8	64.7	60.0	68.5	69.0

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	80	172	370	796
CNEL:	85	184	397	854

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Valley Road Segment: w/o Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 25,576 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,558 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.13	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.11	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.07	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.2	63.3	61.6	55.5	64.1	64.7
Medium Trucks:	59.0	57.5	51.1	49.6	58.0	58.3
Heavy Trucks:	59.8	58.4	49.4	50.6	59.0	59.1
Vehicle Noise:	67.1	65.3	62.2	57.5	66.0	66.5

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	54	117	252	543
CNEL:	58	126	270	583

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Arden Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 5,841 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 584 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-3.77	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-21.01	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-24.97	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.0	55.1	53.4	47.3	55.9	56.5
Medium Trucks:	51.0	49.5	43.1	41.6	50.0	50.3
Heavy Trucks:	52.3	50.9	41.9	43.1	51.5	51.6
Vehicle Noise:	59.0	57.3	54.0	49.5	58.0	58.5

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	16	34	74	159
CNEL:	17	37	79	170

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Lower Azusa Road Segment: Baldwin to Arden				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,255 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,826 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.07	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.17	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.12	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.9	62.0	60.2	54.1	62.8	63.4
Medium Trucks:	57.8	56.3	50.0	48.4	56.9	57.1
Heavy Trucks:	59.2	57.7	48.7	49.9	58.3	58.4
Vehicle Noise:	65.9	64.1	60.9	56.3	64.9	65.3

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	45	98	211	454
CNEL:	49	105	226	486

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Santa Anita Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 37,347 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,735 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.77	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.47	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.42	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.9	65.0	63.2	57.1	65.8	66.4
Medium Trucks:	60.6	59.1	52.7	51.2	59.7	59.9
Heavy Trucks:	61.5	60.0	51.0	52.3	60.6	60.7
Vehicle Noise:	68.7	67.0	63.8	59.1	67.7	68.1

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	70	151	325	699
CNEL:	75	162	348	750

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Lower Azusa Road Segment: Arden to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 24,251 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,425 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.41	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.83	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.79	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.2	61.3	59.5	53.5	62.1	62.7
Medium Trucks:	57.2	55.7	49.3	47.8	56.2	56.5
Heavy Trucks:	58.5	57.1	48.0	49.3	57.6	57.8
Vehicle Noise:	65.2	63.5	60.2	55.7	64.2	64.6

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	41	88	190	410
CNEL:	44	95	204	439

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Peck Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,429 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,943 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.74	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.50	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.46	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.8	63.9	62.2	56.1	64.7	65.3
Medium Trucks:	59.6	58.1	51.7	50.2	58.6	58.9
Heavy Trucks:	60.4	59.0	50.0	51.2	59.6	59.7
Vehicle Noise:	67.7	65.9	62.8	58.1	66.6	67.1

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	60	129	277	596
CNEL:	64	138	297	640

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Lower Azusa Road Segment: Santa Anita to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,318 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,132 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.52	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.72	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.68	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.3	62.4	60.7	54.6	63.2	63.8
Medium Trucks:	58.3	56.8	50.4	48.9	57.3	57.6
Heavy Trucks:	59.6	58.2	49.1	50.4	58.8	58.9
Vehicle Noise:	66.3	64.6	61.3	56.8	65.3	65.7

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	49	105	226	486
CNEL:	52	112	242	520

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Baldwin Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,199 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,620 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.23	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.01	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.96	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.3	63.4	61.7	55.6	64.2	64.8
Medium Trucks:	59.1	57.6	51.2	49.7	58.1	58.4
Heavy Trucks:	59.9	58.5	49.5	50.7	59.1	59.2
Vehicle Noise:	67.2	65.4	62.3	57.6	66.1	66.6

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	55	119	256	552
CNEL:	59	128	275	592

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Lower Azusa Road Segment: Baldwin to Temple City				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,065 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,707 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.88	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.35	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.31	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.7	61.8	60.0	54.0	62.6	63.2
Medium Trucks:	57.6	56.1	49.8	48.2	56.7	56.9
Heavy Trucks:	59.0	57.5	48.5	49.8	58.1	58.2
Vehicle Noise:	65.7	64.0	60.7	56.1	64.7	65.1

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	44	95	205	441	
CNEL:	47	102	219	472	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Temple City Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,295 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,630 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.25	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.99	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.95	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.3	63.4	61.7	55.6	64.2	64.8
Medium Trucks:	59.1	57.6	51.2	49.7	58.1	58.4
Heavy Trucks:	59.9	58.5	49.5	50.7	59.1	59.2
Vehicle Noise:	67.2	65.4	62.3	57.6	66.1	66.6

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	55	119	257	553	
CNEL:	59	128	276	594	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Lower Azusa Road Segment: Temple City to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 23,175 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,318 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.21	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-15.03	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.98	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.0	61.1	59.3	53.3	61.9	62.5
Medium Trucks:	57.0	55.5	49.1	47.6	56.0	56.3
Heavy Trucks:	58.3	56.9	47.8	49.1	57.4	57.6
Vehicle Noise:	65.0	63.3	60.0	55.5	64.0	64.4

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	40	86	185	398	
CNEL:	43	92	198	426	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Rosemead Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,480 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,848 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.59	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.64	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.60	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.7	63.8	62.0	56.0	64.6	65.2
Medium Trucks:	59.4	57.9	51.6	50.0	58.5	58.7
Heavy Trucks:	60.3	58.9	49.8	51.1	59.4	59.6
Vehicle Noise:	67.5	65.8	62.6	57.9	66.5	66.9

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	58	126	271	584	
CNEL:	63	135	291	626	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Rosemead Road Segment: Valley to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 58,814 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 5,881 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	5.74	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-11.49	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-15.45	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	68.8	66.9	65.2	59.1	67.7	68.3
Medium Trucks:	62.6	61.1	54.7	53.2	61.6	61.9
Heavy Trucks:	63.4	62.0	53.0	54.2	62.6	62.7
Vehicle Noise:	70.7	68.9	65.8	61.1	69.6	70.1

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	95	204	439	946
CNEL:	102	219	471	1,015

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Santa Anita Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 36,336 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,634 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.65	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.59	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.54	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.7	64.8	63.1	57.0	65.6	66.3
Medium Trucks:	60.5	59.0	52.6	51.1	59.5	59.8
Heavy Trucks:	61.3	59.9	50.9	52.1	60.5	60.6
Vehicle Noise:	68.6	66.8	63.7	59.0	67.5	68.0

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	69	148	319	686
CNEL:	74	159	342	736

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Garvey Road Segment: Rosemead to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 32,852 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,285 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.21	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.02	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.98	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.3	64.4	62.6	56.6	65.2	65.8
Medium Trucks:	60.1	58.6	52.2	50.6	59.1	59.3
Heavy Trucks:	60.9	59.5	50.4	51.7	60.0	60.2
Vehicle Noise:	68.1	66.4	63.2	58.6	67.1	67.6

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	64	138	298	642
CNEL:	69	148	320	689

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Peck Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,590 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,659 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.30	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.94	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.90	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.4	63.5	61.7	55.7	64.3	64.9
Medium Trucks:	59.1	57.6	51.3	49.7	58.2	58.4
Heavy Trucks:	60.0	58.6	49.5	50.8	59.1	59.3
Vehicle Noise:	67.2	65.5	62.3	57.7	66.2	66.7

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	56	120	259	557
CNEL:	60	129	278	598

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Garvey Road Segment: Santa Anita to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,771 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,777 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.48	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.75	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.71	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.6	63.7	61.9	55.9	64.5	65.1	
Medium Trucks:	59.3	57.8	51.5	49.9	58.4	58.6	
Heavy Trucks:	60.2	58.8	49.7	51.0	59.3	59.4	
Vehicle Noise:	67.4	65.7	62.5	57.8	66.4	66.8	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	57	124	266	574
CNEL:	62	133	286	616

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Valley Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,528 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,853 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.60	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.64	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.59	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.7	63.8	62.0	56.0	64.6	65.2	
Medium Trucks:	59.4	57.9	51.6	50.0	58.5	58.7	
Heavy Trucks:	60.3	58.9	49.8	51.1	59.4	59.6	
Vehicle Noise:	67.5	65.8	62.6	58.0	66.5	67.0	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	58	126	271	584
CNEL:	63	135	291	627

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Garvey Road Segment: Peck to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 21,919 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,192 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.46	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.78	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.74	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.5	62.6	60.9	54.8	63.5	64.1	
Medium Trucks:	58.3	56.8	50.4	48.9	57.3	57.6	
Heavy Trucks:	59.1	57.7	48.7	49.9	58.3	58.4	
Vehicle Noise:	66.4	64.6	61.5	56.8	65.4	65.8	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	49	106	227	490
CNEL:	53	113	244	526

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Santa Anita Road Segment: Valley to Ramona				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 37,678 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,768 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.81	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.43	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.38	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.9	65.0	63.2	57.2	65.8	66.4	
Medium Trucks:	60.7	59.1	52.8	51.2	59.7	59.9	
Heavy Trucks:	61.5	60.1	51.0	52.3	60.6	60.8	
Vehicle Noise:	68.7	67.0	63.8	59.2	67.7	68.2	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	70	152	326	703
CNEL:	75	163	350	754

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Santa Anita Road Segment: Ramona to I-10				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 39,493 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,949 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.01	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.22	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.18	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.1	65.2	63.4	57.4	66.0	66.6	
Medium Trucks:	60.9	59.4	53.0	51.4	59.9	60.1	
Heavy Trucks:	61.7	60.3	51.2	52.5	60.8	61.0	
Vehicle Noise:	68.9	67.2	64.0	59.4	67.9	68.4	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	73	156	337	726	
CNEL:	78	168	361	778	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Brockaway Road Segment: Santa Anita to I-10 WB ramps				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 14,456 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,446 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.16	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-17.08	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.03	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	60.9	59.0	57.2	51.2	59.8	60.4	
Medium Trucks:	54.9	53.4	47.0	45.5	53.9	54.1	
Heavy Trucks:	56.2	54.8	45.7	47.0	55.3	55.5	
Vehicle Noise:	62.9	61.2	57.9	53.3	61.9	62.3	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	29	62	134	288	
CNEL:	31	66	143	308	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Temple City Road Segment: Valley to Olney/I-10 WB ramps				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,222 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,622 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.75	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.49	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.45	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	63.5	61.6	59.9	53.8	62.4	63.1	
Medium Trucks:	57.5	56.0	49.6	48.1	56.6	56.8	
Heavy Trucks:	58.8	57.4	48.4	49.6	58.0	58.1	
Vehicle Noise:	65.6	63.8	60.5	56.0	64.5	65.0	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	43	93	200	432	
CNEL:	46	100	215	462	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Baldwin Road Segment: Valley to Fair/I-10 EB ramps				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 25,336 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,534 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.09	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.15	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.11	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.2	63.3	61.5	55.5	64.1	64.7	
Medium Trucks:	58.9	57.4	51.1	49.5	58.0	58.2	
Heavy Trucks:	59.8	58.4	49.3	50.6	58.9	59.0	
Vehicle Noise:	67.0	65.3	62.1	57.4	66.0	66.4	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	54	116	251	540	
CNEL:	58	125	269	579	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Lower Azusa Road Segment: e/o Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,285 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,029 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.37	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.87	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.82	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.2	62.3	60.5	54.5	63.1	63.7	
Medium Trucks:	58.1	56.6	50.3	48.7	57.2	57.4	
Heavy Trucks:	59.5	58.0	49.0	50.3	58.6	58.7	
Vehicle Noise:	66.2	64.4	61.2	56.6	65.2	65.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			48	102	221	475	
CNEL:			51	110	236	509	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Ramona Road Segment: e/o Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,055 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,706 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.88	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.36	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.31	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	63.7	61.8	60.0	54.0	62.6	63.2	
Medium Trucks:	57.6	56.1	49.8	48.2	56.7	56.9	
Heavy Trucks:	59.0	57.5	48.5	49.8	58.1	58.2	
Vehicle Noise:	65.7	64.0	60.7	56.1	64.7	65.1	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			44	95	205	441	
CNEL:			47	102	219	472	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Valley Road Segment: s/o Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 19,099 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,910 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.86	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-16.38	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-20.34	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	63.9	62.1	60.3	54.2	62.9	63.5	
Medium Trucks:	57.7	56.2	49.8	48.3	56.7	57.0	
Heavy Trucks:	58.5	57.1	48.1	49.3	57.7	57.8	
Vehicle Noise:	65.8	64.0	60.9	56.2	64.8	65.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			45	96	208	447	
CNEL:			48	103	223	480	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Plus Project Road Name: Arden Way Road Segment: e/o Arden Drive				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,623 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,162 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.79	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-18.02	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.98	-4.57	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	60.0	58.1	56.3	50.2	58.9	59.5	
Medium Trucks:	53.9	52.4	46.0	44.5	53.0	53.2	
Heavy Trucks:	55.2	53.8	44.8	46.0	54.4	54.5	
Vehicle Noise:	62.0	60.2	57.0	52.4	60.9	61.4	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			25	54	115	249	
CNEL:			27	57	124	266	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2016 Without Project Road Name: Arden Dr Road Segment: Valley to Rose					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 12,508 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,251 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	-0.47	-4.51	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-17.71	-4.51	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-21.66	-4.51	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	60.3	58.4	56.7	50.6	59.2	59.8			
Medium Trucks:	54.3	52.8	46.4	44.9	53.3	53.6			
Heavy Trucks:	55.6	54.2	45.2	46.4	54.8	54.9			
Vehicle Noise:	62.3	60.6	57.3	52.8	61.3	61.8			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			26	57	122	264			
CNEL:			28	61	131	282			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2016 Without Project Road Name: Valley Road Segment: Arden to Gibson					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 32,287 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,229 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	3.14	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-14.10	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-18.05	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	66.2	64.3	62.6	56.5	65.1	65.7			
Medium Trucks:	60.0	58.5	52.1	50.6	59.0	59.3			
Heavy Trucks:	60.8	59.4	50.4	51.6	60.0	60.1			
Vehicle Noise:	68.1	66.3	63.2	58.5	67.0	67.5			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			63	137	295	634			
CNEL:			68	147	316	681			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2016 Without Project Road Name: Valley Circle Road Segment: Valley to Project Driveway					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 365 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 37 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	-15.82	-4.57	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-33.05	-4.57	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-37.01	-4.57	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	44.9	43.0	41.3	35.2	43.8	44.4			
Medium Trucks:	38.9	37.4	31.0	29.5	37.9	38.2			
Heavy Trucks:	40.2	38.8	29.8	31.0	39.4	39.5			
Vehicle Noise:	46.9	45.2	41.9	37.4	45.9	46.4			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			2	5	11	25			
CNEL:			3	6	12	27			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2016 Without Project Road Name: Valley Road Segment: Arden to Valley Circle					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 41,046 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,105 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15					
Site Data				Vehicle Mix					
				VehicleType	Day	Evening	Night	Daily	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	4.18	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-13.06	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-17.01	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	67.3	65.4	63.6	57.6	66.2	66.8			
Medium Trucks:	61.0	59.5	53.2	51.6	60.1	60.3			
Heavy Trucks:	61.9	60.4	51.4	52.7	61.0	61.1			
Vehicle Noise:	69.1	67.4	64.2	59.5	68.1	68.5			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			74	160	346	745			
CNEL:			80	172	371	799			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Arden Dr Road Segment: Rose to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 14,572 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,457 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.20	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-17.04	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.00	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	61.0	59.1	57.3	51.3	59.9	60.5	
Medium Trucks:	55.0	53.5	47.1	45.5	54.0	54.2	
Heavy Trucks:	56.3	54.9	45.8	47.1	55.4	55.6	
Vehicle Noise:	63.0	61.3	58.0	53.4	62.0	62.4	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			29	63	135	292	
CNEL:			31	67	145	313	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Rose Road Segment: Arden to Gibson				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 3,293 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 329 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-6.26	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-23.50	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-27.46	-4.57	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	54.5	52.6	50.8	44.8	53.4	54.0	
Medium Trucks:	48.4	46.9	40.6	39.0	47.5	47.7	
Heavy Trucks:	49.8	48.3	39.3	40.6	48.9	49.0	
Vehicle Noise:	56.5	54.7	51.5	46.9	55.5	55.9	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			11	23	50	107	
CNEL:			11	25	53	115	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Santa Anita Road Segment: Valley to Tyler				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 32,041 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,204 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.11	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.13	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.09	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.2	64.3	62.5	56.5	65.1	65.7	
Medium Trucks:	59.9	58.4	52.1	50.5	59.0	59.2	
Heavy Trucks:	60.8	59.4	50.3	51.6	59.9	60.1	
Vehicle Noise:	68.0	66.3	63.1	58.5	67.0	67.5	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			63	136	293	631	
CNEL:			68	146	314	677	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Valley Road Segment: Valley Circle - Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 30,214 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,021 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.85	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.39	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.34	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.9	64.0	62.3	56.2	64.8	65.4	
Medium Trucks:	59.7	58.2	51.8	50.3	58.7	59.0	
Heavy Trucks:	60.5	59.1	50.1	51.3	59.7	60.1	
Vehicle Noise:	67.8	66.0	62.9	58.2	66.7	67.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			61	131	282	607	
CNEL:			65	140	302	651	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Tyler Road Segment: Valley to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 11,638 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,164 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.78	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-18.02	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.97	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.0	58.1	56.4	50.3	58.9	59.5
Medium Trucks:	54.0	52.5	46.1	44.6	53.0	53.3
Heavy Trucks:	55.3	53.9	44.8	46.1	54.5	54.6
Vehicle Noise:	62.0	60.3	57.0	52.5	61.0	61.4

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	25	54	117	251	
CNEL:	27	58	125	269	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Valley Road Segment: Santa Anita to Tyler				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 25,979 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,598 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.20	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.04	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.00	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.3	63.4	61.6	55.6	64.2	64.8
Medium Trucks:	59.0	57.5	51.2	49.6	58.1	58.3
Heavy Trucks:	59.9	58.5	49.4	50.7	59.0	59.2
Vehicle Noise:	67.1	65.4	62.2	57.5	66.1	66.5

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	55	118	255	549	
CNEL:	59	127	273	589	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Valley Road Segment: Tyler to Ramona				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 26,860 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,686 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.34	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.90	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.85	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.4	63.5	61.8	55.7	64.3	64.9
Medium Trucks:	59.2	57.7	51.3	49.8	58.2	58.5
Heavy Trucks:	60.0	58.6	49.6	50.8	59.2	59.3
Vehicle Noise:	67.3	65.5	62.4	57.7	66.2	66.7

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	56	121	261	561	
CNEL:	60	130	279	602	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Ramona Road Segment: Tyler to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 16,172 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,617 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.65	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.59	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.55	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.4	59.5	57.8	51.7	60.3	61.0
Medium Trucks:	55.4	53.9	47.5	46.0	54.5	54.7
Heavy Trucks:	56.7	55.3	46.3	47.5	55.9	56.0
Vehicle Noise:	63.5	61.7	58.4	53.9	62.4	62.9

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	31	67	145	313	
CNEL:	33	72	155	335	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Peck Road Segment: Ramona to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,029 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,903 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.68	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.56	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.52	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.8	63.9	62.1	56.0	64.7	65.3	
Medium Trucks:	59.5	58.0	51.7	50.1	58.6	58.8	
Heavy Trucks:	60.4	58.9	49.9	51.2	59.5	59.6	
Vehicle Noise:	67.6	65.9	62.7	58.0	66.6	67.0	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			59	127	274	591	
CNEL:			63	137	294	634	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Valley Road Segment: Ramona to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 39,591 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,959 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.02	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.21	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.17	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.1	65.2	63.5	57.4	66.0	66.6	
Medium Trucks:	60.9	59.4	53.0	51.5	59.9	60.1	
Heavy Trucks:	61.7	60.3	51.3	52.5	60.9	61.0	
Vehicle Noise:	68.9	67.2	64.1	59.4	67.9	68.4	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			73	157	337	727	
CNEL:			78	168	362	780	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Peck Road Segment: Ramona to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 34,492 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,449 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.43	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.81	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.77	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.5	64.6	62.9	56.8	65.4	66.0	
Medium Trucks:	60.3	58.8	52.4	50.9	59.3	59.5	
Heavy Trucks:	61.1	59.7	50.7	51.9	60.3	60.4	
Vehicle Noise:	68.4	66.6	63.5	58.8	67.3	67.8	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			66	143	308	663	
CNEL:			71	153	330	711	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Ramona Road Segment: Valley to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 19,421 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,942 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.44	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-15.80	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-19.75	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	62.2	60.3	58.6	52.5	61.1	61.7	
Medium Trucks:	56.2	54.7	48.3	46.8	55.3	55.5	
Heavy Trucks:	57.5	56.1	47.1	48.3	56.7	56.8	
Vehicle Noise:	64.2	62.5	59.2	54.7	63.2	63.7	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			35	76	164	353	
CNEL:			38	82	176	378	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Gibson Road Segment: Valley to Rose				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,066 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 207 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-8.29	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-25.53	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-29.48	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	52.4	50.6	48.8	42.7	51.4	52.0	
Medium Trucks:	46.4	44.9	38.5	37.0	45.5	45.7	
Heavy Trucks:	47.7	46.3	37.3	38.5	46.9	47.0	
Vehicle Noise:	54.5	52.7	49.4	44.9	53.4	53.9	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	8	17	36	79
CNEL:	8	18	39	84

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Valley Road Segment: Gibson to Baldwin				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 32,302 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,230 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.14	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.10	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.05	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.2	64.3	62.6	56.5	65.1	65.7	
Medium Trucks:	60.0	58.5	52.1	50.6	59.0	59.3	
Heavy Trucks:	60.8	59.4	50.4	51.6	60.0	60.1	
Vehicle Noise:	68.1	66.3	63.2	58.5	67.0	67.5	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	63	137	295	635
CNEL:	68	147	316	681

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Baldwin Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,994 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,899 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.67	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.57	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.52	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.8	63.9	62.1	56.0	64.7	65.3	
Medium Trucks:	59.5	58.0	51.6	50.1	58.6	58.8	
Heavy Trucks:	60.4	58.9	49.9	51.2	59.5	59.6	
Vehicle Noise:	67.6	65.9	62.7	58.0	66.6	67.0	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	59	127	274	591
CNEL:	63	136	294	634

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Valley Road Segment: Baldwin to Temple City				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,585 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,059 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.90	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.33	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.29	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.0	64.1	62.3	56.3	64.9	65.5	
Medium Trucks:	59.7	58.2	51.9	50.3	58.8	59.0	
Heavy Trucks:	60.6	59.2	50.1	51.4	59.7	59.9	
Vehicle Noise:	67.8	66.1	62.9	58.3	66.8	67.3	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	61	132	284	612
CNEL:	66	141	305	656

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Temple City Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,905 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,691 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.35	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.89	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.85	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.4	63.5	61.8	55.7	64.3	64.9	
Medium Trucks:	59.2	57.7	51.3	49.8	58.2	58.5	
Heavy Trucks:	60.0	58.6	49.6	50.8	59.2	59.3	
Vehicle Noise:	67.3	65.5	62.4	57.7	66.2	66.7	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	56	121	261	562
CNEL:	60	130	280	603

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Valley Road Segment: Temple City to Mission				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,652 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,065 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.91	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.32	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.28	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.0	64.1	62.3	56.3	64.9	65.5	
Medium Trucks:	59.8	58.2	51.9	50.3	58.8	59.0	
Heavy Trucks:	60.6	59.2	50.1	51.4	59.7	59.9	
Vehicle Noise:	67.8	66.1	62.9	58.3	66.8	67.3	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	61	132	284	613
CNEL:	66	142	305	657

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Rio Hondo Road Segment: n/o Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,356 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 236 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-7.72	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-24.96	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-28.91	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	53.0	51.1	49.4	43.3	51.9	52.5	
Medium Trucks:	47.0	45.5	39.1	37.6	46.0	46.3	
Heavy Trucks:	48.3	46.9	37.9	39.1	47.5	47.6	
Vehicle Noise:	55.0	53.3	50.0	45.5	54.0	54.4	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	9	18	40	86
CNEL:	9	20	43	92

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Mission Road Segment: Valley to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,937 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,194 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.67	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-17.91	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.86	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	60.1	58.2	56.5	50.4	59.0	59.6	
Medium Trucks:	54.1	52.6	46.2	44.7	53.1	53.4	
Heavy Trucks:	55.4	54.0	45.0	46.2	54.6	54.7	
Vehicle Noise:	62.1	60.4	57.1	52.6	61.1	61.6	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	26	55	119	256
CNEL:	27	59	127	274

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Valley Road Segment: Mission to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 18,987 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,899 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.83	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-16.40	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-20.36	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.9	62.0	60.3	54.2	62.8	63.4
Medium Trucks:	57.7	56.2	49.8	48.3	56.7	57.0
Heavy Trucks:	58.5	57.1	48.1	49.3	57.7	57.8
Vehicle Noise:	65.8	64.0	60.9	56.2	64.7	65.2

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:		45	96	207	445
CNEL:		48	103	222	478

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Rosemead Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 48,009 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,801 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.86	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.38	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.33	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	68.0	66.1	64.3	58.2	66.9	67.5
Medium Trucks:	61.7	60.2	53.8	52.3	60.8	61.0
Heavy Trucks:	62.6	61.1	52.1	53.3	61.7	61.8
Vehicle Noise:	69.8	68.0	64.9	60.2	68.8	69.2

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:		83	178	384	827
CNEL:		89	191	412	887

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Valley Road Segment: w/o Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,092 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,709 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.38	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.86	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.82	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.5	63.6	61.8	55.7	64.4	65.0
Medium Trucks:	59.2	57.7	51.4	49.8	58.3	58.5
Heavy Trucks:	60.1	58.6	49.6	50.9	59.2	59.3
Vehicle Noise:	67.3	65.6	62.4	57.7	66.3	66.7

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:		56	122	262	564
CNEL:		61	130	281	606

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Arden Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 5,767 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 577 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-3.83	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-21.07	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-25.02	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.0	55.1	53.3	47.2	55.9	56.5
Medium Trucks:	50.9	49.4	43.1	41.5	50.0	50.2
Heavy Trucks:	52.3	50.8	41.8	43.0	51.4	51.5
Vehicle Noise:	59.0	57.2	54.0	49.4	58.0	58.4

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:		16	34	73	157
CNEL:		17	36	78	168

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Lower Azusa Road Segment: Baldwin to Arden				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,136 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,014 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.35	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.89	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.84	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.1	62.2	60.5	54.4	63.1	63.7	
Medium Trucks:	58.1	56.6	50.2	48.7	57.2	57.4	
Heavy Trucks:	59.4	58.0	49.0	50.2	58.6	58.7	
Vehicle Noise:	66.2	64.4	61.1	56.6	65.1	65.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			47	102	220	474	
CNEL:			51	109	235	507	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Santa Anita Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 39,762 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,976 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.04	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.19	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.15	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.1	65.2	63.5	57.4	66.0	66.6	
Medium Trucks:	60.9	59.4	53.0	51.5	59.9	60.2	
Heavy Trucks:	61.7	60.3	51.3	52.5	60.9	61.0	
Vehicle Noise:	69.0	67.2	64.1	59.4	67.9	68.4	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			73	157	338	729	
CNEL:			78	168	363	782	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Lower Azusa Road Segment: Arden to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 25,474 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,547 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.62	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.62	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.57	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	63.4	61.5	59.8	53.7	62.3	62.9	
Medium Trucks:	57.4	55.9	49.5	48.0	56.4	56.7	
Heavy Trucks:	58.7	57.3	48.2	49.5	57.9	58.0	
Vehicle Noise:	65.4	63.7	60.4	55.9	64.4	64.8	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			42	91	197	424	
CNEL:			45	98	210	454	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Peck Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,581 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,058 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.90	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.33	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.29	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.0	64.1	62.3	56.3	64.9	65.5	
Medium Trucks:	59.7	58.2	51.9	50.3	58.8	59.0	
Heavy Trucks:	60.6	59.2	50.1	51.4	59.7	59.9	
Vehicle Noise:	67.8	66.1	62.9	58.3	66.8	67.3	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			61	132	284	612	
CNEL:			66	141	305	656	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Lower Azusa Road Segment: Santa Anita to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,066 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,307 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.75	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.48	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.44	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.6	62.7	60.9	54.8	63.5	64.1	
Medium Trucks:	58.5	57.0	50.7	49.1	57.6	57.8	
Heavy Trucks:	59.8	58.4	49.4	50.6	59.0	59.1	
Vehicle Noise:	66.6	64.8	61.6	57.0	65.5	66.0	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			50	109	234	504	
CNEL:			54	116	250	540	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Baldwin Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,223 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,722 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.40	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.84	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.80	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.5	63.6	61.8	55.8	64.4	65.0	
Medium Trucks:	59.2	57.7	51.4	49.8	58.3	58.5	
Heavy Trucks:	60.1	58.7	49.6	50.9	59.2	59.4	
Vehicle Noise:	67.3	65.6	62.4	57.8	66.3	66.8	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			57	122	263	566	
CNEL:			61	131	282	607	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Lower Azusa Road Segment: Baldwin to Temple City				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,253 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,825 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.07	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.17	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.12	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	63.9	62.0	60.2	54.1	62.8	63.4	
Medium Trucks:	57.8	56.3	50.0	48.4	56.9	57.1	
Heavy Trucks:	59.2	57.7	48.7	49.9	58.3	58.4	
Vehicle Noise:	65.9	64.1	60.9	56.3	64.9	65.3	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			45	98	211	454	
CNEL:			49	105	226	486	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Temple City Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,477 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,748 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.44	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.80	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.76	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.5	63.6	61.9	55.8	64.4	65.0	
Medium Trucks:	59.3	57.8	51.4	49.9	58.3	58.6	
Heavy Trucks:	60.1	58.7	49.7	50.9	59.3	59.4	
Vehicle Noise:	67.4	65.6	62.5	57.8	66.3	66.8	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			57	123	264	570	
CNEL:			61	132	284	611	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Lower Azusa Road Segment: Temple City to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 24,208 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,421 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.40	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.84	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.79	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.2	61.3	59.5	53.5	62.1	62.7
Medium Trucks:	57.2	55.7	49.3	47.8	56.2	56.4
Heavy Trucks:	58.5	57.1	48.0	49.3	57.6	57.8
Vehicle Noise:	65.2	63.5	60.2	55.6	64.2	64.6

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	41	88	190	409
CNEL:	44	94	203	438

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Rosemead Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,857 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,086 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.94	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.30	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.25	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.0	64.1	62.4	56.3	64.9	65.5
Medium Trucks:	59.8	58.3	51.9	50.4	58.8	59.1
Heavy Trucks:	60.6	59.2	50.2	51.4	59.8	59.9
Vehicle Noise:	67.9	66.1	63.0	58.3	66.8	67.3

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	62	133	286	616
CNEL:	66	142	307	660

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Rosemead Road Segment: Valley to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 61,583 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 6,158 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	5.94	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-11.29	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-15.25	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	69.0	67.1	65.4	59.3	67.9	68.5
Medium Trucks:	62.8	61.3	54.9	53.4	61.8	62.1
Heavy Trucks:	63.6	62.2	53.2	54.4	62.8	62.9
Vehicle Noise:	70.9	69.1	66.0	61.3	69.8	70.3

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	98	210	453	976
CNEL:	105	226	486	1,047

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Santa Anita Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 38,132 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,813 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.86	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.38	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.33	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.0	65.1	63.3	57.2	65.9	66.5
Medium Trucks:	60.7	59.2	52.8	51.3	59.8	60.0
Heavy Trucks:	61.6	60.1	51.1	52.3	60.7	60.8
Vehicle Noise:	68.8	67.0	63.9	59.2	67.8	68.2

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	71	153	329	709
CNEL:	76	164	353	760

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Garvey Road Segment: Rosemead to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 34,318 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,432 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.40	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.83	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.79	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.5	64.6	62.8	56.8	65.4	66.0	
Medium Trucks:	60.2	58.7	52.4	50.8	59.3	59.5	
Heavy Trucks:	61.1	59.7	50.6	51.9	60.2	60.4	
Vehicle Noise:	68.3	66.6	63.4	58.8	67.3	67.8	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	66	142	307	661	
CNEL:	71	153	329	709	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Peck Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,166 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,717 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.39	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.85	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.80	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.5	63.6	61.8	55.8	64.4	65.0	
Medium Trucks:	59.2	57.7	51.4	49.8	58.3	58.5	
Heavy Trucks:	60.1	58.7	49.6	50.9	59.2	59.4	
Vehicle Noise:	67.3	65.6	62.4	57.7	66.3	66.7	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	57	122	262	565	
CNEL:	61	131	282	607	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Garvey Road Segment: Santa Anita to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,820 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,882 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.65	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.59	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.55	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.7	63.8	62.1	56.0	64.6	65.2	
Medium Trucks:	59.5	58.0	51.6	50.1	58.5	58.8	
Heavy Trucks:	60.3	58.9	49.9	51.1	59.5	59.6	
Vehicle Noise:	67.6	65.8	62.7	58.0	66.5	67.0	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	59	127	273	588	
CNEL:	63	136	293	631	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Valley Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,062 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,006 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.83	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.41	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.37	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.9	64.0	62.3	56.2	64.8	65.4	
Medium Trucks:	59.7	58.2	51.8	50.3	58.7	59.0	
Heavy Trucks:	60.5	59.1	50.1	51.3	59.7	59.8	
Vehicle Noise:	67.8	66.0	62.9	58.2	66.7	67.2	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	60	130	281	605	
CNEL:	65	140	301	649	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Garvey Road Segment: Peck to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 22,711 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,271 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.61	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.63	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.58	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.7	62.8	61.0	55.0	63.6	64.2	
Medium Trucks:	58.5	56.9	50.6	49.0	57.5	57.7	
Heavy Trucks:	59.3	57.9	48.8	50.1	58.4	58.6	
Vehicle Noise:	66.5	64.8	61.6	57.0	65.5	66.0	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	50	108	233	502	
CNEL:	54	116	250	538	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Santa Anita Road Segment: Valley to Ramona				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 40,462 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,046 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.12	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.12	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.07	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.2	65.3	63.5	57.5	66.1	66.7	
Medium Trucks:	61.0	59.5	53.1	51.5	60.0	60.2	
Heavy Trucks:	61.8	60.4	51.4	52.6	61.0	61.1	
Vehicle Noise:	69.0	67.3	64.2	59.5	68.0	68.5	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	74	159	342	738	
CNEL:	79	170	367	791	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Santa Anita Road Segment: Ramona to I-10				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 42,727 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,273 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.36	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.88	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.84	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.4	65.5	63.8	57.7	66.3	67.0	
Medium Trucks:	61.2	59.7	53.3	51.8	60.2	60.5	
Heavy Trucks:	62.0	60.6	51.6	52.8	61.2	61.3	
Vehicle Noise:	69.3	67.5	64.4	59.7	68.3	68.7	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	76	165	355	765	
CNEL:	82	177	381	820	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Brockaway Road Segment: Santa Anita to I-10 WB ramps				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 15,208 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,521 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.38	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.86	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.81	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	61.1	59.2	57.5	51.4	60.0	60.6	
Medium Trucks:	55.1	53.6	47.2	45.7	54.1	54.4	
Heavy Trucks:	56.4	55.0	45.9	47.2	55.6	55.7	
Vehicle Noise:	63.1	61.4	58.1	53.6	62.1	62.5	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	30	64	138	298	
CNEL:	32	69	148	319	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Temple City Road Segment: Valley to Olney/I-10 WB ramps				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,429 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,843 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.10	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.14	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.10	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.9	62.0	60.2	54.2	62.8	63.4
Medium Trucks:	57.9	56.4	50.0	48.4	56.9	57.1
Heavy Trucks:	59.2	57.8	48.7	50.0	58.3	58.5
Vehicle Noise:	65.9	64.2	60.9	56.3	64.9	65.3

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	46	98	212	456
CNEL:	49	105	226	488

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Baldwin Road Segment: Valley to Fair/I-10 EB ramps				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,510 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,751 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.44	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.79	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.75	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.5	63.6	61.9	55.8	64.4	65.0
Medium Trucks:	59.3	57.8	51.4	49.9	58.3	58.6
Heavy Trucks:	60.1	58.7	49.7	50.9	59.3	59.4
Vehicle Noise:	67.4	65.6	62.5	57.8	66.3	66.8

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	57	123	265	570
CNEL:	61	132	284	612

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Lower Azusa Road Segment: e/o Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,573 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,157 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.55	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.68	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.64	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.4	62.5	60.7	54.6	63.3	63.9
Medium Trucks:	58.3	56.8	50.4	48.9	57.4	57.6
Heavy Trucks:	59.6	58.2	49.2	50.4	58.8	58.9
Vehicle Noise:	66.4	64.6	61.4	56.8	65.3	65.8

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	49	105	227	489
CNEL:	52	113	243	523

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Ramona Road Segment: e/o Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,728 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,773 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.99	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.25	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.20	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.8	61.9	60.1	54.1	62.7	63.3
Medium Trucks:	57.8	56.2	49.9	48.3	56.8	57.0
Heavy Trucks:	59.1	57.7	48.6	49.9	58.2	58.3
Vehicle Noise:	65.8	64.1	60.8	56.2	64.8	65.2

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	45	97	208	448
CNEL:	48	103	223	480

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Valley Road Segment: s/o Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 19,494 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,949 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.95	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-16.29	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-20.25	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.0	62.1	60.4	54.3	62.9	63.5	
Medium Trucks:	57.8	56.3	49.9	48.4	56.8	57.1	
Heavy Trucks:	58.6	57.2	48.2	49.4	57.8	57.9	
Vehicle Noise:	65.9	64.1	61.0	56.3	64.8	65.3	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	45	98	210	453
CNEL:	49	105	226	486

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 Without Project Road Name: Arden Way Road Segment: e/o Arden Drive				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,620 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,162 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.79	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-18.03	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.98	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	59.9	58.1	56.3	50.2	58.9	59.5	
Medium Trucks:	53.9	52.4	46.0	44.5	53.0	53.2	
Heavy Trucks:	55.2	53.8	44.8	46.0	54.4	54.5	
Vehicle Noise:	62.0	60.2	56.9	52.4	60.9	61.4	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	25	54	115	249
CNEL:	27	57	124	266

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Arden Dr Road Segment: Valley to Rose				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 17,597 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,760 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.01	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.22	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.18	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	61.8	59.9	58.1	52.1	60.7	61.3	
Medium Trucks:	55.8	54.3	47.9	46.4	54.8	55.1	
Heavy Trucks:	57.1	55.7	46.6	47.9	56.2	56.4	
Vehicle Noise:	63.8	62.1	58.8	54.3	62.8	63.2	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	33	71	154	331
CNEL:	35	76	164	354

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Valley Road Segment: Arden to Gibson				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 34,033 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,403 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.37	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.87	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.83	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.5	64.6	62.8	56.7	65.4	66.0	
Medium Trucks:	60.2	58.7	52.3	50.8	59.3	59.5	
Heavy Trucks:	61.1	59.6	50.6	51.8	60.2	60.3	
Vehicle Noise:	68.3	66.6	63.4	58.7	67.3	67.7	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	66	142	305	657
CNEL:	70	152	327	705

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Valley Circle Road Segment: Valley to Project Driveway				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 745 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 75 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-12.72	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-29.96	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-33.91	-4.57	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	48.0	46.1	44.4	38.3	46.9	47.5	
Medium Trucks:	42.0	40.5	34.1	32.6	41.0	41.3	
Heavy Trucks:	43.3	41.9	32.8	34.1	42.5	42.6	
Vehicle Noise:	50.0	48.3	45.0	40.5	49.0	49.4	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			4	9	18	40	
CNEL:			4	9	20	43	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Valley Road Segment: Arden to Valley Circle				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 44,692 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,469 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.55	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.69	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.64	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.6	65.7	64.0	57.9	66.5	67.1	
Medium Trucks:	61.4	59.9	53.5	52.0	60.4	60.7	
Heavy Trucks:	62.2	60.8	51.8	53.0	61.4	61.5	
Vehicle Noise:	69.5	67.7	64.6	59.9	68.4	68.9	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			79	170	366	788	
CNEL:			85	182	392	845	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Arden Dr Road Segment: Rose to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 16,546 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,655 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.75	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.49	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.45	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	61.5	59.6	57.9	51.8	60.4	61.1	
Medium Trucks:	55.5	54.0	47.6	46.1	54.6	54.8	
Heavy Trucks:	56.8	55.4	46.4	47.6	56.0	56.1	
Vehicle Noise:	63.6	61.8	58.5	54.0	62.5	63.0	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			32	68	147	318	
CNEL:			34	73	158	340	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Rose Road Segment: Arden to Gibson				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 3,445 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 345 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-6.07	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-23.31	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-27.26	-4.57	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	54.7	52.8	51.0	44.9	53.6	54.2	
Medium Trucks:	48.6	47.1	40.8	39.2	47.7	47.9	
Heavy Trucks:	50.0	48.5	39.5	40.7	49.1	49.2	
Vehicle Noise:	56.7	54.9	47.1	41.7	55.7	56.1	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			11	24	51	111	
CNEL:			12	26	55	118	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Santa Anita Road Segment: Valley to Tyler				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 32,345 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,235 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.15	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.09	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.05	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.2	64.3	62.6	56.5	65.1	65.7	
Medium Trucks:	60.0	58.5	52.1	50.6	59.0	59.3	
Heavy Trucks:	60.8	59.4	50.4	51.6	60.0	60.1	
Vehicle Noise:	68.1	66.3	63.2	58.5	67.0	67.5	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	64	137	295	635	
CNEL:	68	147	316	681	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Valley Road Segment: Valley Circle - Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,935 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,394 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.36	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.88	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.84	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.4	64.5	62.8	56.7	65.3	66.0	
Medium Trucks:	60.2	58.7	52.3	50.8	59.2	59.5	
Heavy Trucks:	61.0	59.6	50.6	51.8	60.2	60.3	
Vehicle Noise:	68.3	66.5	63.4	58.7	67.3	67.7	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	66	141	304	656	
CNEL:	70	152	327	704	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Tyler Road Segment: Valley to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,942 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,194 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.67	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-17.91	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.86	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	60.1	58.2	56.5	50.4	59.0	59.6	
Medium Trucks:	54.1	52.6	46.2	44.7	53.1	53.4	
Heavy Trucks:	55.4	54.0	45.0	46.2	54.6	54.7	
Vehicle Noise:	62.1	60.4	57.1	52.6	61.1	61.6	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	26	55	119	256	
CNEL:	27	59	127	274	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Valley Road Segment: Santa Anita to Tyler				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,561 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,856 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.61	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.63	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.59	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.7	63.8	62.0	56.0	64.6	65.2	
Medium Trucks:	59.5	57.9	51.6	50.0	58.5	58.7	
Heavy Trucks:	60.3	58.9	49.8	51.1	59.4	59.6	
Vehicle Noise:	67.5	65.8	62.6	58.0	66.5	67.0	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	58	126	271	585	
CNEL:	63	135	291	627	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Valley Road Segment: Tyler to Ramona				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,683 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,868 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.63	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.61	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.57	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.7	63.8	62.1	56.0	64.6	65.2
Medium Trucks:	59.5	58.0	51.6	50.1	58.5	58.7
Heavy Trucks:	60.3	58.9	49.9	51.1	59.5	59.6
Vehicle Noise:	67.6	65.8	62.7	58.0	66.5	67.0

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	59	126	272	586
CNEL:	63	136	292	629

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Ramona Road Segment: Tyler to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 16,172 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,617 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.65	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.59	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.55	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.4	59.5	57.8	51.7	60.3	61.0
Medium Trucks:	55.4	53.9	47.5	46.0	54.5	54.7
Heavy Trucks:	56.7	55.3	46.3	47.5	55.9	56.0
Vehicle Noise:	63.5	61.7	58.4	53.9	62.4	62.9

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	31	67	145	313
CNEL:	33	72	155	335

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Peck Road Segment: Ramona to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,029 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,903 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.68	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.56	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.52	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.8	63.9	62.1	56.0	64.7	65.3
Medium Trucks:	59.5	58.0	51.7	50.1	58.6	58.8
Heavy Trucks:	60.4	58.9	49.9	51.2	59.5	59.6
Vehicle Noise:	67.6	65.9	62.7	58.0	66.6	67.0

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	59	127	274	591
CNEL:	63	137	294	634

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Valley Road Segment: Ramona to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 40,427 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,043 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.12	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.12	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.08	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.2	65.3	63.5	57.5	66.1	66.7
Medium Trucks:	61.0	59.5	53.1	51.5	60.0	60.2
Heavy Trucks:	61.8	60.4	51.3	52.6	61.0	61.1
Vehicle Noise:	69.0	67.3	64.1	59.5	68.0	68.5

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	74	159	342	737
CNEL:	79	170	367	791

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Peck Road Segment: Ramona to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 34,796 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,480 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.46	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.77	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.73	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.6	64.7	62.9	56.8	65.5	66.1	
Medium Trucks:	60.3	58.8	52.4	50.9	59.4	59.6	
Heavy Trucks:	61.2	59.7	50.7	51.9	60.3	60.4	
Vehicle Noise:	68.4	66.6	63.5	58.8	67.4	67.8	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	67	144	310	667	
CNEL:	72	154	332	715	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Ramona Road Segment: Valley to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 20,408 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,041 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.66	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-15.58	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-19.54	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	62.5	60.6	58.8	52.7	61.4	62.0	
Medium Trucks:	56.4	54.9	48.6	47.0	55.5	55.7	
Heavy Trucks:	57.7	56.3	47.3	48.5	56.9	57.0	
Vehicle Noise:	64.5	62.7	59.5	54.9	63.4	63.9	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	37	79	170	634	
CNEL:	39	84	182	391	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Gibson Road Segment: Valley to Rose				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,142 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 214 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-8.13	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-25.37	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-29.33	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	52.6	50.7	48.9	42.9	51.5	52.1	
Medium Trucks:	46.6	45.1	38.7	37.2	45.6	45.9	
Heavy Trucks:	47.9	46.5	37.4	38.7	47.0	47.2	
Vehicle Noise:	54.6	52.9	49.6	45.1	53.6	54.0	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	8	17	37	81	
CNEL:	9	19	40	86	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Valley Road Segment: Gibson to Baldwin				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,670 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,367 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.32	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.92	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.87	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.4	64.5	62.7	56.7	65.3	65.9	
Medium Trucks:	60.2	58.7	52.3	50.8	59.2	59.4	
Heavy Trucks:	61.0	59.6	50.6	51.8	60.2	60.3	
Vehicle Noise:	68.2	66.5	63.4	58.7	67.2	67.7	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	65	141	303	652	
CNEL:	70	151	325	700	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Baldwin Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,146 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,915 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.69	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.54	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.50	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.8	63.9	62.1	56.1	64.7	65.3
Medium Trucks:	59.5	58.0	51.7	50.1	58.6	58.8
Heavy Trucks:	60.4	59.0	49.9	51.2	59.5	59.7
Vehicle Noise:	67.6	65.9	62.7	58.0	66.6	67.0

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	59	128	275	593
CNEL:	64	137	295	636

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Valley Road Segment: Baldwin to Temple City				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,420 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,142 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.02	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.22	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.17	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.1	64.2	62.4	56.4	65.0	65.6
Medium Trucks:	59.9	58.4	52.0	50.5	58.9	59.1
Heavy Trucks:	60.7	59.3	50.3	51.5	59.9	60.0
Vehicle Noise:	67.9	66.2	63.1	58.4	66.9	67.4

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	62	134	289	623
CNEL:	67	144	310	668

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Temple City Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,133 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,713 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.38	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.85	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.81	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.5	63.6	61.8	55.8	64.4	65.0
Medium Trucks:	59.2	57.7	51.4	49.8	58.3	58.5
Heavy Trucks:	60.1	58.7	49.6	50.9	59.2	59.3
Vehicle Noise:	67.3	65.6	62.4	57.7	66.3	66.7

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	57	122	262	565
CNEL:	61	131	281	606

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Valley Road Segment: Temple City to Mission				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,107 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,111 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.98	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.26	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.22	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.1	64.2	62.4	56.3	65.0	65.6
Medium Trucks:	59.8	58.3	52.0	50.4	58.9	59.1
Heavy Trucks:	60.7	59.2	50.2	51.5	59.8	59.9
Vehicle Noise:	67.9	66.2	63.0	58.3	66.9	67.3

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	62	133	287	619
CNEL:	66	143	308	664

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Rio Hondo Road Segment: n/o Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,432 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 243 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2,000 Medium Trucks: 4,000 Heavy Trucks: 8,006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-7.58	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-24.82	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-28.77	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	53.2	51.3	49.5	43.4	52.1	52.7	
Medium Trucks:	47.1	45.6	39.3	37.7	46.2	46.4	
Heavy Trucks:	48.4	47.0	38.0	39.2	47.6	47.7	
Vehicle Noise:	55.2	53.4	50.2	45.6	54.1	54.6	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	9	19	41	88
CNEL:	9	20	44	94

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Mission Road Segment: Valley to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 12,013 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,201 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2,000 Medium Trucks: 4,000 Heavy Trucks: 8,006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.64	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-17.88	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.84	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	60.2	58.3	56.5	50.4	59.1	59.7	
Medium Trucks:	54.1	52.6	46.3	44.7	53.2	53.4	
Heavy Trucks:	55.4	54.0	45.0	46.2	54.6	54.7	
Vehicle Noise:	62.2	60.4	57.2	52.6	61.1	61.6	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	26	55	119	257
CNEL:	27	59	128	275

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Valley Road Segment: Mission to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 19,139 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,914 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2,000 Medium Trucks: 4,000 Heavy Trucks: 8,006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.87	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-16.37	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-20.33	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.0	62.1	60.3	54.2	62.9	63.5	
Medium Trucks:	57.7	56.2	49.8	48.3	56.8	57.0	
Heavy Trucks:	58.6	57.1	48.1	49.3	57.7	57.8	
Vehicle Noise:	65.8	64.1	60.9	56.2	64.8	65.2	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	45	96	208	448
CNEL:	48	103	223	480

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Rosemead Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 48,009 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,801 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2,000 Medium Trucks: 4,000 Heavy Trucks: 8,006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.86	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.38	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.33	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.0	66.1	64.3	58.2	66.9	67.5	
Medium Trucks:	61.7	60.2	53.8	52.3	60.8	61.0	
Heavy Trucks:	62.6	61.1	52.1	53.3	61.7	61.8	
Vehicle Noise:	69.8	68.0	64.9	60.2	68.8	69.2	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	83	178	384	827
CNEL:	89	191	412	887

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Valley Road Segment: w/o Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,168 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,717 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.39	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.85	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.80	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.5	63.6	61.8	55.8	64.4	65.0
Medium Trucks:	59.2	57.7	51.4	49.8	58.3	58.5
Heavy Trucks:	60.1	58.7	49.6	50.9	59.2	59.4
Vehicle Noise:	67.3	65.6	62.4	57.7	66.3	66.7

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	57	122	262	566
CNEL:	61	131	282	607

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Arden Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 6,222 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 622 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-3.50	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-20.74	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-24.69	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.3	55.4	53.6	47.6	56.2	56.8
Medium Trucks:	51.3	49.8	43.4	41.9	50.3	50.5
Heavy Trucks:	52.6	51.2	42.1	43.4	51.7	51.9
Vehicle Noise:	59.3	57.6	54.3	49.7	58.3	58.7

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	17	36	77	165
CNEL:	18	38	82	177

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Lower Azusa Road Segment: Baldwin to Arden				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,819 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,082 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.45	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.79	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.75	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.2	62.3	60.6	54.5	63.1	63.8
Medium Trucks:	58.2	56.7	50.3	48.8	57.3	57.5
Heavy Trucks:	59.5	58.1	49.1	50.3	58.7	58.8
Vehicle Noise:	66.3	64.5	61.2	56.7	65.2	65.7

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	48	104	223	481
CNEL:	51	111	239	515

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Santa Anita Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 39,837 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,984 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.05	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.19	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.14	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.1	65.2	63.5	57.4	66.0	66.7
Medium Trucks:	60.9	59.4	53.0	51.5	59.9	60.2
Heavy Trucks:	61.7	60.3	51.3	52.5	60.9	61.0
Vehicle Noise:	69.0	67.2	64.1	59.4	67.9	68.4

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	73	157	339	730
CNEL:	78	169	363	783

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Lower Azusa Road Segment: Arden to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 25,854 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,585 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.69	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.55	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.51	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	63.5	61.6	59.8	53.8	62.4	63.0	
Medium Trucks:	57.5	55.9	49.6	48.0	56.5	56.7	
Heavy Trucks:	58.8	57.3	48.3	49.6	57.9	58.0	
Vehicle Noise:	65.5	63.8	60.5	55.9	64.5	64.9	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	43	92	199	428
CNEL:	46	99	213	458

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Peck Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,581 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,058 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.90	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.33	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.29	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.0	64.1	62.3	56.3	64.9	65.5	
Medium Trucks:	59.7	58.2	51.9	50.3	58.8	59.0	
Heavy Trucks:	60.6	59.2	50.1	51.4	59.7	59.9	
Vehicle Noise:	67.8	66.1	62.9	58.3	66.8	67.3	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	61	132	284	612
CNEL:	66	141	305	656

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Lower Azusa Road Segment: Santa Anita to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,370 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,337 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.79	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.44	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.40	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.6	62.7	60.9	54.9	63.5	64.1	
Medium Trucks:	58.6	57.1	50.7	49.1	57.6	57.8	
Heavy Trucks:	59.9	58.5	49.4	50.7	59.0	59.2	
Vehicle Noise:	66.6	64.9	61.6	57.0	65.6	66.0	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	51	109	235	507
CNEL:	54	117	252	543

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Baldwin Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,450 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,745 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.43	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.80	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.76	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.5	63.6	61.9	55.8	64.4	65.0	
Medium Trucks:	59.3	57.8	51.4	49.9	58.3	58.6	
Heavy Trucks:	60.1	58.7	49.7	50.9	59.3	59.4	
Vehicle Noise:	67.4	65.6	62.5	57.8	66.3	66.8	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	57	123	264	569
CNEL:	61	132	284	611

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Lower Azusa Road Segment: Baldwin to Temple City				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,861 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,886 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.16	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.07	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.03	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.0	62.1	60.3	54.2	62.9	63.5
Medium Trucks:	57.9	56.4	50.1	48.5	57.0	57.2
Heavy Trucks:	59.2	57.8	48.8	50.0	58.4	58.5
Vehicle Noise:	66.0	64.2	61.0	56.4	64.9	65.4

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	46	99	214	460
CNEL:	49	106	229	493

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Temple City Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,629 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,763 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.46	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.78	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.73	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.6	63.7	61.9	55.8	64.5	65.1
Medium Trucks:	59.3	57.8	51.4	49.9	58.4	58.6
Heavy Trucks:	60.2	58.7	49.7	50.9	59.3	59.4
Vehicle Noise:	67.4	65.6	62.5	57.8	66.4	66.8

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	57	123	265	572
CNEL:	61	132	285	613

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Lower Azusa Road Segment: Temple City to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 24,740 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,474 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.49	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.74	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.70	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.3	61.4	59.6	53.6	62.2	62.8
Medium Trucks:	57.3	55.8	49.4	47.8	56.3	56.5
Heavy Trucks:	58.6	57.2	48.1	49.4	57.7	57.9
Vehicle Noise:	65.3	63.6	60.3	55.7	64.3	64.7

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	42	89	193	415
CNEL:	44	96	206	445

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Rosemead Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,236 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,124 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.00	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.24	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.20	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.1	64.2	62.4	56.4	65.0	65.6
Medium Trucks:	59.8	58.3	52.0	50.4	58.9	59.1
Heavy Trucks:	60.7	59.3	50.2	51.5	59.8	60.0
Vehicle Noise:	67.9	66.2	63.0	58.3	66.9	67.3

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	62	134	288	621
CNEL:	67	143	309	666

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Rosemead Road Segment: Valley to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 61,583 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 6,158 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	5.94	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-11.29	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-15.25	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	69.0	67.1	65.4	59.3	67.9	68.5	
Medium Trucks:	62.8	61.3	54.9	53.4	61.8	62.1	
Heavy Trucks:	63.6	62.2	53.2	54.4	62.8	62.9	
Vehicle Noise:	70.9	69.1	66.0	61.3	69.8	70.3	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	98	210	453	976	
CNEL:	105	226	486	1,047	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Santa Anita Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 38,739 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,874 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.93	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.31	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.26	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.0	65.1	63.4	57.3	65.9	66.5	
Medium Trucks:	60.8	59.3	52.9	51.4	59.8	60.1	
Heavy Trucks:	61.6	60.2	51.2	52.4	60.8	60.9	
Vehicle Noise:	68.9	67.1	64.0	59.3	67.8	68.3	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	72	154	333	716	
CNEL:	77	166	357	769	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Garvey Road Segment: Rosemead to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 34,470 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,447 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.42	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.81	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.77	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.5	64.6	62.8	56.8	65.4	66.0	
Medium Trucks:	60.3	58.8	52.4	50.9	59.3	59.5	
Heavy Trucks:	61.1	59.7	50.7	51.9	60.3	60.4	
Vehicle Noise:	68.3	66.6	63.5	58.8	67.3	67.8	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	66	143	308	663	
CNEL:	71	153	330	711	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Peck Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 27,470 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,747 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.44	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.80	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.76	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.5	63.6	61.9	55.8	64.4	65.0	
Medium Trucks:	59.3	57.8	51.4	49.9	58.3	58.6	
Heavy Trucks:	60.1	58.7	49.7	50.9	59.3	59.4	
Vehicle Noise:	67.4	65.6	62.5	57.8	66.3	66.8	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	57	123	264	570	
CNEL:	61	132	284	611	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Garvey Road Segment: Santa Anita to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,820 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,882 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.65	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.59	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.55	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.7	63.8	62.1	56.0	64.6	65.2
Medium Trucks:	59.5	58.0	51.6	50.1	58.5	58.8
Heavy Trucks:	60.3	58.9	49.9	51.1	59.5	59.6
Vehicle Noise:	67.6	65.8	62.7	58.0	66.5	67.0

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	59	127	273	588
CNEL:	63	136	293	631

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Valley Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,290 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,029 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.86	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.38	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.33	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.0	64.1	62.3	56.2	64.9	65.5
Medium Trucks:	59.7	58.2	51.8	50.3	58.8	59.0
Heavy Trucks:	60.6	59.1	50.1	51.3	59.7	59.8
Vehicle Noise:	67.8	66.0	62.9	58.2	66.8	67.2

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	61	131	282	608
CNEL:	65	141	303	652

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Garvey Road Segment: Peck to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 22,787 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,279 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.63	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.61	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.57	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.7	62.8	61.1	55.0	63.6	64.2
Medium Trucks:	58.5	57.0	50.6	49.1	57.5	57.7
Heavy Trucks:	59.3	57.9	48.9	50.1	58.5	58.6
Vehicle Noise:	66.6	64.8	61.7	57.0	65.5	66.0

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	50	108	233	503
CNEL:	54	116	250	540

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Santa Anita Road Segment: Valley to Ramona				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 41,297 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,130 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.21	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.03	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.99	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.3	65.4	63.6	57.6	66.2	66.8
Medium Trucks:	61.1	59.5	53.2	51.6	60.1	60.3
Heavy Trucks:	61.9	60.5	51.4	52.7	61.0	61.2
Vehicle Noise:	69.1	67.4	64.2	59.6	68.1	68.6

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	75	161	347	748
CNEL:	80	173	372	802

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Santa Anita Road Segment: Ramona to I-10				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 43,562 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,356 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.44	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.80	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.75	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.5	65.6	63.9	57.8	66.4	67.0
Medium Trucks:	61.3	59.8	53.4	51.9	60.3	60.6
Heavy Trucks:	62.1	60.7	51.7	52.9	61.3	61.4
Vehicle Noise:	69.4	67.6	64.5	59.8	68.3	68.8

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	77	167	360	775
CNEL:	83	179	386	831

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Brockaway Road Segment: Santa Anita to I-10 WB ramps				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 15,435 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,544 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.45	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.79	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.75	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.2	59.3	57.5	51.5	60.1	60.7
Medium Trucks:	55.2	53.6	47.3	45.7	54.2	54.4
Heavy Trucks:	56.5	55.0	46.0	47.3	55.6	55.7
Vehicle Noise:	63.2	61.5	58.2	53.6	62.2	62.6

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	30	65	139	300
CNEL:	32	69	149	322

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Temple City Road Segment: Valley to Olney/I-10 WB ramps				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,037 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,904 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.19	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.05	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.00	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.0	62.1	60.3	54.3	62.9	63.5
Medium Trucks:	58.0	56.4	50.1	48.5	57.0	57.2
Heavy Trucks:	59.3	57.9	48.8	50.1	58.4	58.5
Vehicle Noise:	66.0	64.3	61.0	56.4	65.0	65.4

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	46	100	215	462
CNEL:	49	107	230	495

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Baldwin Road Segment: Valley to Fair/I-10 EB ramps				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,117 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,812 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.54	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.70	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.66	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.6	63.7	62.0	55.9	64.5	65.1
Medium Trucks:	59.4	57.9	51.5	50.0	58.4	58.7
Heavy Trucks:	60.2	58.8	49.8	51.0	59.4	59.5
Vehicle Noise:	67.5	65.7	62.6	57.9	66.4	66.9

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	58	125	269	579
CNEL:	62	134	288	621

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Lower Azusa Road Segment: e/o Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,801 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,180 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.58	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.65	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.61	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.4	62.5	60.7	54.7	63.3	63.9	
Medium Trucks:	58.3	56.8	50.5	48.9	57.4	57.6	
Heavy Trucks:	59.7	58.2	49.2	50.5	58.8	58.9	
Vehicle Noise:	66.4	64.7	61.4	56.8	65.4	65.8	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	49	106	228	491
CNEL:	53	113	244	526

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Ramona Road Segment: e/o Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,412 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,841 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.10	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.14	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.10	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	63.9	62.0	60.2	54.2	62.8	63.4	
Medium Trucks:	57.9	56.4	50.0	48.4	56.9	57.1	
Heavy Trucks:	59.2	57.8	48.7	50.0	58.3	58.5	
Vehicle Noise:	65.9	64.2	60.9	56.3	64.9	65.3	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	46	98	211	456
CNEL:	49	105	226	488

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Valley Road Segment: s/o Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 19,722 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,972 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.00	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-16.24	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-20.20	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.1	62.2	60.4	54.4	63.0	63.6	
Medium Trucks:	57.8	56.3	50.0	48.4	56.9	57.1	
Heavy Trucks:	58.7	57.3	48.2	49.5	57.8	58.0	
Vehicle Noise:	65.9	64.2	61.0	56.4	64.9	65.4	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	46	98	212	457
CNEL:	49	106	227	490

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2016 With Project Road Name: Arden Way Road Segment: e/o Arden Drive				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,999 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,200 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.65	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-17.89	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.84	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	60.1	58.2	56.4	50.4	59.0	59.6	
Medium Trucks:	54.1	52.5	46.2	44.6	53.1	53.3	
Heavy Trucks:	55.4	54.0	44.9	46.2	54.5	54.7	
Vehicle Noise:	62.1	60.4	57.1	52.5	61.1	61.5	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	25	55	118	254
CNEL:	27	59	126	272

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 Without Project Road Name: Arden Dr Road Segment: Valley to Rose					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 13,552 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,355 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	-0.12	-4.51	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-17.36	-4.51	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-21.31	-4.51	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	60.7	58.8	57.0	51.0	59.6	60.2			
Medium Trucks:	54.6	53.1	46.8	45.2	53.7	53.9			
Heavy Trucks:	56.0	54.5	45.5	46.8	55.1	55.2			
Vehicle Noise:	62.7	61.0	57.7	53.1	61.7	62.1			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			28	60	129	278			
CNEL:			30	64	138	298			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 Without Project Road Name: Valley Road Segment: Arden to Gibson					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 34,833 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,483 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	3.47	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-13.77	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-17.73	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	66.6	64.7	62.9	56.8	65.5	66.1			
Medium Trucks:	60.3	58.8	52.4	50.9	59.4	59.6			
Heavy Trucks:	61.2	59.7	50.7	51.9	60.3	60.4			
Vehicle Noise:	68.4	66.7	63.5	58.8	67.4	67.8			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			67	144	310	667			
CNEL:			72	154	332	716			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 Without Project Road Name: Valley Circle Road Segment: Valley to Project Driveway					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 386 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 39 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	-15.57	-4.57	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-32.81	-4.57	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-36.77	-4.57	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	45.2	43.3	41.5	35.4	44.1	44.7			
Medium Trucks:	39.1	37.6	31.3	29.7	38.2	38.4			
Heavy Trucks:	40.5	39.0	30.0	31.2	39.6	39.7			
Vehicle Noise:	47.2	45.4	42.2	37.6	46.1	46.6			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			3	6	12	26			
CNEL:			3	6	13	28			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 Without Project Road Name: Valley Road Segment: Arden to Valley Circle					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 44,321 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,432 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	4.52	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-12.72	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-16.68	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	67.6	65.7	63.9	57.9	66.5	67.1			
Medium Trucks:	61.4	59.9	53.5	51.9	60.4	60.6			
Heavy Trucks:	62.2	60.8	51.7	53.0	61.4	61.5			
Vehicle Noise:	69.4	67.7	64.5	59.9	68.4	68.9			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			78	169	364	784			
CNEL:			84	181	390	841			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Arden Dr Road Segment: Rose to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 15,790 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,579 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.54	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.69	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.65	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.3	59.4	57.7	51.6	60.2	60.8
Medium Trucks:	55.3	53.8	47.4	45.9	54.4	54.6
Heavy Trucks:	56.6	55.2	46.2	47.4	55.8	55.9
Vehicle Noise:	63.3	61.6	58.3	53.8	62.3	62.8

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	31	66	143	308
CNEL:	33	71	153	330

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Rose Road Segment: Arden to Gibson				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 3,570 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 357 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-5.91	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-23.15	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-27.11	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.8	52.9	51.2	45.1	53.7	54.3
Medium Trucks:	48.8	47.3	40.9	39.4	47.8	48.1
Heavy Trucks:	50.1	48.7	39.7	40.9	49.3	49.4
Vehicle Noise:	56.8	55.1	51.8	47.3	55.8	56.3

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	11	24	53	113
CNEL:	12	26	56	121

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Santa Anita Road Segment: Valley to Tyler				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 34,664 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,466 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.45	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.79	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.75	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.5	64.6	62.9	56.8	65.4	66.0
Medium Trucks:	60.3	58.8	52.4	50.9	59.3	59.6
Heavy Trucks:	61.1	59.7	50.7	51.9	60.3	60.4
Vehicle Noise:	68.4	66.6	63.5	58.8	67.3	67.8

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	67	143	309	665
CNEL:	71	154	331	714

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Valley Road Segment: Valley Circle - Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 32,575 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,258 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.18	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.06	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.02	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.3	64.4	62.6	56.5	65.2	65.8
Medium Trucks:	60.0	58.5	52.2	50.6	59.1	59.3
Heavy Trucks:	60.9	59.4	50.4	51.7	60.0	60.1
Vehicle Noise:	68.1	66.4	63.2	58.5	67.1	67.5

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	64	138	296	638
CNEL:	68	148	318	685

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Tyler Road Segment: Valley to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 12,618 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,262 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.43	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-17.67	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.62	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	60.4	58.5	56.7	50.6	59.3	59.9	
Medium Trucks:	54.3	52.8	46.5	44.9	53.4	53.6	
Heavy Trucks:	55.7	54.2	45.2	46.4	54.8	54.9	
Vehicle Noise:	62.4	60.6	57.4	52.8	61.4	61.8	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	27	57	123	265	
CNEL:	28	61	132	284	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Valley Road Segment: Santa Anita to Tyler				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,094 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,809 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.54	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.70	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.66	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.6	63.7	62.0	55.9	64.5	65.1	
Medium Trucks:	59.4	57.9	51.5	50.0	58.4	58.7	
Heavy Trucks:	60.2	58.8	49.8	51.0	59.4	59.5	
Vehicle Noise:	67.5	65.7	62.6	57.9	66.4	66.9	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	58	125	268	578	
CNEL:	62	134	288	620	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Valley Road Segment: Tyler to Ramona				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,073 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,907 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.68	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.55	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.51	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.8	63.9	62.1	56.1	64.7	65.3	
Medium Trucks:	59.5	58.0	51.7	50.1	58.6	58.8	
Heavy Trucks:	60.4	59.0	49.9	51.2	59.5	59.6	
Vehicle Noise:	67.6	65.9	62.7	58.0	66.6	67.0	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	59	127	275	592	
CNEL:	63	137	295	635	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Ramona Road Segment: Tyler to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 17,519 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,752 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.00	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.24	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.20	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	61.8	59.9	58.1	52.1	60.7	61.3	
Medium Trucks:	55.8	54.3	47.9	46.3	54.8	55.0	
Heavy Trucks:	57.1	55.7	46.6	47.9	56.2	56.4	
Vehicle Noise:	63.8	62.1	58.8	54.2	62.8	63.2	

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	33	71	153	330	
CNEL:	35	76	164	353	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 Without Project Road Name: Peck Road Segment: Ramona to Valley					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 31,460 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,146 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	3.03	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-14.21	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-18.17	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	66.1	64.2	62.5	56.4	65.0	65.6			
Medium Trucks:	59.9	58.4	52.0	50.5	58.9	59.1			
Heavy Trucks:	60.7	59.3	50.3	51.5	59.9	60.0			
Vehicle Noise:	68.0	66.2	63.1	58.4	66.9	67.4			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			62	134	289	624			
CNEL:			67	144	311	669			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 Without Project Road Name: Valley Road Segment: Ramona to Peck					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 42,898 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,290 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	4.37	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-12.86	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-16.82	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	67.5	65.6	63.8	57.7	66.4	67.0			
Medium Trucks:	61.2	59.7	53.3	51.8	60.3	60.5			
Heavy Trucks:	62.1	60.6	51.6	52.9	61.2	61.3			
Vehicle Noise:	69.3	67.6	64.4	59.7	68.3	68.7			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			77	165	356	767			
CNEL:			82	177	382	823			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 Without Project Road Name: Peck Road Segment: Ramona to Lower Azusa					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 37,364 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,736 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	3.77	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-13.46	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-17.42	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	66.9	65.0	63.2	57.1	65.8	66.4			
Medium Trucks:	60.6	59.1	52.7	51.2	59.7	59.9			
Heavy Trucks:	61.5	60.0	51.0	52.3	60.6	60.7			
Vehicle Noise:	68.7	67.0	63.8	59.1	67.7	68.1			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			70	151	325	699			
CNEL:			75	162	348	750			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 Without Project Road Name: Ramona Road Segment: Valley to Peck					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 21,018 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,102 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	1.79	-4.51	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-15.45	-4.51	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-19.41	-4.51	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	62.6	60.7	58.9	52.9	61.5	62.1			
Medium Trucks:	56.6	55.0	48.7	47.1	55.6	55.8			
Heavy Trucks:	57.9	56.5	47.4	48.7	57.0	57.1			
Vehicle Noise:	64.6	62.9	59.6	55.0	63.6	64.0			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			37	80	173	373			
CNEL:			40	86	185	399			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Gibson Road Segment: Valley to Rose				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,240 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 224 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-7.94	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-25.18	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-29.13	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.8	50.9	49.1	43.1	51.7	52.3
Medium Trucks:	46.8	45.3	38.9	37.4	45.8	46.0
Heavy Trucks:	48.1	46.7	37.6	38.9	47.2	47.4
Vehicle Noise:	54.8	53.1	49.8	45.2	53.8	54.2

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	8	18	39	83
CNEL:	9	19	41	89

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Valley Road Segment: Gibson to Baldwin				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 34,859 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,486 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.47	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.77	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.72	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.6	64.7	62.9	56.8	65.5	66.1
Medium Trucks:	60.3	58.8	52.4	50.9	59.4	59.6
Heavy Trucks:	61.2	59.7	50.7	52.0	60.3	60.4
Vehicle Noise:	68.4	66.7	63.5	58.8	67.4	67.8

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	67	144	310	668
CNEL:	72	154	332	716

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Baldwin Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,209 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,121 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.99	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.25	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.20	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.1	64.2	62.4	56.4	65.0	65.6
Medium Trucks:	59.8	58.3	52.0	50.4	58.9	59.1
Heavy Trucks:	60.7	59.3	50.2	51.5	59.8	60.0
Vehicle Noise:	67.9	66.2	63.0	58.3	66.9	67.3

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	62	134	288	620
CNEL:	67	143	309	665

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Valley Road Segment: Baldwin to Temple City				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,040 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,304 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.24	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.00	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.95	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.3	64.4	62.7	56.6	65.2	65.8
Medium Trucks:	60.1	58.6	52.2	50.7	59.1	59.4
Heavy Trucks:	60.9	59.5	50.5	51.7	60.1	60.2
Vehicle Noise:	68.2	66.4	63.3	58.6	67.1	67.6

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	64	139	299	644
CNEL:	69	149	321	691

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Temple City Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,945 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,895 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.66	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.57	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.53	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.8	63.9	62.1	56.0	64.7	65.3
Medium Trucks:	59.5	58.0	51.6	50.1	58.6	58.8
Heavy Trucks:	60.4	58.9	49.9	51.1	59.5	59.6
Vehicle Noise:	67.6	65.8	62.7	58.0	66.6	67.0

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	59	127	274	590
CNEL:	63	136	294	633

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Valley Road Segment: Temple City to Mission				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,144 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,314 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.25	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.99	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.94	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.3	64.4	62.7	56.6	65.2	65.9
Medium Trucks:	60.1	58.6	52.2	50.7	59.1	59.4
Heavy Trucks:	60.9	59.5	50.5	51.7	60.1	60.2
Vehicle Noise:	68.2	66.4	63.3	58.6	67.2	67.6

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	65	139	300	646
CNEL:	69	149	321	693

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Rio Hondo Road Segment: n/o Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,540 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 254 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-7.39	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-24.63	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-28.59	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.3	51.4	49.7	43.6	52.2	52.9
Medium Trucks:	47.3	45.8	39.4	37.9	46.4	46.6
Heavy Trucks:	48.6	47.2	38.2	39.4	47.8	47.9
Vehicle Noise:	55.4	53.6	50.3	45.8	54.3	54.8

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	9	19	42	90
CNEL:	10	21	45	97

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Mission Road Segment: Valley to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 12,908 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,291 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.33	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-17.57	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.53	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.5	58.6	56.8	50.7	59.4	60.0
Medium Trucks:	54.4	52.9	46.6	45.0	53.5	53.7
Heavy Trucks:	55.8	54.3	45.3	46.5	54.9	55.0
Vehicle Noise:	62.5	60.7	57.5	52.9	61.5	61.9

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	27	58	125	269
CNEL:	29	62	134	288

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Valley Road Segment: Mission to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 20,522 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,052 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.17	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-16.07	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-20.02	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.3	62.4	60.6	54.5	63.2	63.8	
Medium Trucks:	58.0	56.5	50.1	48.6	57.1	57.3	
Heavy Trucks:	58.9	57.4	48.4	49.7	58.0	58.1	
Vehicle Noise:	66.1	64.4	61.2	56.5	65.1	65.5	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	47	101	218	469	
CNEL:	50	108	234	503	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Rosemead Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 51,959 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 5,196 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	5.21	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.03	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-15.99	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.3	66.4	64.6	58.6	67.2	67.8	
Medium Trucks:	62.0	60.5	54.2	52.6	61.1	61.3	
Heavy Trucks:	62.9	61.5	52.4	53.7	62.0	62.2	
Vehicle Noise:	70.1	68.4	65.2	60.6	69.1	69.6	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	87	188	404	871	
CNEL:	93	201	434	935	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Valley Road Segment: w/o Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,310 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,931 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.72	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.52	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.48	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.8	63.9	62.1	56.1	64.7	65.3	
Medium Trucks:	59.6	58.1	51.7	50.1	58.6	58.8	
Heavy Trucks:	60.4	59.0	49.9	51.2	59.6	59.7	
Vehicle Noise:	67.6	65.9	62.8	58.1	66.6	67.1	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	59	128	276	595	
CNEL:	64	137	296	638	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Arden Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 6,235 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 624 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-3.49	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-20.73	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-24.69	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	57.3	55.4	53.6	47.6	56.2	56.8	
Medium Trucks:	51.3	49.8	43.4	41.9	50.3	50.6	
Heavy Trucks:	52.6	51.2	42.1	43.4	51.7	51.9	
Vehicle Noise:	59.3	57.6	54.3	49.8	58.3	58.7	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	17	36	77	166	
CNEL:	18	38	82	177	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Lower Azusa Road Segment: Baldwin to Arden				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 32,535 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,254 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.68	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.55	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.51	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.5	62.6	60.8	54.8	63.4	64.0	
Medium Trucks:	58.4	56.9	50.6	49.0	57.5	57.7	
Heavy Trucks:	59.8	58.3	49.3	50.6	58.9	59.0	
Vehicle Noise:	66.5	64.8	61.5	56.9	65.5	65.9	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			50	107	231	499	
CNEL:			53	115	248	534	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Santa Anita Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 43,004 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,300 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.38	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.85	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.81	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.5	65.6	63.8	57.8	66.4	67.0	
Medium Trucks:	61.2	59.7	53.4	51.8	60.3	60.5	
Heavy Trucks:	62.1	60.7	51.6	52.9	61.2	61.3	
Vehicle Noise:	69.3	67.6	64.4	59.7	68.3	68.7	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			77	165	357	768	
CNEL:			82	178	382	824	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Lower Azusa Road Segment: Arden to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,551 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,755 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.96	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.28	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.23	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	63.8	61.9	60.1	54.0	62.7	63.3	
Medium Trucks:	57.7	56.2	49.9	48.3	56.8	57.0	
Heavy Trucks:	59.0	57.6	48.6	49.8	58.2	58.3	
Vehicle Noise:	65.8	64.0	60.8	56.2	64.7	65.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			45	96	207	446	
CNEL:			48	103	222	478	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Peck Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,141 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,314 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.25	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.99	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.94	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.3	64.4	62.7	56.6	65.2	65.9	
Medium Trucks:	60.1	58.6	52.2	50.7	59.1	59.4	
Heavy Trucks:	60.9	59.5	50.5	51.7	60.1	60.2	
Vehicle Noise:	68.2	66.4	63.3	58.6	67.1	67.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			65	139	300	646	
CNEL:			69	149	321	693	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Lower Azusa Road Segment: Santa Anita to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 35,765 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,577 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	4.10	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.14	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.10	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.9	63.0	61.2	55.2	63.8	64.4	
Medium Trucks:	58.9	57.4	51.0	49.4	57.9	58.1	
Heavy Trucks:	60.2	58.8	49.7	51.0	59.3	59.5	
Vehicle Noise:	66.9	65.2	61.9	57.3	65.9	66.3	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	53	114	246	531	
CNEL:	57	123	264	569	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Baldwin Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,482 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,948 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.74	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.49	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.45	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.8	63.9	62.2	56.1	64.7	65.3	
Medium Trucks:	59.6	58.1	51.7	50.2	58.6	58.9	
Heavy Trucks:	60.4	59.0	50.0	51.2	59.6	59.7	
Vehicle Noise:	67.7	65.9	62.8	58.1	66.6	67.1	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	60	129	277	597	
CNEL:	64	138	297	641	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Lower Azusa Road Segment: Baldwin to Temple City				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,555 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,056 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.41	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.83	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.78	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.2	62.3	60.5	54.5	63.1	63.7	
Medium Trucks:	58.2	56.7	50.3	48.8	57.2	57.5	
Heavy Trucks:	59.5	58.1	49.0	50.3	58.6	58.8	
Vehicle Noise:	66.2	64.5	61.2	56.7	65.2	65.6	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	48	103	222	478	
CNEL:	51	110	238	512	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Temple City Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,752 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,975 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.78	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.45	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.41	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.9	64.0	62.2	56.2	64.8	65.4	
Medium Trucks:	59.6	58.1	51.8	50.2	58.7	58.9	
Heavy Trucks:	60.5	59.1	50.0	51.3	59.6	59.7	
Vehicle Noise:	67.7	66.0	62.8	58.1	66.7	67.1	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	60	129	279	601	
CNEL:	64	139	299	645	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Lower Azusa Road Segment: Temple City to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,178 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,618 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.74	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.50	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.45	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.5	61.6	59.9	53.8	62.4	63.0
Medium Trucks:	57.5	56.0	49.6	48.1	56.6	56.8
Heavy Trucks:	58.8	57.4	48.4	49.6	58.0	58.1
Vehicle Noise:	65.5	63.8	60.5	56.0	64.5	65.0

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	43	93	200	431
CNEL:	46	99	214	462

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Rosemead Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,301 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,330 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.27	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.96	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.92	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.4	64.5	62.7	56.6	65.3	65.9
Medium Trucks:	60.1	58.6	52.2	50.7	59.2	59.4
Heavy Trucks:	61.0	59.5	50.5	51.8	60.1	60.2
Vehicle Noise:	68.2	66.5	63.3	58.6	67.2	67.6

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	65	140	301	648
CNEL:	69	150	323	695

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Rosemead Road Segment: Valley to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 66,700 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 6,670 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	6.29	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-10.95	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-14.90	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	69.4	67.5	65.7	59.7	68.3	68.9
Medium Trucks:	63.1	61.6	55.3	53.7	62.2	62.4
Heavy Trucks:	64.0	62.6	53.5	54.8	63.1	63.3
Vehicle Noise:	71.2	69.5	66.3	61.6	70.2	70.6

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	103	222	478	1,029
CNEL:	110	238	512	1,104

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Santa Anita Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 41,240 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,124 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.20	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.04	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.99	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.3	65.4	63.6	57.6	66.2	66.8
Medium Trucks:	61.0	59.5	53.2	51.6	60.1	60.3
Heavy Trucks:	61.9	60.5	51.4	52.7	61.0	61.2
Vehicle Noise:	69.1	67.4	64.2	59.6	68.1	68.6

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	75	161	347	747
CNEL:	80	173	372	801

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Garvey Road Segment: Rosemead to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 37,163 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,716 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.75	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.49	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.44	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.8	64.9	63.2	57.1	65.7	66.3	
Medium Trucks:	60.6	59.1	52.7	51.2	59.6	59.9	
Heavy Trucks:	61.4	60.0	51.0	52.2	60.6	60.7	
Vehicle Noise:	68.7	66.9	63.8	59.1	67.6	68.1	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	70	150	323	697	
CNEL:	75	161	347	748	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Peck Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,453 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,945 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.74	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.50	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.45	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.8	63.9	62.2	56.1	64.7	65.3	
Medium Trucks:	59.6	58.1	51.7	50.2	58.6	58.9	
Heavy Trucks:	60.4	59.0	50.0	51.2	59.6	59.7	
Vehicle Noise:	67.7	65.9	62.8	58.1	66.6	67.1	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	60	129	277	597	
CNEL:	64	138	297	640	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Garvey Road Segment: Santa Anita to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,236 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,124 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.00	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.24	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.20	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.1	64.2	62.4	56.4	65.0	65.6	
Medium Trucks:	59.8	58.3	52.0	50.4	58.9	59.1	
Heavy Trucks:	60.7	59.3	50.2	51.5	59.8	60.0	
Vehicle Noise:	67.9	66.2	63.0	58.3	66.9	67.3	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	62	134	288	621	
CNEL:	67	143	309	666	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Valley Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 32,524 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,252 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.17	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.07	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.02	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.3	64.4	62.6	56.5	65.2	65.8	
Medium Trucks:	60.0	58.5	52.1	50.6	59.1	59.3	
Heavy Trucks:	60.9	59.4	50.4	51.7	60.0	60.1	
Vehicle Noise:	68.1	66.4	63.2	58.5	67.1	67.5	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	64	137	296	638	
CNEL:	68	147	317	684	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Garvey Road Segment: Peck to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 24,611 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,461 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.96	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.28	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.23	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.1	63.2	61.4	55.3	64.0	64.6
Medium Trucks:	58.8	57.3	50.9	49.4	57.9	58.1
Heavy Trucks:	59.6	58.2	49.2	50.4	58.8	58.9
Vehicle Noise:	66.9	65.1	62.0	57.3	65.9	66.3

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	53	114	246	529
CNEL:	57	122	264	568

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Santa Anita Road Segment: Valley to Ramona				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 43,667 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,367 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.45	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.79	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.74	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.5	65.6	63.9	57.8	66.4	67.0
Medium Trucks:	61.3	59.8	53.4	51.9	60.3	60.6
Heavy Trucks:	62.1	60.7	51.7	52.9	61.3	61.4
Vehicle Noise:	69.4	67.6	64.5	59.8	68.3	68.8

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	78	167	360	776
CNEL:	83	179	386	832

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Santa Anita Road Segment: Ramona to I-10				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 46,090 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,609 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.69	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.55	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.51	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.8	65.9	64.1	58.1	66.7	67.3
Medium Trucks:	61.5	60.0	53.7	52.1	60.6	60.8
Heavy Trucks:	62.4	61.0	51.9	53.2	61.5	61.6
Vehicle Noise:	69.6	67.9	64.7	60.0	68.6	69.0

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	80	173	373	804
CNEL:	86	186	401	863

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Brockaway Road Segment: Santa Anita to I-10 WB ramps				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 16,445 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,645 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.72	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.52	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.47	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.5	59.6	57.8	51.7	60.4	61.0
Medium Trucks:	55.4	53.9	47.6	46.0	54.5	54.7
Heavy Trucks:	56.7	55.3	46.3	47.5	55.9	56.0
Vehicle Noise:	63.5	61.7	58.5	53.9	62.4	62.9

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	31	68	145	313
CNEL:	34	72	156	336

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 Without Project Road Name: Temple City Road Segment: Valley to Olney/I-10 WB ramps					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 30,658 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,066 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	3.43	-4.51	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-13.81	-4.51	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-17.77	-4.51	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	64.2	62.3	60.6	54.5	63.1	63.7			
Medium Trucks:	58.2	56.7	50.3	48.8	57.2	57.5			
Heavy Trucks:	59.5	58.1	49.1	50.3	58.7	58.8			
Vehicle Noise:	66.2	64.5	61.2	56.7	65.2	65.7			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			48	103	222	479			
CNEL:			51	111	238	513			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 Without Project Road Name: Baldwin Road Segment: Valley to Fair/I-10 EB ramps					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 29,661 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,966 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	2.77	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-14.47	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-18.42	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	65.9	64.0	62.2	56.1	64.8	65.4			
Medium Trucks:	59.6	58.1	51.7	50.2	58.7	58.9			
Heavy Trucks:	60.5	59.0	50.0	51.3	59.6	59.7			
Vehicle Noise:	67.7	66.0	62.8	58.1	66.7	67.1			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			60	129	278	600			
CNEL:			64	139	299	643			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 Without Project Road Name: Lower Azusa Road Segment: e/o Peck					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 34,188 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,419 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	3.90	-4.51	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-13.34	-4.51	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-17.29	-4.51	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	64.7	62.8	61.0	55.0	63.6	64.2			
Medium Trucks:	58.7	57.2	50.8	49.3	57.7	57.9			
Heavy Trucks:	60.0	58.6	49.5	50.8	59.1	59.3			
Vehicle Noise:	66.7	65.0	61.7	57.1	65.7	66.1			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			52	111	239	515			
CNEL:			55	119	256	552			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 Without Project Road Name: Ramona Road Segment: e/o Peck					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 30,022 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,002 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	3.33	-4.51	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-13.90	-4.51	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-17.86	-4.51	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	64.1	62.2	60.5	54.4	63.0	63.6			
Medium Trucks:	58.1	56.6	50.2	48.7	57.1	57.4			
Heavy Trucks:	59.4	58.0	49.0	50.2	58.6	58.7			
Vehicle Noise:	66.1	64.4	61.1	56.6	65.1	65.6			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			47	102	219	473			
CNEL:			51	109	235	506			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Valley Road Segment: s/o Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 21,136 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,114 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.30	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.94	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.89	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.4	62.5	60.7	54.7	63.3	63.9	
Medium Trucks:	58.1	56.6	50.3	48.7	57.2	57.4	
Heavy Trucks:	59.0	57.6	48.5	49.8	58.1	58.3	
Vehicle Noise:	66.2	64.5	61.3	56.7	65.2	65.7	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			48	103	222	478	
CNEL:			51	111	238	513	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 Without Project Road Name: Arden Way Road Segment: e/o Arden Drive				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 12,598 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,260 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.44	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-17.67	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.63	-4.57	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	60.3	58.4	56.6	50.6	59.2	59.8	
Medium Trucks:	54.3	52.8	46.4	44.9	53.3	53.5	
Heavy Trucks:	55.6	54.2	45.1	46.4	54.7	54.9	
Vehicle Noise:	62.3	60.6	57.3	52.7	61.3	61.7	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			26	57	122	262	
CNEL:			28	61	130	281	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Arden Dr Road Segment: Valley to Rose				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 18,641 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,864 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.27	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-15.97	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-19.93	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	62.1	60.2	58.4	52.3	61.0	61.6	
Medium Trucks:	56.0	54.5	48.2	46.6	55.1	55.3	
Heavy Trucks:	57.4	55.9	46.9	48.1	56.5	56.6	
Vehicle Noise:	64.1	62.3	59.1	54.5	63.0	63.5	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			34	74	160	344	
CNEL:			37	79	171	368	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Valley Road Segment: Arden to Gibson				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 36,580 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,658 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.68	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.56	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.51	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.8	64.9	63.1	57.1	65.7	66.3	
Medium Trucks:	60.5	59.0	52.7	51.1	59.6	59.8	
Heavy Trucks:	61.4	59.9	50.9	52.2	60.5	60.6	
Vehicle Noise:	68.6	66.9	63.7	59.0	67.6	68.0	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			69	149	320	690	
CNEL:			74	159	343	740	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Valley Circle Road Segment: Valley to Project Driveway				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 766 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 77 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-12.60	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-29.84	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-33.79	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.1	46.2	44.5	38.4	47.0	47.6
Medium Trucks:	42.1	40.6	34.2	32.7	41.2	41.4
Heavy Trucks:	43.4	42.0	33.0	34.2	42.6	42.7
Vehicle Noise:	50.1	48.4	45.1	40.6	49.1	49.6

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	4	9	19	41	
CNEL:	4	9	20	43	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Valley Road Segment: Arden to Valley Circle				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 47,967 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,797 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.86	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.38	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.34	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.9	66.1	64.3	58.2	66.9	67.5
Medium Trucks:	61.7	60.2	53.8	52.3	60.7	61.0
Heavy Trucks:	62.5	61.1	52.1	53.3	61.7	61.8
Vehicle Noise:	69.8	68.0	64.9	60.2	68.8	69.2

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	83	178	383	826	
CNEL:	89	191	411	886	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Arden Dr Road Segment: Rose to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 17,764 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,776 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.06	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.18	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.14	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.9	60.0	58.2	52.1	60.8	61.4
Medium Trucks:	55.8	54.3	48.0	46.4	54.9	55.1
Heavy Trucks:	57.1	55.7	46.7	47.9	56.3	56.4
Vehicle Noise:	63.9	62.1	58.9	54.3	62.8	63.3

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	33	72	155	333	
CNEL:	36	77	166	357	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Rose Road Segment: Arden to Gibson				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 3,722 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 372 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-5.73	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-22.97	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-26.93	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.0	53.1	51.3	45.3	53.9	54.5
Medium Trucks:	49.0	47.5	41.1	39.6	48.0	48.3
Heavy Trucks:	50.3	48.9	39.8	41.1	49.4	49.6
Vehicle Noise:	57.0	55.3	52.0	47.5	56.0	56.4

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	12	25	54	116	
CNEL:	12	27	58	125	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Santa Anita Road Segment: Valley to Tyler				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 34,968 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,497 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.49	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.75	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.71	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.6	64.7	62.9	56.9	65.5	66.1	
Medium Trucks:	60.3	58.8	52.5	50.9	59.4	59.6	
Heavy Trucks:	61.2	59.8	50.7	52.0	60.3	60.4	
Vehicle Noise:	68.4	66.7	63.5	58.8	67.4	67.8	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	67	144	311	669	
CNEL:	72	155	333	718	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Valley Road Segment: Valley Circle - Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 36,297 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,630 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.65	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.59	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.55	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.7	64.8	63.1	57.0	65.6	66.2	
Medium Trucks:	60.5	59.0	52.6	51.1	59.5	59.8	
Heavy Trucks:	61.3	59.9	50.9	52.1	60.5	60.6	
Vehicle Noise:	68.6	66.8	63.7	59.0	67.5	68.0	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	69	148	318	686	
CNEL:	74	159	342	736	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Tyler Road Segment: Valley to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 12,922 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,292 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.33	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-17.56	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.52	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	60.5	58.6	56.8	50.8	59.4	60.0	
Medium Trucks:	54.4	52.9	46.6	45.0	53.5	53.7	
Heavy Trucks:	55.8	54.3	45.3	46.6	54.9	55.0	
Vehicle Noise:	62.5	60.7	57.5	52.9	61.5	61.9	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	27	58	125	269	
CNEL:	29	62	134	288	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Valley Road Segment: Santa Anita to Tyler				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,677 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,068 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.92	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.32	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.28	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.0	64.1	62.3	56.3	64.9	65.5	
Medium Trucks:	59.8	58.3	51.9	50.3	58.8	59.0	
Heavy Trucks:	60.6	59.2	50.1	51.4	59.8	59.9	
Vehicle Noise:	67.8	66.1	63.0	58.3	66.8	67.3	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	61	132	285	613	
CNEL:	66	142	305	658	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Valley Road Segment: Tyler to Ramona				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,895 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,090 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.95	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.29	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.25	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.0	64.1	62.4	56.3	64.9	65.5	
Medium Trucks:	59.8	58.3	51.9	50.4	58.8	59.1	
Heavy Trucks:	60.6	59.2	50.2	51.4	59.8	59.9	
Vehicle Noise:	67.9	66.1	63.0	58.3	66.8	67.3	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	62	133	286	616
CNEL:	66	142	307	661

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Ramona Road Segment: Tyler to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 17,519 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,752 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.00	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.24	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.20	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	61.8	59.9	58.1	52.1	60.7	61.3	
Medium Trucks:	55.8	54.3	47.9	46.3	54.8	55.0	
Heavy Trucks:	57.1	55.7	46.6	47.9	56.2	56.4	
Vehicle Noise:	63.8	62.1	58.8	54.2	62.8	63.2	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	33	71	153	330
CNEL:	35	76	164	353

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Peck Road Segment: Ramona to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,460 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,146 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.03	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.21	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.17	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.1	64.2	62.5	56.4	65.0	65.6	
Medium Trucks:	59.9	58.4	52.0	50.5	58.9	59.1	
Heavy Trucks:	60.7	59.3	50.3	51.5	59.9	60.0	
Vehicle Noise:	68.0	66.2	63.1	58.4	66.9	67.4	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	62	134	289	624
CNEL:	67	144	311	669

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Valley Road Segment: Ramona to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 43,734 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,373 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.46	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.78	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.74	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.5	65.6	63.9	57.8	66.5	67.1	
Medium Trucks:	61.3	59.8	53.4	51.9	60.3	60.6	
Heavy Trucks:	62.1	60.7	51.7	52.9	61.3	61.4	
Vehicle Noise:	69.4	67.6	64.5	59.8	68.4	68.8	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	78	167	361	777
CNEL:	83	180	387	833

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Peck Road Segment: Ramona to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 37,668 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,767 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.81	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.43	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.39	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.9	65.0	63.2	57.2	65.8	66.4	
Medium Trucks:	60.7	59.1	52.8	51.2	59.7	59.9	
Heavy Trucks:	61.5	60.1	51.0	52.3	60.6	60.8	
Vehicle Noise:	68.7	67.0	63.8	59.2	67.7	68.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			70	151	326	703	
CNEL:			75	163	350	754	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Ramona Road Segment: Valley to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 22,005 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,201 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.99	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-15.25	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-19.21	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	62.8	60.9	59.1	53.1	61.7	62.3	
Medium Trucks:	56.8	55.2	48.9	47.3	55.8	56.0	
Heavy Trucks:	58.1	56.6	47.6	48.9	57.2	57.3	
Vehicle Noise:	64.8	63.1	59.8	55.2	63.8	64.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			38	83	178	384	
CNEL:			41	89	191	411	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Gibson Road Segment: Valley to Rose				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,316 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 232 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-7.79	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-25.03	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-28.99	-4.57	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	52.9	51.0	49.3	43.2	51.8	52.5	
Medium Trucks:	46.9	45.4	39.0	37.5	46.0	46.2	
Heavy Trucks:	48.2	46.8	37.8	39.0	47.4	47.5	
Vehicle Noise:	55.0	53.2	49.9	45.4	53.9	54.4	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			8	18	39	85	
CNEL:			9	20	42	91	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Valley Road Segment: Gibson to Baldwin				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 36,226 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,623 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.64	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.60	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.55	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.7	64.8	63.1	57.0	65.6	66.2	
Medium Trucks:	60.5	59.0	52.6	51.1	59.5	59.8	
Heavy Trucks:	61.3	59.9	50.9	52.1	60.5	60.6	
Vehicle Noise:	68.6	66.8	63.7	59.0	67.5	68.0	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			69	148	318	685	
CNEL:			73	158	341	735	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Baldwin Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,361 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,136 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.01	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.23	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.18	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.1	64.2	62.4	56.4	65.0	65.6
Medium Trucks:	59.9	58.3	52.0	50.4	58.9	59.1
Heavy Trucks:	60.7	59.3	50.2	51.5	59.8	60.0
Vehicle Noise:	67.9	66.2	63.0	58.4	66.9	67.4

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	62	134	289	622
CNEL:	67	144	310	668

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Valley Road Segment: Baldwin to Temple City				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,876 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,388 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.35	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.89	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.85	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.4	64.5	62.8	56.7	65.3	65.9
Medium Trucks:	60.2	58.7	52.3	50.8	59.2	59.5
Heavy Trucks:	61.0	59.6	50.6	51.8	60.2	60.3
Vehicle Noise:	68.3	66.5	63.4	58.7	67.2	67.7

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	66	141	304	655
CNEL:	70	151	326	703

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Temple City Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,172 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,917 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.70	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.54	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.50	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.8	63.9	62.1	56.1	64.7	65.3
Medium Trucks:	59.5	58.0	51.7	50.1	58.6	58.8
Heavy Trucks:	60.4	59.0	49.9	51.2	59.5	59.7
Vehicle Noise:	67.6	65.9	62.7	58.1	66.6	67.1

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	59	128	275	593
CNEL:	64	137	295	636

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Valley Road Segment: Temple City to Mission				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,599 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,360 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.31	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.93	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.88	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.4	64.5	62.7	56.7	65.3	65.9
Medium Trucks:	60.2	58.6	52.3	50.7	59.2	59.4
Heavy Trucks:	61.0	59.6	50.5	51.8	60.1	60.3
Vehicle Noise:	68.2	66.5	63.3	58.7	67.2	67.7

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	65	140	302	652
CNEL:	70	151	324	699

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Rio Hondo Road Segment: n/o Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,616 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 262 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-7.26	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-24.50	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-28.46	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	53.5	51.6	49.8	43.8	52.4	53.0	
Medium Trucks:	47.4	45.9	39.6	38.0	46.5	46.7	
Heavy Trucks:	48.8	47.3	38.3	39.6	47.9	48.0	
Vehicle Noise:	55.5	53.8	50.5	45.9	54.5	54.9	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	9	20	43	92	
CNEL:	10	21	46	99	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Mission Road Segment: Valley to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 12,984 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,298 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.31	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-17.54	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.50	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	60.5	58.6	56.8	50.8	59.4	60.0	
Medium Trucks:	54.5	53.0	46.6	45.0	53.5	53.7	
Heavy Trucks:	55.8	54.4	45.3	46.6	54.9	55.1	
Vehicle Noise:	62.5	60.8	57.5	52.9	61.5	61.9	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	27	58	125	270	
CNEL:	29	62	134	289	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Valley Road Segment: Mission to Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 20,673 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,067 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.20	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-16.04	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.99	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.3	62.4	60.6	54.6	63.2	63.8	
Medium Trucks:	58.0	56.5	50.2	48.6	57.1	57.3	
Heavy Trucks:	58.9	57.5	48.4	49.7	58.0	58.2	
Vehicle Noise:	66.1	64.4	61.2	56.6	65.1	65.6	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	47	102	219	471	
CNEL:	51	109	235	506	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Rosemead Road Segment: Valley to Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 51,959 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 5,196 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	5.21	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.03	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-15.99	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.3	66.4	64.6	58.6	67.2	67.8	
Medium Trucks:	62.0	60.5	54.2	52.6	61.1	61.3	
Heavy Trucks:	62.9	61.5	52.4	53.7	62.0	62.2	
Vehicle Noise:	70.1	68.4	65.2	60.6	69.1	69.6	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	87	188	404	871	
CNEL:	93	201	434	935	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Valley Road Segment: w/o Rosemead				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,386 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,939 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.73	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.51	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.46	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.8	63.9	62.2	56.1	64.7	65.3
Medium Trucks:	59.6	58.1	51.7	50.2	58.6	58.9
Heavy Trucks:	60.4	59.0	50.0	51.2	59.6	59.7
Vehicle Noise:	67.7	65.9	62.8	58.1	66.6	67.1

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	60	128	277	596
CNEL:	64	138	297	639

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Arden Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 6,691 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 669 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-3.18	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-20.42	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-24.38	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.6	55.7	53.9	47.9	56.5	57.1
Medium Trucks:	51.6	50.1	43.7	42.2	50.6	50.9
Heavy Trucks:	52.9	51.5	42.4	43.7	52.0	52.2
Vehicle Noise:	59.6	57.9	54.6	50.1	58.6	59.0

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	17	37	81	174
CNEL:	19	40	86	186

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Lower Azusa Road Segment: Baldwin to Arden				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,218 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,322 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.77	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.46	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.42	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.6	62.7	60.9	54.9	63.5	64.1
Medium Trucks:	58.5	57.0	50.7	49.1	57.6	57.8
Heavy Trucks:	59.9	58.4	49.4	50.7	59.0	59.1
Vehicle Noise:	66.6	64.8	61.6	57.0	65.6	66.0

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	51	109	235	596
CNEL:	54	117	251	641

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Santa Anita Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 43,080 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,308 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.39	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.85	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.80	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.5	65.6	63.8	57.8	66.4	67.0
Medium Trucks:	61.2	59.7	53.4	51.8	60.3	60.5
Heavy Trucks:	62.1	60.7	51.6	52.9	61.2	61.4
Vehicle Noise:	69.3	67.6	64.4	59.7	68.3	68.7

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	77	166	357	769
CNEL:	82	178	383	825

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Lower Azusa Road Segment: Arden to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,930 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,793 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.02	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-14.22	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-18.17	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.8	61.9	60.2	54.1	62.7	63.3
Medium Trucks:	57.8	56.3	49.9	48.4	56.8	57.1
Heavy Trucks:	59.1	57.7	48.6	49.9	58.3	58.4
Vehicle Noise:	65.8	64.1	60.8	56.3	64.8	65.2

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	45	97	209	450
CNEL:	48	104	224	482

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Peck Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,141 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,314 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.25	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.99	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.94	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.3	64.4	62.7	56.6	65.2	65.9
Medium Trucks:	60.1	58.6	52.2	50.7	59.1	59.4
Heavy Trucks:	60.9	59.5	50.5	51.7	60.1	60.2
Vehicle Noise:	68.2	66.4	63.3	58.6	67.1	67.6

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	65	139	300	646
CNEL:	69	149	321	693

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Lower Azusa Road Segment: Santa Anita to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 36,068 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,607 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	4.13	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.11	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.06	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.9	63.0	61.3	55.2	63.8	64.4
Medium Trucks:	58.9	57.4	51.0	49.5	57.9	58.2
Heavy Trucks:	60.2	58.8	49.8	51.0	59.4	59.5
Vehicle Noise:	66.9	65.2	61.9	57.4	65.9	66.4

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	53	115	248	534
CNEL:	57	123	265	572

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Baldwin Road Segment: n/o Lower Azusa				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,710 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,971 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.78	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.46	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.42	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.9	64.0	62.2	56.1	64.8	65.4
Medium Trucks:	59.6	58.1	51.8	50.2	58.7	58.9
Heavy Trucks:	60.5	59.0	50.0	51.3	59.6	59.7
Vehicle Noise:	67.7	66.0	62.8	58.1	66.7	67.1

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	60	129	279	600
CNEL:	64	139	299	644

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 With Project Road Name: Lower Azusa Road Segment: Baldwin to Temple City					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 31,163 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,116 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	3.50	-4.51	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-13.74	-4.51	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-17.70	-4.51	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	64.3	62.4	60.6	54.6	63.2	63.8			
Medium Trucks:	58.3	56.8	50.4	48.8	57.3	57.5			
Heavy Trucks:	59.6	58.2	49.1	50.4	58.7	58.9			
Vehicle Noise:	66.3	64.6	61.3	56.7	65.3	65.7			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			48	104	225	484			
CNEL:			52	112	241	519			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 With Project Road Name: Temple City Road Segment: n/o Lower Azusa					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 29,904 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,990 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	2.81	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-14.43	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-18.39	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	65.9	64.0	62.2	56.2	64.8	65.4			
Medium Trucks:	59.7	58.1	51.8	50.2	58.7	58.9			
Heavy Trucks:	60.5	59.1	50.0	51.3	59.6	59.8			
Vehicle Noise:	67.7	66.0	62.8	58.2	66.7	67.2			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			60	130	280	603			
CNEL:			65	139	300	647			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 With Project Road Name: Lower Azusa Road Segment: Temple City to Rosemead					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 26,710 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,671 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	66.51	2.83	-4.51	-1.20	-4.87	0.000	0.000		
Medium Trucks:	77.72	-14.41	-4.51	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	82.99	-18.37	-4.51	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	63.6	61.7	60.0	53.9	62.5	63.1			
Medium Trucks:	57.6	56.1	49.7	48.2	56.6	56.9			
Heavy Trucks:	58.9	57.5	48.5	49.7	58.1	58.2			
Vehicle Noise:	65.6	63.9	60.6	56.1	64.6	65.1			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			44	94	203	437			
CNEL:			47	101	217	468			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Year 2035 With Project Road Name: Rosemead Road Segment: n/o Lower Azusa					Project Name: Walmart El Monte Job Number: 8361				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 33,681 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,368 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
			Noise Source Elevations (in feet)						
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344						
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	3.32	-4.17	-1.20	-4.87	0.000	0.000		
Medium Trucks:	79.45	-13.92	-4.17	-1.20	-4.97	0.000	0.000		
Heavy Trucks:	84.25	-17.87	-4.17	-1.20	-5.16	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	66.4	64.5	62.7	56.7	65.3	65.9			
Medium Trucks:	60.2	58.7	52.3	50.8	59.2	59.4			
Heavy Trucks:	61.0	59.6	50.6	51.8	60.2	60.3			
Vehicle Noise:	68.2	66.5	63.4	58.7	67.2	67.7			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			65	141	303	653			
CNEL:			70	151	325	700			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Rosemead Road Segment: Valley to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 66,700 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 6,670 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	6.29	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-10.95	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-14.90	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	69.4	67.5	65.7	59.7	68.3	68.9	
Medium Trucks:	63.1	61.6	55.3	53.7	62.2	62.4	
Heavy Trucks:	64.0	62.6	53.5	54.8	63.1	63.3	
Vehicle Noise:	71.2	69.5	66.3	61.6	70.2	70.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			103	222	478	1,029	
CNEL:			110	238	512	1,104	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Santa Anita Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 41,848 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,185 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.27	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.97	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.93	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.4	65.5	63.7	57.6	66.3	66.9	
Medium Trucks:	61.1	59.6	53.2	51.7	60.2	60.4	
Heavy Trucks:	62.0	60.5	51.5	52.7	61.1	61.2	
Vehicle Noise:	69.2	67.4	64.3	59.6	68.2	68.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			75	163	350	754	
CNEL:			81	174	376	809	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Garvey Road Segment: Rosemead to Santa Anita				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 37,315 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,732 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.77	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-13.47	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.43	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.9	65.0	63.2	57.1	65.8	66.4	
Medium Trucks:	60.6	59.1	52.7	51.2	59.7	59.9	
Heavy Trucks:	61.5	60.0	51.0	52.2	60.6	60.7	
Vehicle Noise:	68.7	67.0	63.8	59.1	67.7	68.1	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			70	151	324	699	
CNEL:			75	161	348	750	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Peck Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 29,757 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,976 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
			VehicleType	Day	Evening	Night	Daily
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.78	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.45	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.41	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.9	64.0	62.2	56.2	64.8	65.4	
Medium Trucks:	59.6	58.1	51.8	50.2	58.7	58.9	
Heavy Trucks:	60.5	59.1	50.0	51.3	59.6	59.7	
Vehicle Noise:	67.7	66.0	62.8	58.1	66.7	67.1	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			60	129	279	601	
CNEL:			64	139	299	645	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Garvey Road Segment: Santa Anita to Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,236 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,124 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.00	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.24	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.20	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.1	64.2	62.4	56.4	65.0	65.6	
Medium Trucks:	59.8	58.3	52.0	50.4	58.9	59.1	
Heavy Trucks:	60.7	59.3	50.2	51.5	59.8	60.0	
Vehicle Noise:	67.9	66.2	63.0	58.3	66.9	67.3	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	62	134	288	621	
CNEL:	67	143	309	666	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Valley Road Segment: I-10 to Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 32,752 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,275 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.20	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.04	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-17.99	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	66.3	64.4	62.6	56.6	65.2	65.8	
Medium Trucks:	60.0	58.5	52.2	50.6	59.1	59.3	
Heavy Trucks:	60.9	59.5	50.4	51.7	60.0	60.2	
Vehicle Noise:	68.1	66.4	63.2	58.6	67.1	67.6	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	64	138	297	641	
CNEL:	69	148	319	687	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Garvey Road Segment: Peck to Valley				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 24,687 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,469 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.97	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.26	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.22	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.1	63.2	61.4	55.3	64.0	64.6	
Medium Trucks:	58.8	57.3	50.9	49.4	57.9	58.1	
Heavy Trucks:	59.7	58.2	49.2	50.5	58.8	58.9	
Vehicle Noise:	66.9	65.2	62.0	57.3	65.9	66.3	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	53	114	246	531	
CNEL:	57	123	264	569	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Santa Anita Road Segment: Valley to Ramona				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 44,503 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,450 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.53	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.71	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.66	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.6	65.7	64.0	57.9	66.5	67.1	
Medium Trucks:	61.4	59.9	53.5	52.0	60.4	60.7	
Heavy Trucks:	62.2	60.8	51.8	53.0	61.4	61.5	
Vehicle Noise:	69.5	67.7	64.6	59.9	68.4	68.9	

Centerline Distance to Noise Contour (in feet)					
		70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	79	169	365	786	
CNEL:	84	182	391	843	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Santa Anita Road Segment: Ramona to I-10				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 46,925 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 4,693 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.76	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-12.48	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-16.43	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	67.9	66.0	64.2	58.1	66.8	67.4	
Medium Trucks:	61.6	60.1	53.7	52.2	60.7	60.9	
Heavy Trucks:	62.5	61.0	52.0	53.2	61.6	61.7	
Vehicle Noise:	69.7	67.9	64.8	60.1	68.7	69.1	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	81	175	378	814
CNEL:	87	188	405	873

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Brockaway Road Segment: Santa Anita to I-10 WB ramps				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 16,673 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,667 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.78	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-16.46	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-20.41	-4.57	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	61.5	59.6	57.9	51.8	60.4	61.0	
Medium Trucks:	55.5	54.0	47.6	46.1	54.5	54.8	
Heavy Trucks:	56.8	55.4	46.3	47.6	56.0	56.1	
Vehicle Noise:	63.5	61.8	58.5	54.0	62.5	62.9	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	32	68	147	316
CNEL:	34	73	157	339

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Temple City Road Segment: Valley to Olney/I-10 WB ramps				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,265 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,127 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.51	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.73	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.68	-4.51	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.3	62.4	60.6	54.6	63.2	63.8	
Medium Trucks:	58.3	56.8	50.4	48.9	57.3	57.6	
Heavy Trucks:	59.6	58.2	49.1	50.4	58.7	58.9	
Vehicle Noise:	66.3	64.6	61.3	56.8	65.3	65.7	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	49	105	225	486
CNEL:	52	112	241	520

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Baldwin Road Segment: Valley to Fair/I-10 EB ramps				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,269 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,027 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data				Vehicle Mix			
				VehicleType	Day	Evening	Night
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.86	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-14.38	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-18.34	-4.17	-1.20	-5.16	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.9	64.1	62.3	56.2	64.9	65.5	
Medium Trucks:	59.7	58.2	51.8	50.3	58.7	59.0	
Heavy Trucks:	60.5	59.1	50.1	51.3	59.7	59.8	
Vehicle Noise:	67.8	66.0	62.9	58.2	66.8	67.2	

Centerline Distance to Noise Contour (in feet)				
	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	61	131	282	608
CNEL:	65	140	303	652

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Lower Azusa Road Segment: e/o Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 34,416 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,442 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.93	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.31	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.27	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.7	62.8	61.1	55.0	63.6	64.2	
Medium Trucks:	58.7	57.2	50.8	49.3	57.7	58.0	
Heavy Trucks:	60.0	58.6	49.6	50.8	59.2	59.3	
Vehicle Noise:	66.7	65.0	61.7	57.2	65.7	66.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			52	112	240	518	
CNEL:			55	119	257	554	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Ramona Road Segment: e/o Peck				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 30,706 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 3,071 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 98.412 Medium Trucks: 98.372 Heavy Trucks: 98.413				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.43	-4.51	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-13.81	-4.51	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-17.76	-4.51	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.2	62.3	60.6	54.5	63.1	63.7	
Medium Trucks:	58.2	56.7	50.3	48.8	57.2	57.5	
Heavy Trucks:	59.5	58.1	49.1	50.3	58.7	58.8	
Vehicle Noise:	66.2	64.5	61.2	56.7	65.2	65.7	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			48	103	223	480	
CNEL:			51	111	238	514	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Valley Road Segment: s/o Garvey				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 21,364 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 2,136 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 72 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 93.343 Medium Trucks: 93.301 Heavy Trucks: 93.344				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.35	-4.17	-1.20	-4.87	0.000	0.000
Medium Trucks:	79.45	-15.89	-4.17	-1.20	-4.97	0.000	0.000
Heavy Trucks:	84.25	-19.85	-4.17	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	64.4	62.5	60.8	54.7	63.3	63.9	
Medium Trucks:	58.2	56.7	50.3	48.8	57.2	57.5	
Heavy Trucks:	59.0	57.6	48.6	49.8	58.2	58.3	
Vehicle Noise:	66.3	64.5	61.4	56.7	65.2	65.7	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			48	104	224	482	
CNEL:			52	111	240	517	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Year 2035 With Project Road Name: Arden Way Road Segment: e/o Arden Drive				Project Name: Walmart El Monte Job Number: 8361			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 12,977 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 1,298 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 24 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15				
Site Data			Vehicle Mix				
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 100.0 feet Centerline Dist. to Observer: 100.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 2.000 Medium Trucks: 4.000 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 99.323 Medium Trucks: 99.282 Heavy Trucks: 99.323				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.31	-4.57	-1.20	-4.87	0.000	0.000
Medium Trucks:	77.72	-17.55	-4.57	-1.20	-4.97	0.000	0.000
Heavy Trucks:	82.99	-21.50	-4.57	-1.20	-5.16	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	60.4	58.5	56.8	50.7	59.3	59.9	
Medium Trucks:	54.4	52.9	46.5	45.0	53.4	53.7	
Heavy Trucks:	55.7	54.3	45.3	46.5	54.9	55.0	
Vehicle Noise:	62.4	60.7	57.4	52.9	61.4	61.9	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			27	58	124	268	
CNEL:			29	62	133	287	

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APPENDIX 8.1

Operational Noise Impact Analysis Worksheets

STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: R1	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 370.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 370.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	370.0	-37.4
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	370.0	35.5

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: R1	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 373.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 373.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	373.0	-37.5
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	373.0	35.4

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: R1	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 377.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 377.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	377.0	-37.5
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	377.0	35.4

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: R2	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 286.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 286.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	286.0	-35.1
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	286.0	37.8

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Parking Lot Activity Observer Location: R2	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 412.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 412.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 4.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	60.1
Distance Attenuation	412.0	-38.3
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	412.0	21.8

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: R2	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 319.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 319.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	319.0	-36.1
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	319.0	36.8

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Parking Lot Activity Observer Location: R2	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 447.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 447.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 4.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	60.1
Distance Attenuation	447.0	-39.0
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	447.0	21.1

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: R2	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 382.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 382.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	382.0	-37.7
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	382.0	35.2

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Parking Lot Activity Observer Location: R3	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 462.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 462.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 4.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	60.1
Distance Attenuation	462.0	-39.3
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	462.0	20.8

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: R3	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 410.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 410.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	410.0	-38.3
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	410.0	34.6

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Parking Lot Activity Observer Location: R4	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 1,028.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 1,028.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 4.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	60.1
Distance Attenuation	1,028.0	-46.3
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	1,028.0	13.8

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Air Condenser Units Observer Location: R4	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 996.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 996.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 5.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: Yes
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 20.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	10.0	73.0
Distance Attenuation	996.0	-40.0
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	996.0	33.0

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: C1	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 698.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 698.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	698.0	-42.9
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	698.0	30.0

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Parking Lot Activity Observer Location: C1	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 654.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 654.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 4.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	60.1
Distance Attenuation	654.0	-42.3
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	654.0	17.8

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: C1	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 909.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 909.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	909.0	-45.2
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	909.0	27.7

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: C1	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 657.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 657.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	657.0	-42.4
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	657.0	30.5

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Loading Dock Activities Observer Location: C2	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 136.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 136.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 8.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	20.0	77.3
Distance Attenuation	136.0	-16.7
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	136.0	60.6

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Loading Dock Activities Observer Location: C2	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 273.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 273.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 8.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	20.0	77.3
Distance Attenuation	273.0	-22.7
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	273.0	54.6

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Trash Compactor Observer Location: C2	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 138.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 138.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 5.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	50.0	58.1
Distance Attenuation	138.0	-8.8
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	138.0	49.3

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Air Condenser Units Observer Location: C2	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 223.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 223.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 5.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: Yes
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 20.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	10.0	73.0
Distance Attenuation	223.0	-27.0
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	223.0	46.0

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Air Condenser Units Observer Location: C2	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 215.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 215.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 5.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: Yes
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 20.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	10.0	73.0
Distance Attenuation	215.0	-26.6
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	215.0	46.4

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Loading Dock Activities Observer Location: C3	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 832.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 832.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 8.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	20.0	77.3
Distance Attenuation	832.0	-32.4
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	832.0	44.9

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Air Condenser Units Observer Location: C3	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 835.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 835.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 5.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: Yes
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 20.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	10.0	73.0
Distance Attenuation	835.0	-38.4
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	835.0	34.6

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: C4	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 828.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 828.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	828.0	-44.4
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	828.0	28.5

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Parking Lot Activity Observer Location: C4	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 811.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 811.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 4.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	60.1
Distance Attenuation	811.0	-44.2
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	811.0	15.9

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: C4	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 813.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 813.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	813.0	-44.2
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	813.0	28.7

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: C4	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 795.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 795.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	795.0	-44.0
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	795.0	28.9

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: C5	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 799.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 799.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	799.0	-44.1
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	799.0	28.8

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: C5	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 621.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 621.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	621.0	-41.9
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	621.0	31.0

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Parking Lot Activity Observer Location: C5	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 681.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 681.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 4.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	60.1
Distance Attenuation	681.0	-42.7
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	681.0	17.4

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STATIONARY SOURCE NOISE PREDICTION MODEL	
Source: Shopping Cart Carousel Observer Location: C5	Project Name: Walmart El Monte Job Number: 8361 Analyst: B. Lawson

NOISE MODEL INPUTS	
Noise Distance to Observer: 717.0 feet	Barrier Height: 0.0 feet
Noise Distance to Barrier: 717.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0
Barrier Distance to Observer: 0.0 feet	
Noise Height: 3.0 feet	
Observer Height (Above Pad): 5.0 feet	Barrier Breaks Line of Sight: No
Observer Elevation: 0.0 feet	Wall Located at Noise Source Elevation: No
Noise Source Elevation: 0.0 feet	
Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)	

NOISE MODEL PROJECTIONS		
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	717.0	-43.1
Shielding (Barrier Attenuation)		0.0
Adjusted (Distance + Barrier)	717.0	29.8

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APPENDIX 9.1

RCNM (Roadway Construction Noise Model) Database



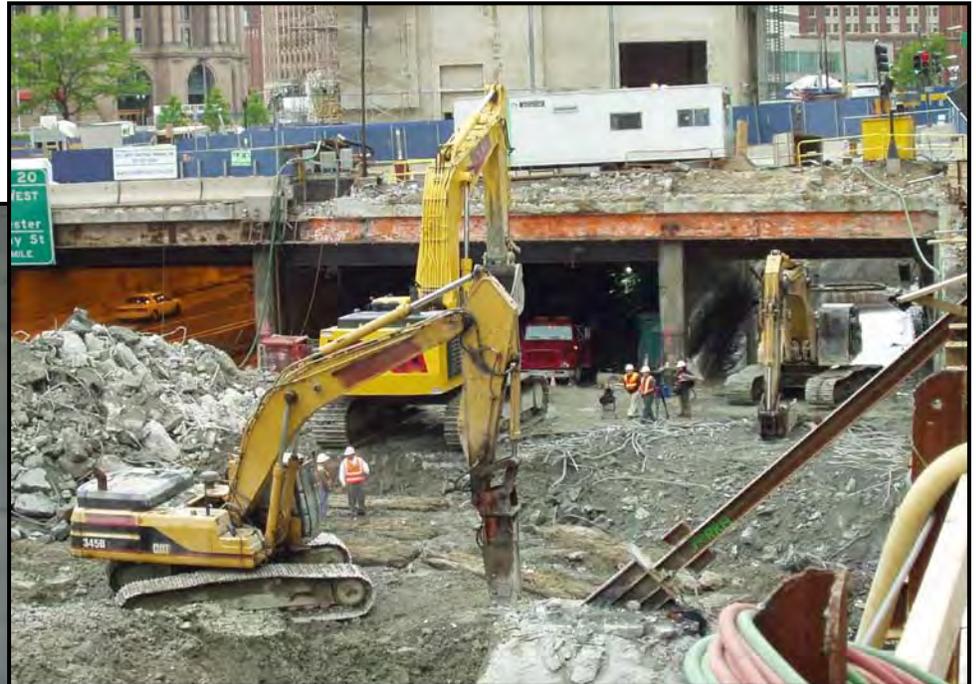
U.S. Department
of Transportation

Federal Highway
Administration

FHWA-HEP-05-054
DOT-VNTSC-FHWA-05-01

FHWA Roadway Construction Noise Model User's Guide

Final Report
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Table 1. CA/T equipment noise emissions and acoustical usage factors database.

CA/T Noise Emission Reference Levels and Usage Factors					
filename: EQUIPLST.xls					
revised: 7/26/05					
	Impact	Acoustical Use Factor	Spec 721.560 Lmax @ 50ft	Actual Measured Lmax @ 50ft	No. of Actual Data Samples
Equipment Description	Device ?	(%)	(dBA, slow)	(dBA, slow)	(Count)
				(samples averaged)	
All Other Equipment > 5 HP	No	50	85	-- N/A --	0
Auger Drill Rig	No	20	85	84	36
Backhoe	No	40	80	78	372
Bar Bender	No	20	80	-- N/A --	0
Blasting	Yes	-- N/A --	94	-- N/A --	0
Boring Jack Power Unit	No	50	80	83	1
Chain Saw	No	20	85	84	46
Clam Shovel (dropping)	Yes	20	93	87	4
Compactor (ground)	No	20	80	83	57
Compressor (air)	No	40	80	78	18
Concrete Batch Plant	No	15	83	-- N/A --	0
Concrete Mixer Truck	No	40	85	79	40
Concrete Pump Truck	No	20	82	81	30
Concrete Saw	No	20	90	90	55
Crane	No	16	85	81	405
Dozer	No	40	85	82	55
Drill Rig Truck	No	20	84	79	22
Drum Mixer	No	50	80	80	1
Dump Truck	No	40	84	76	31
Excavator	No	40	85	81	170
Flat Bed Truck	No	40	84	74	4
Front End Loader	No	40	80	79	96
Generator	No	50	82	81	19
Generator (<25KVA, VMS signs)	No	50	70	73	74
Gradall	No	40	85	83	70
Grader	No	40	85	-- N/A --	0
Grapple (on backhoe)	No	40	85	87	1
Horizontal Boring Hydr. Jack	No	25	80	82	6
Hydra Break Ram	Yes	10	90	-- N/A --	0
Impact Pile Driver	Yes	20	95	101	11
Jackhammer	Yes	20	85	89	133
Man Lift	No	20	85	75	23
Mounted Impact Hammer (hoe ram)	Yes	20	90	90	212
Pavement Scarafier	No	20	85	90	2
Paver	No	50	85	77	9
Pickup Truck	No	40	55	75	1
Pneumatic Tools	No	50	85	85	90
Pumps	No	50	77	81	17
Refrigerator Unit	No	100	82	73	3
Rivit Buster/chipping gun	Yes	20	85	79	19
Rock Drill	No	20	85	81	3
Roller	No	20	85	80	16
Sand Blasting (Single Nozzle)	No	20	85	96	9
Scraper	No	40	85	84	12
Shears (on backhoe)	No	40	85	96	5
Slurry Plant	No	100	78	78	1
Slurry Trenching Machine	No	50	82	80	75
Soil Mix Drill Rig	No	50	80	-- N/A --	0
Tractor	No	40	84	-- N/A --	0
Vacuum Excavator (Vac-truck)	No	40	85	85	149
Vacuum Street Sweeper	No	10	80	82	19
Ventilation Fan	No	100	85	79	13
Vibrating Hopper	No	50	85	87	1
Vibratory Concrete Mixer	No	20	80	80	1
Vibratory Pile Driver	No	20	95	101	44
Warning Horn	No	5	85	83	12
Welder / Torch	No	40	73	74	5