



Town Center at Moreno Valley

**NOISE AND VIBRATION IMPACT ANALYSIS
CITY OF MORENO VALLEY**

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LIST OF ABBREVIATED TERMS

(1)	Reference
ANSI	American National Standards Institute
Calveno	California Vehicle Noise
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
dBA	A-weighted decibels
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
INCE	Institute of Noise Control Engineering
L _{eq}	Equivalent continuous (average) sound level
L _{max}	Maximum level measured over the time interval
mph	Miles per hour
PPV	Peak Particle Velocity
Project	Town Center at Moreno Valley
REMEL	Reference Energy Mean Emission Level
RMS	Root-mean-square
VdB	Vibration Decibels

EXECUTIVE SUMMARY

Urban Crossroads, Inc. has prepared this noise study to determine the noise exposure and the necessary noise mitigation measures for the proposed Town Center at Moreno Valley Specific Plan (“Project”). The Project site is located on the northwest corner of the intersection of Nason Street and Alessandro Boulevard in the City of Moreno Valley.

This noise study has been prepared to satisfy applicable City of Moreno Valley noise standards and significance criteria based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1) The results of this Noise and Vibration Impact Analysis are summarized below based on the significance criteria in Section 4 of this report consistent with Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1) Table ES-1 shows the findings of significance for each potential noise and/or vibration impact under CEQA before and after any required mitigation measures.

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS

Analysis	Report Section	Significance Findings	
		Unmitigated	Mitigated
Off-Site Traffic Noise	7	<i>Less Than Significant</i>	-
On-Site Traffic Noise	8	_ ¹	_ ¹
Operational Noise	10	<i>Less Than Significant</i>	-
Construction Noise	11	<i>Less Than Significant</i>	-
Construction Vibration		<i>Less Than Significant</i>	-

¹ Impacts of the environment on a project are excluded from CEQA.

OFF-SITE TRAFFIC NOISE ANALYSIS

Traffic generated by the operation of the proposed Project will influence the traffic noise levels in surrounding off-site areas. To quantify the traffic noise increases on the surrounding off-site areas, the changes in traffic noise levels on 28 roadway segments surrounding the Project site were calculated based on the change in the average daily traffic (ADT) volumes. The traffic noise levels provided in this analysis are based on the traffic forecasts found in *Town Center at Moreno Valley Traffic Analysis* prepared by Urban Crossroads, Inc. (2) The results of this analysis show that land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to Project-related traffic noise levels increases without mitigation.

ON-SITE TRAFFIC NOISE ANALYSIS

To the extent this analysis considers impacts in relation to future residents of the Project, it does so for informational purposes to show compliance with City regulations. Impacts of the environment on a project are excluded from CEQA unless the project itself “exacerbates” such impacts. (3) As such, any impact on the future residents of the Project is not an impact under

CEQA. However, an on-site exterior noise impact analysis has been completed to determine the traffic noise exposure and to identify potential necessary noise abatement measures for the proposed Town Center at Moreno Valley Specific Plan Project. It is expected that the primary source of noise impacts to the Project site will be traffic noise from Cottonwood Avenue, Nason Street, Alessandro Boulevard, Bay Avenue and Street A. The on-site exterior traffic noise analysis indicates that the noise sensitive residential land uses could experience *normally unacceptable* exterior noise levels of up to 73.6 dBA CNEL on Nason Street.

NOI-1: ON-SITE TRAFFIC EXTERIOR NOISE ABATEMENT MEASURES

To reduce the effects of on-site traffic noise, the construction of 6-foot-high noise barriers is recommended for the private yards of single-family residential land use and outdoor common areas for multi-family residential land use represented by on-site receiver locations ON1, ON2, and ON7. With the recommended noise barriers shown on Exhibit ES-A, the future exterior noise levels at the outdoor living areas (backyards) of single-family residential uses will range from 57.6 to 64.7 dBA CNEL. This noise analysis shows that the recommended 6-foot-high noise barriers will satisfy the City of Moreno Valley 65 dBA CNEL *normally acceptable* exterior noise level guidelines for single-family residential use.

The recommended noise control barriers shall be constructed so that the top of each wall extends to the recommended height above the pad elevation of the lot it is shielding. When the road is elevated above the pad elevation, the barrier shall extend to the recommended height above the highest point between the residential home and the road. The barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways, or a minimum transmission loss of 20 dBA. (4) The barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) should be filled with grout or caulking.

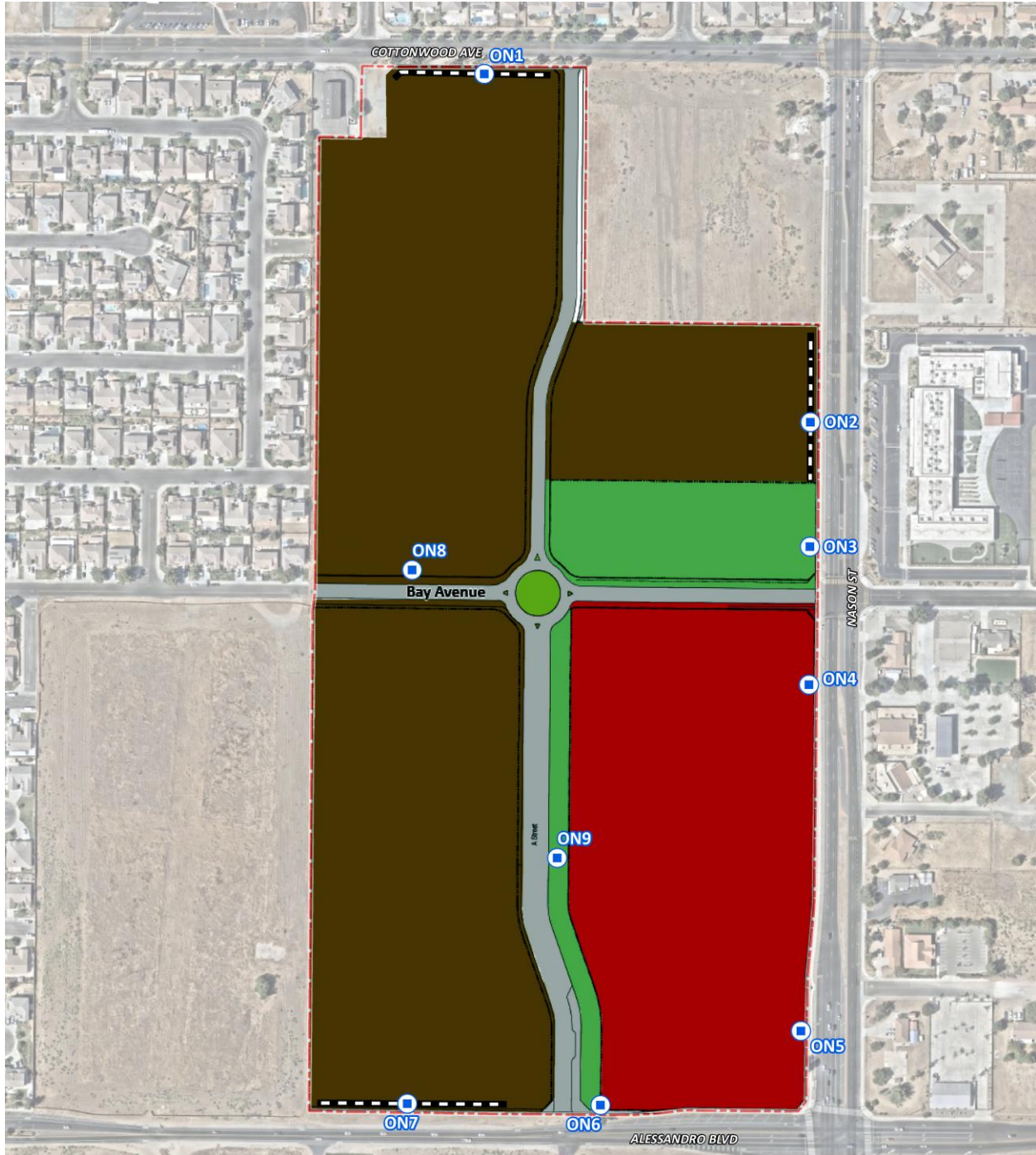
NOI-2: ON-SITE TRAFFIC INTERIOR NOISE ABATEMENT MEASURES

To satisfy the State of California's 45 dBA CNEL noise insulation standards, all residential land uses adjacent to Cottonwood Avenue, Nason Street, and Alessandro Boulevard will require a windows-closed condition and a means of mechanical ventilation (e.g. air conditioning). Upgraded windows with a minimum STC rating of 30 are required for the single-family residential land uses located west of Nason Street represented by the on-site receiver location ON2. With the following noise abatement measures, the on-site interior traffic noise levels would satisfy the 45 dBA CNEL interior noise requirements.

- Windows/Sliding Glass Doors: All residential units require windows and sliding glass doors that have well-fitted, well-weather-stripped assemblies, and the following sound transmission class (STC) ratings:
 1. Single-family residential land uses located west of Nason Street represented by the on-site receiver location ON2 require upgraded windows and sliding glass doors with minimum STC ratings of 30 (all windows/glass doors, all floors);
 2. All other residential lots require windows and sliding glass doors with minimum sound transmission class (STC) ratings of 27.

- **Exterior Doors (Non-Glass):** All exterior doors shall be well weather-stripped and have well-sealed perimeter gaps around the doors to achieve the STC ratings recommended below: (5)
 1. Single-family residential land uses located west of Nason Street represented by the on-site receiver location ON2 require upgraded doors with minimum STC ratings of 30 (all floors);
 2. All other residential lots require doors with minimum sound transmission class (STC) ratings of 27.
- **Exterior Walls:** At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.
- **Roof:** Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- **Ventilation:** Consistent with City of Moreno Valley Municipal Code Section 9.03.040[F][3], in all residential districts, air conditioners, heating, cooling and ventilating equipment and all other mechanical, lighting or electrical devices shall be operated so that noise levels do not exceed 60 dBA (Ldn) at the property line. Additionally, such equipment, including roof-mounted installation, shall be screened from surrounding properties and streets and shall not be located in the required front yard or street side yard. All equipment shall be installed and operated in accordance with other applicable city ordinances.
- **Future Noise Studies:** final noise studies shall be prepared for the future noise sensitive residential uses prior to obtaining building permits for the Project. Each noise study shall finalize the noise attenuation measures described in this Town Center at Moreno Valley Specific Plan Noise Analysis using the precise grading plans and actual building design specifications, and may include additional mitigation, if necessary, to meet the interior noise level standards for residential land uses. These noise studies would utilize any recommendations identified in this study and use the precise grading plans and actual building design specifications to identify any additional noise abatement measures, such as exterior noise barriers and/or building materials (e.g., sound transmission class ratings for windows and doors), if necessary, based on the site-specific noise impacts within these planning areas.

EXHIBIT ES-A: SUMMARY OF NOISE MITIGATION MEASURES



LEGEND:

	Site Boundary	Open Space	On-Site Receiver Locations
Residential (Up to 30 du/ac)	Commercial/Civic	Recommended 6-Foot High Noise Barrier	

1 INTRODUCTION

This noise analysis has been completed to determine the noise impacts associated with the development of the proposed Town Center at Moreno Valley (“Project”).

This noise study briefly describes the proposed Project, provides information regarding noise fundamentals, sets out the regulatory setting, presents the study methods and procedures for transportation related CNEL traffic noise analysis, and evaluates the future exterior noise environment. In addition, this study includes an analysis of the potential Project-related long-term stationary-source operational noise and short-term construction noise and vibration impacts.

1.1 SITE LOCATION

The proposed Project is located on the northwest corner of the intersection of Nason Street and Alessandro Boulevard in the City of Moreno Valley, as shown on Exhibit 1-A. The Project site is currently undeveloped. There is a vacant parcel northeast of the Project site (southwest of the Nason Street and Cottonwood Avenue intersection), and an Eastern Municipal Water District booster station northwest of the Project site (southeast corner of Cottonwood Avenue and Letterman Street) that are not part of the Project. The area surrounding the Project generally consists of existing single-family residential homes.

1.2 PROJECT DESCRIPTION

The Project involves a proposed Specific Plan, and a proposed Tentative Tract Map (TTM) to allow for the development of residential, commercial, and park uses. Because the proposed Specific Plan is designed to provide flexibility for development within the Specific Plan area, the actual type and amount of uses that would be developed at buildout of the Specific Plan are unknown. Therefore, a reasonable potential buildout development scenario has been developed for purposes of analysis. The proposed Project is planned to consist of the following land uses listed below. A preliminary land use plan for the proposed Project is shown on Exhibit 1-B. For the purposes of this analysis, it is expected that the Project would be developed in a single phase with an anticipated Opening Year of 2028.

- 800 residential dwelling units
- 4.8 acres of parks
- 106-room hotel
- 15,000 square feet of office use
- 30,000 square foot civic use
- 16,660 square feet of high turnover (sit-down) restaurant use
- 3,500 square feet of fast-food restaurant with drive-thru window
- 60,890 square feet of commercial retail
- 45,000 square feet of supermarket use

The existing 2006 Moreno Valley General Plan land use designation and zoning for the site is Public Facilities. Therefore, the proposed Project also involves a General Plan amendment and zone change. The proposed General Plan land use designations are Residential (30 du/acre maximum), Open Space, and Commercial. The proposed change of zone would amend the Public Facilities zoning to the TCMV Specific Plan (SP 222) zoning classification for the subject property.

However, the City of Moreno Valley is currently in the process of readopting the City's 2040 General Plan Update (2040 General Plan) and zoning.¹ The General Plan land use designation and zoning proposed by the City is Downtown Center (DC) District. The proposed Town Center at Moreno Valley Specific Plan is consistent with the City's proposed Downtown Center (DC) District land use and zoning designations.

This report evaluates the impacts resulting from implementation of the proposed Project under the existing General Plan land use and zoning designations, which would require a General Plan Amendment and zone change, and the City's proposed General Plan land use and zoning designation, if applicable to the analysis.

¹ In June 2021, the City Council of the City of Moreno Valley (City Council) approved and adopted the City's 2040 General Plan Update (2040 General Plan), a Change of Zone and Municipal Code Update, and its Climate Action Plan (CAP) and certified an EIR, State Clearinghouse No. 2020039022, as having been prepared in compliance with CEQA in connection with the approvals. A lawsuit entitled Sierra Club v. The City of Moreno Valley, Riverside Superior Court Case No. CVRI2103300, challenged the validity of the CAP and the EIR. In May 2024, the City Council set aside the 2021 approvals and certification, based on a March 2024 ruling and judgment of the court. The City is in the process of readopting the 2040 General Plan and issued a Notice of Preparation of a Revised Environmental Impact Report for MoVal 2040: The Moreno Valley Comprehensive General Plan Update, Municipal Code and Zoning (including Zoning Atlas) Amendments, and Climate Action Plan on July 30, 2024.

EXHIBIT 1-A: LOCATION MAP

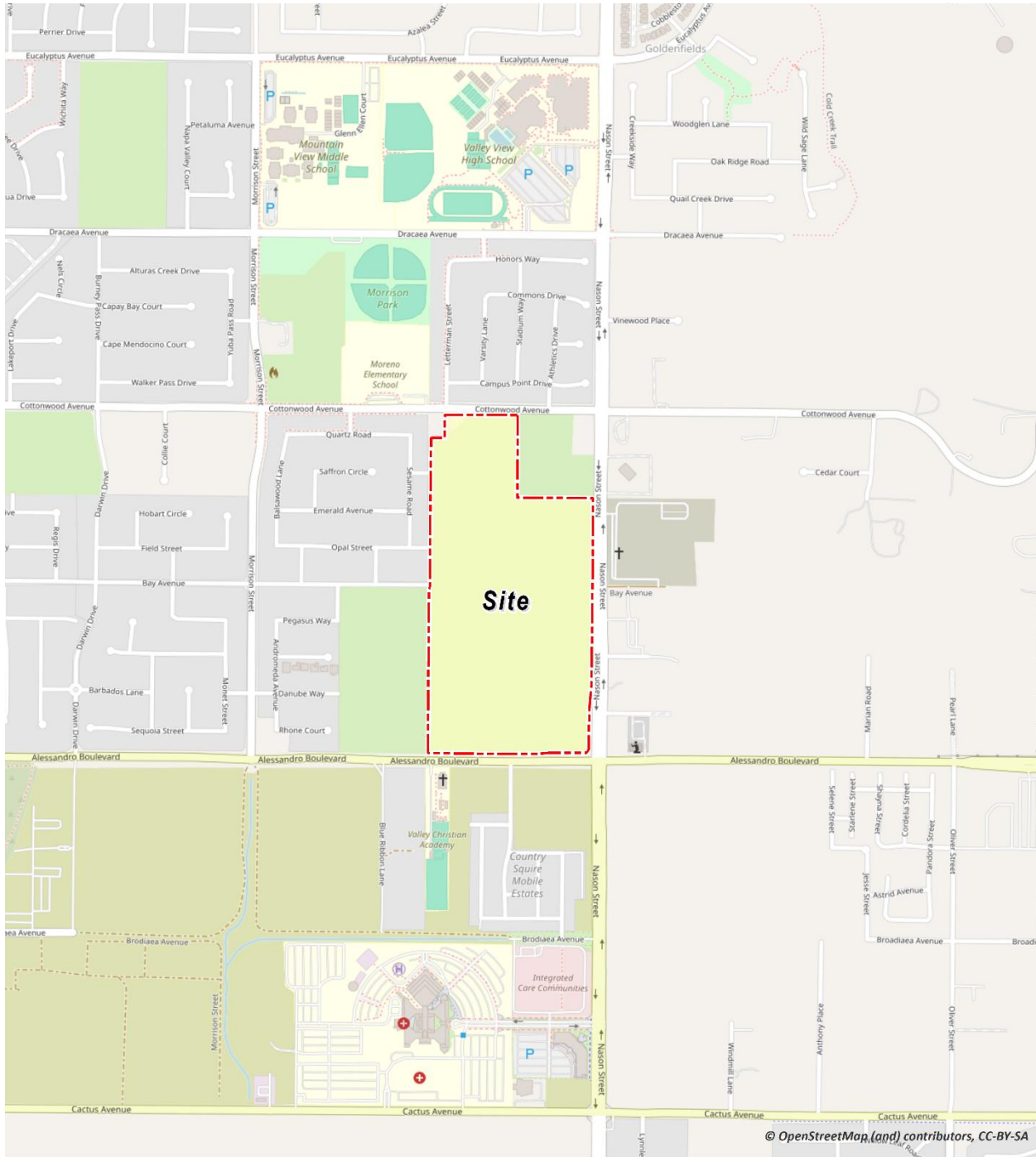
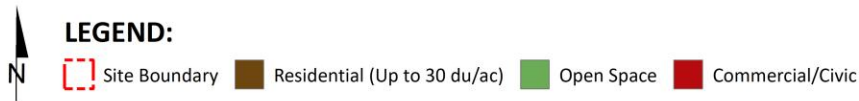
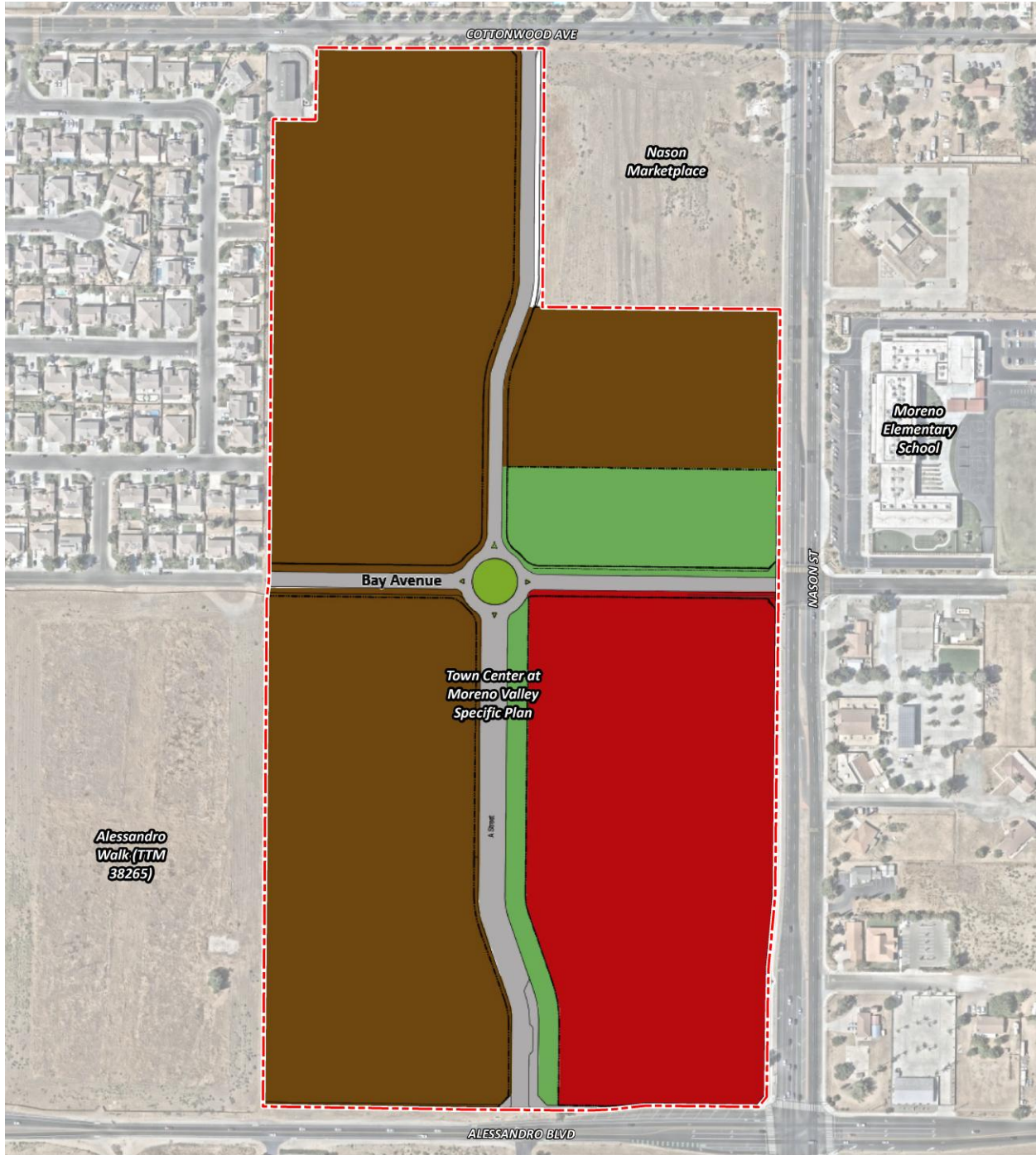


EXHIBIT 1-B: PRELIMINARY LAND USE PLAN



2 FUNDAMENTALS

Noise is 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.

EXHIBIT 2-A: TYPICAL NOISE LEVELS

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	VERY NOISY	SPEECH INTERFERENCE
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80	LOUD	
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70		
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60	MODERATE	SLEEP DISTURBANCE
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50		
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	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: Environmental Protection Agency Office of Noise Abatement and Control, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004) March 1974.*

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. (6) 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 1,000 feet, which can cause serious discomfort. (7) Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

2.2 NOISE DESCRIPTORS

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used metric is the equivalent level (L_{eq}). 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 (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the “average” noise levels within the environment.

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 24-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 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when noise can become more intrusive. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of Moreno Valley 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 way 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. (6)

2.3.2 GROUND ABSORPTION

The propagation path of noise from a highway to a receiver 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 receiver, 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 receiver 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. (8)

2.3.3 ATMOSPHERIC EFFECTS

Receivers 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 feet) 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. (6)

2.3.4 SHIELDING

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. 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 residents. 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 Federal Highway Administration (FHWA) does not consider the planting of vegetation to be a noise abatement measure. (9)

2.4 NOISE CONTROL

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

2.5 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 receiver. Noise barriers, however, do have limitations. For a noise barrier to work, it must block the line-of-sight path of sound from the noise source.

2.6 LAND USE COMPATIBILITY WITH NOISE

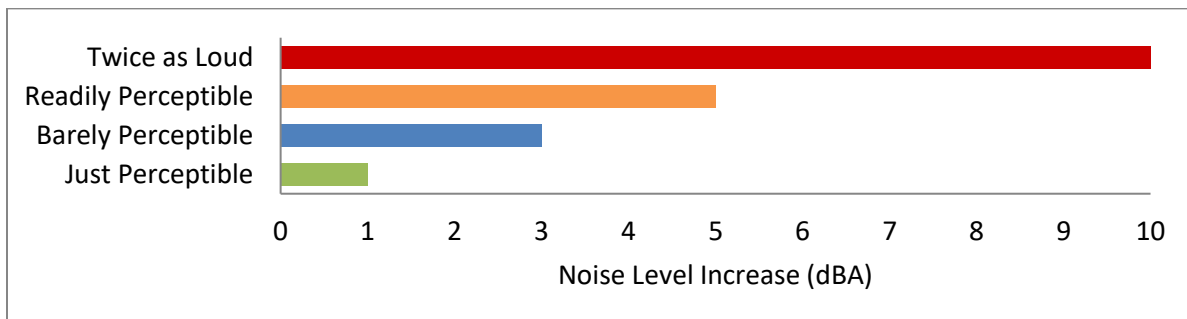
Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial developments and related activities. As ambient noise levels affect the perceived amenity or livability of a development, 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. The FHWA encourages State and Local government to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized. (10)

2.7 COMMUNITY RESPONSE TO NOISE

Approximately sixteen percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints may occur. Twenty to thirty percent of the population will not complain even in very severe noise environments. (11 pp. 8-6) Thus, a variety of reactions can be expected from people exposed to any given noise environment.

Surveys have shown that community response to noise varies from no reaction to vigorous action for newly introduced noises averaging from 10 dB below existing to 25 dB above existing. (12) According to research originally published in the Noise Effects Handbook (11), the percentage of high annoyance ranges from approximately 0 percent at 45 dB or less, 10 percent are highly annoyed around 60 dB, and increases rapidly to approximately 70 percent being highly annoyed at approximately 85 dB or greater. Despite this variability in behavior on an individual level, the population can be expected to exhibit the following responses to changes in noise levels as shown on Exhibit 2-B. A change of 3 dBA is considered barely perceptible, and changes of 5 dBA are considered readily perceptible. (8)

EXHIBIT 2-B: NOISE LEVEL INCREASE PERCEPTION



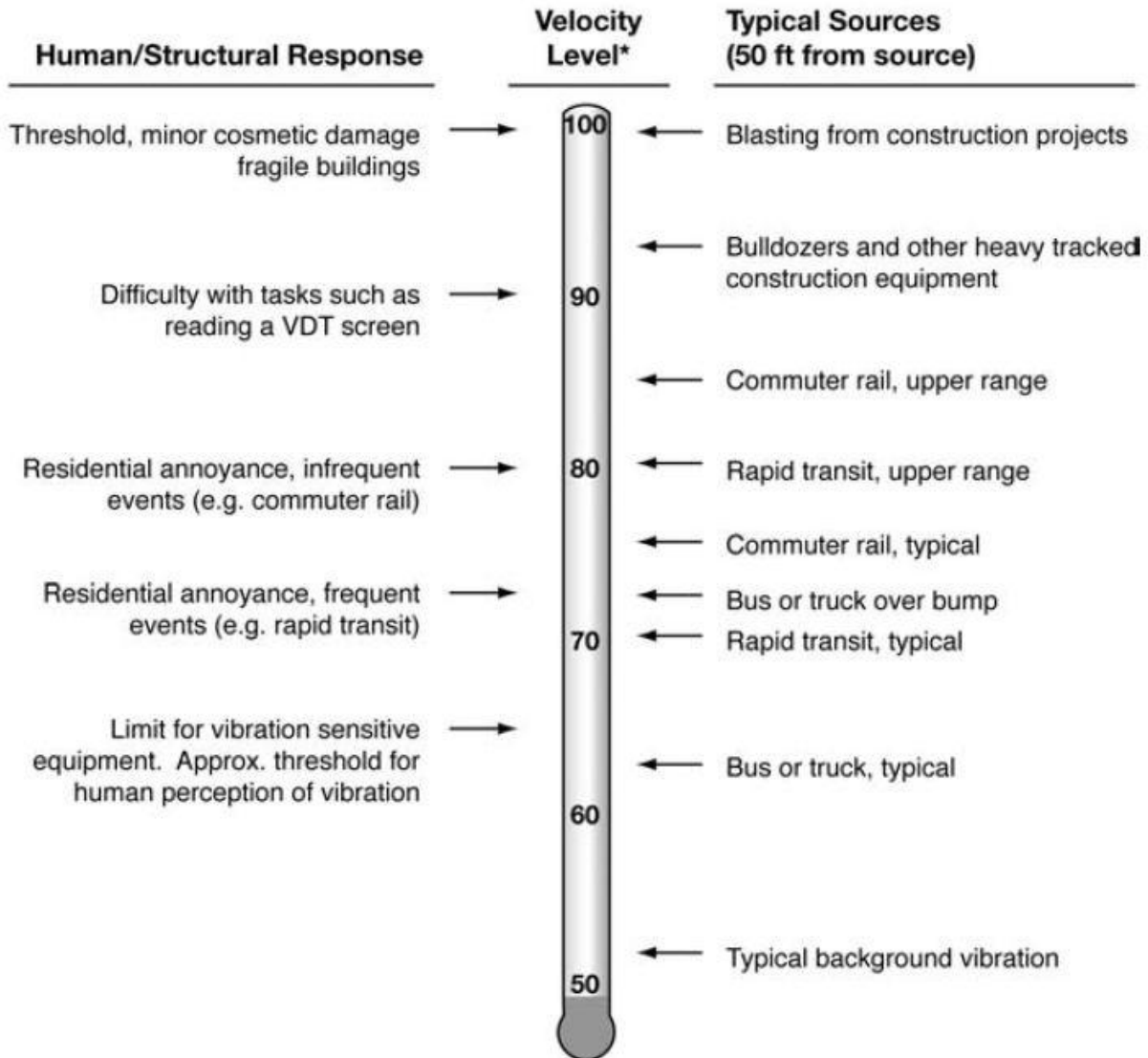
2.8 VIBRATION

Per the Federal Transit Administration (FTA) *Transit Noise Impact and Vibration Impact Assessment Manual* (12) , 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 ground-borne 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, ground-borne vibrations may be described by amplitude and frequency.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne 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 ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne 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. Exhibit 2-C illustrates common vibration sources and the human and structural response to ground-borne vibration.

EXHIBIT 2-C: TYPICAL LEVELS OF GROUND-BORNE VIBRATION



* RMS Vibration Velocity Level in VdB relative to 10^{-6} inches/second

Source: Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual.

3 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 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 per guidelines adopted by the Governor's Office of Planning and Research (OPR). (13) 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.

3.1.1 RESIDENTIAL CONSTRUCTION

The State of California's noise insulation standards for all residential units are codified in the California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Chapter 12, Section 1206. These noise standards are applied to new construction that contains dwelling units or sleeping units, such as residential and hotel or motel uses, in California for controlling interior noise levels resulting from exterior noise sources. For new buildings, the acceptable interior noise limit is 45 dBA CNEL in habitable rooms (14).

3.1.2 NON-RESIDENTIAL CONSTRUCTION

The State of California's Green Building Standards Code contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. (15) These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other noise source. If the development falls within an airport or freeway 65 dBA CNEL noise contour, buildings shall be constructed to provide an interior noise level environment attributable to exterior sources that does not exceed an hourly equivalent level of 50 dBA L_{eq} in occupied areas during any hour of operation.

3.2 2006 CITY OF MORENO VALLEY GENERAL PLAN

The City of Moreno Valley Noise Element typically provides the standards for land use compatibility for community noise exposure. However, the City of Moreno Valley 2006 General Plan does not include a noise element or specific transportation-related noise standards. Rather, noise is considered in the Environmental Safety section of the General Plan Safety Element. (16) The OPR land use/noise compatibility standards are used by many California cities and counties and specify the maximum noise levels allowable for new developments impacted by transportation noise sources. The OPR land use/noise compatibility criteria, found in Figure 2 of the *General Plan Guidelines, Appendix D: Noise Element Guidelines*, identify the criteria for the Project land uses, as shown on Exhibit 3-A.

The purpose of the transportation noise criteria is to protect, create, and maintain an environment free from noise and vibration that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life. City General Plan Policies (City of Moreno Valley General Plan, pp.9-31, 9-32) act to ensure that when exterior noise levels exceed 65 dBA CNEL at sensitive receivers, mitigation is provided to ensure that interior noise levels of 45 dBA CNEL are maintained. General Plan Policies in this regard are consistent with, and support, the California Building Code interior noise standards. The 2006 City of Moreno Valley General Plan Safety Element includes the following objectives and policies related to noise.

Objective 6.3:

Provide noise compatible land use relationships by establishing noise standards utilized for design and siting purposes.

Policies:

- 6.3.1 *The following uses shall require mitigation to reduce noise exposure where current or future exterior noise levels exceed 20 CNEL above the desired interior noise level:*
- a. *Single and multiple family residential buildings shall achieve an interior noise level of 45 CNEL or less. Such buildings shall include sound insulating windows, walls, roofs and ventilation systems. Sound barriers shall also be installed (e.g. masonry walls or walls with berms) between single-family residences and major roadways.*
 - b. *New libraries, hospitals and extended medical care facilities, places of worship and office uses shall be insulated to achieve interior noise levels of 50 CNEL or less.*
 - c. *New schools shall be insulated to achieve interior noise levels of 45 CNEL or less.*
- 6.3.2 *Discourage residential uses where current or projected exterior noise due to aircraft over flights will exceed 65 CNEL.*
- 6.3.3 *Where the future noise environment is likely to exceed 70 CNEL due to overflights from the joint-use airport at March, new buildings containing uses that are not addressed under Policy 6.3.1 shall require insulation to achieve interior noise levels recommended in the March Air Reserve Base Air Installation Compatible Use Zone Report.*
- 6.3.4 *Encourage residential development heavily impacted by aircraft over flight noise, to transition to uses that are more noise compatible.*

6.3.5 *Enforce the California Administrative Code, Title 24 noise insulation standards for new multi-family housing developments, motels and hotels.*

6.3.6 *Building shall be limited in areas of sensitive receptors.*

Objective 6.4

Review noise issues during the planning process and require noise attenuation measures to minimize acoustic impacts to existing and future surrounding land uses.

Policies:

6.4.1 *Site, landscape and architectural design features shall be encouraged to mitigate noise impacts for new developments, with a preference for noise barriers that avoid freeway sound barrier walls.*

Objective 6.5

Minimize noise impacts from significant noise generators such as, but not limited to, motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities.

Policies:

6.5.1 *New commercial and industrial activities (including the placement of mechanical equipment) shall be evaluated and designed to mitigate noise impacts on adjacent uses.*

6.5.2 *Construction activities shall be operated in a manner that limits noise impacts on surrounding uses.*

3.3 2040 CITY OF MORENO VALLEY GENERAL PLAN NOISE ELEMENT

The currently proposed 2040 City of Moreno Valley General Plan includes a Noise Element with goals, policies, and actions that also seek to proactively address sources of noise in Moreno Valley, protect against excessive noise, and support the social and economic vitality of the community.

Goal N-1:

Design for a pleasant, healthy sound environment conducive to living and working.

Policies

N.1-1. *Protect occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, the railroad, and within areas of aircraft overflight.*

N.1-2. *Guide the location and design of transportation facilities, industrial uses, and other potential noise generators to minimize the effects of noise on adjacent land uses.*

N.1-3. *Apply the community noise compatibility standards (Table N-1) to all new development and major redevelopment projects outside the noise and safety compatibility zones established in the March Air Reserve Base/Inland Port Airport Land Use Compatibility (ALUC) Plan in order to protect against the adverse effects of noise exposure. Projects within the noise and safety compatibility zones are subject to the standards contained in the ALUC Plan.*

- N.1-4. *Require a noise study and/or mitigation measures if applicable for all projects that would expose people to noise levels greater than the “normally acceptable” standard and for any other projects that are likely to generate noise in excess of these standards.*
- N.1-5. *Noise impacts should be controlled at the noise source where feasible, as opposed to at receptor end with measures to buffer, dampen, or actively cancel noise sources. Site design, building orientation, building design, hours of operation, and other techniques, for new developments deemed to be noise generators shall be used to control noise sources.*
- N.1-6. *Require noise buffering, dampening, or active cancellation, on rooftop or other outdoor mechanical equipment located near residences, parks, and other noise sensitive land uses.*
- N.1-7. *Developers shall reduce the noise impacts on new development through appropriate means (e.g., double-paned or soundproof windows, setbacks, berming, and screening). Noise attenuation methods should avoid the use of visible sound walls where possible.*

Actions

- N.1-A. *Continue to review proposed projects for conformance with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, including consideration of the Compatibility Zone Factors shown in Table MA-1 and the Basic Compatibility Criteria shown in Table MA-2, as may be amended.*
- N.1-B. *Require dedication of an aviation easement as a condition of development approval for projects within the noise and safety compatibility zones identified by the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, as may be amended. The intention of this action is to alert interested individuals, including property buyers and developers, to the proximity of aircraft operations and related noise and safety compatibility protections.*
- N.1-C. *Study the feasibility of using alternative pavement materials such as rubberized asphalt pavements on roadways to reduce noise generation. Update City standards as appropriate.*

Goal N-2:

Ensure that noise does not have a substantial, adverse effect on the quality of life in the community.

Policies

- N.2-3. *Limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the Municipal Code that address allowed days and hours of construction, types of work, construction equipment, and sound attenuation devices.*
- N.2-4. *Collaborate with the March Joint Powers Authority, March Inland Port Airport Authority, Riverside County Airport Land Use Commission, and other responsible agencies to formulate and apply strategies to address noise and safety compatibility protection from airport operations.*

Actions

- N.2-A. *Continue to maintain performance standards in the Municipal Code to ensure that noise generated by proposed projects is compatible with surrounding land uses.*

While the 2040 General Plan provides background and noise fundamentals, both the 2006 and 2040 General Plan rely on the transportation noise criteria that are derived from standards contained in the California Office of Planning and Research (OPR) *General Plan Guidelines*. (13)

The OPR land use/noise compatibility standards are used by many California cities and counties and specify the maximum noise levels allowable for new developments impacted by transportation noise sources. The OPR *Community Noise Compatibility Matrix*, found in Table N-1 of the General Plan Noise Element, describes the land use compatibility guidelines for the Project, as shown on Exhibit 3-A.

EXHIBIT 3-A: COMMUNITY NOISE COMPATIBILITY MATRIX

Table N-1: Community Noise Compatibility Matrix

Land Use Category	Community Noise Exposure (CNEL)					
	55	60	65	70	75	80
Residential – Low Density Single Family, Duplex, Mobile Homes	A			B	C	D
Residential – Multiple Family	A			B	C	D
Transient Lodging: Hotels and Motels	A			B	C	D
Schools, Libraries, Churches, Hospitals, Nursing Homes	A				C	D
Auditoriums, Concert Halls, Amphitheaters	B				C	
Sports Arena, Outdoor Spectator Sports	B				C	
Playground, Neighborhood Parks	A			B	C	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	A				C	D
Office Buildings, Businesses, Commercial and Professional	A			B	C	
Industrial, Manufacturing, Utilities, Agricultural	A				B	C

A
Normally Acceptable:
 Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

B
Conditionally Acceptable:
 New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

C
Normally Unacceptable:
 New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

D
Clearly Unacceptable:
 New construction or development should generally not be undertaken.

Source: Governor's Office of Planning and Research 2017.

The anticipated residential uses allowed by the proposed Specific Plan are considered *normally acceptable* with exterior noise levels of up to 65 dBA CNEL and *conditionally acceptable* up to 70 dBA CNEL. For *conditionally acceptable* land use, *new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed*

windows and fresh air supply systems or air conditioning will normally suffice. The residential uses allowed by the proposed Specific Plan are considered normally unacceptable with exterior noise of up to 75 dBA CNEL. For normally unacceptable land use, new construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

The planned park land use west of Nason Street is considered *normally acceptable* with exterior noise levels of up to 70 dBA CNEL, *conditionally acceptable* up to 75 dBA CNEL and *normally unacceptable* above 75 dBA CNEL. The analyzed hotel land use west of Nason Street is considered *normally acceptable* with exterior noise levels of up to 65 dBA CNEL, *conditionally acceptable* up to 70 dBA CNEL and *normally unacceptable* above 70 dBA CNEL. The planned Project commercial land uses located west of Nason Street are considered *normally acceptable* with exterior noise levels of up to 70 dBA CNEL, *conditionally acceptable* up to 77 dBA CNEL and *normally unacceptable* above 77 dBA CNEL. The civic land use allowed by the Specific Plan (analyzed as a library) located east of Street A is considered *normally acceptable* with exterior noise levels of up to 70 dBA CNEL, and *conditionally acceptable* up to 80 dBA CNEL.

3.4 OPERATIONAL NOISE STANDARDS

To analyze noise impacts originating from a designated fixed location or private property such as within the Project site, stationary-source (operational) noise such as the expected outdoor seating activity, trash enclosure activity, roof-top air conditioning units, parking lot activity, park activities and ground air conditioning units are typically evaluated against standards established under a city's Municipal Code.

The City of Moreno Valley Municipal Code, Chapter 11.80 *Noise Regulation*, provides performance standards and noise control guidelines for determining and mitigating non-transportation or stationary-source noise impacts from operations at private properties. The City of Moreno Valley Municipal Code defines *Maximum Sound Levels (in dB(A)) for Source Land Uses* in Table 11.80.030-2 for *Residential* and *Commercial* land uses. As defined by the Municipal Code, Section 11.80.020 *Definitions*, *Commercial* land use means all uses of land not otherwise classified as residential, and residential land use means all uses of land primarily for dwelling units, as well as hospitals, schools, colleges and universities, and places of religious assembly. (17) For the purpose of this analysis, the operational noise activities from uses allowed by the proposed Town Center at Moreno Valley Specific Plan are limited to the *Commercial* land use. Based on this standard, the operational noise level limits for commercial land use, from Table 11.80.030-2, of 65 dBA L_{eq} during the daytime (8:00 a.m. to 10:00 p.m.) hours and 60 dBA L_{eq} during the nighttime (10:01 p.m. to 7:59 a.m.) hours shall apply to the operational noise source activities from the Project.

Further, Section 11.80.030(C) *Prohibited Acts, Nonimpulsive Sound Decibel Limits*, states: *No person shall maintain, create, operate or cause to be operated on private property any source of sound in such a manner as to create any nonimpulsive sound which exceeds the limits set forth for the source land use category (as defined in Section 11.80.020) in Table 11.80.030-2 when measured at a distance of two hundred (200) feet or more from the real property line of the source*

of the sound, if the sound occurs on a privately owned property... (17) Therefore, at a distance of 200 feet from the property line, the Project’s operational noise levels shall not exceed the 65 dBA Leq daytime and 60 dBA Leq nighttime noise level standards for commercial land uses, as shown on Table 3-1. The City of Moreno Valley Municipal Code also identifies continuous sound level limits in Table 11.80.030-1 based on the Center for Disease Control and Prevention and the National Institute for Occupational Safety and Health (NIOSH) noise exposure guidelines. A division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The City of Moreno Valley noise level threshold starts at 90 dBA for more than eight hours per day, and for every increase, the exposure time is reduced. The City of Moreno Valley identifies noise level thresholds of 92 dBA for more than 6 hours per day, 95 dBA for more than 4 hour per day, 97 dBA for more than 3 hours per day, and up to 100 dBA for more than 2 hours per day. However, this noise study uses the more restrictive City of Moreno Valley commercial noise level limits identified on Table 11.80.030-2 for source land uses in the Municipal Code, shown on Table 3-1 of this report, to evaluate the potential operational noise levels due to the operation of the Project.

TABLE 3-1: OPERATIONAL NOISE STANDARDS AT 200 FEET FROM THE SOURCE

City	Source Land use	Noise Level Standards (dBA Leq) ¹	
		Daytime	Nighttime
Moreno Valley	Commercial	65	60

¹ City of Moreno Valley Municipal Code, Chapter 11.80 Noise Regulation, Table 11.80.030-2 Maximum Sound Levels (in dB(A)) for Source Land Uses when measured at 200 feet from the property line of the source land use (Appendix 3.1). Leq represents a steady state sound level containing the same total energy as a time varying signal over a given period. "Daytime" = 8:00 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:59 a.m.

Please note that depending on what types of commercial land uses are developed in the Specific Plan, the following Ordinances may also apply to the project.

- Municipal Code Section 9.09.080 (C.6) Drive-in, drive-through, fast food and take-out restaurants.
- Municipal Code Section 9.09.070 (C.3) Vehicle repair facilities.
- Municipal Code Section 9.09.110 Recycling facilities.
- Municipal Code Section 9.09.270 (B.6) Outdoor dining.
- Municipal Code Section 9.09.260(A-B) Mixed Use Development (Noise Notification).
- Municipal Code Section 11.80.040 (H) Special provisions for temporary use and special event permits.

3.5 CONSTRUCTION NOISE STANDARDS

To analyze noise impacts originating from the construction of the Town Center at Moreno Valley site, noise from construction activities is typically evaluated against standards established under a City’s Municipal Code. The Municipal Code noise standards for construction are described below for the City of Moreno Valley to determine the potential noise impacts at the nearest receiver locations. The construction-related noise standards are shown on Table 3-2.

The Municipal Code noise standards for construction are described below for the City of Moreno Valley to determine the potential noise impacts at the nearest sensitive receiver locations. As a subset of its stationary-source noise regulations, the City Municipal Code establishes permitted hours of construction activity. More specifically, Municipal Code Section 11.80.030(D)(7), *Construction and Demolition*, provides the following:

No person shall operate, or cause operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between the hours of eight p.m. and seven a.m. the following day such that the sound there from creates a noise disturbance, except for emergency work by public service utilities or for other work approved by the city manager or designee.

Therefore, based on Section 11.80.030(D)(7) construction regulations, a construction-related *noise disturbance* occurs if Project construction activity occurs outside of the permitted hours. However, for this analysis, the stationary-source noise level limits of 65 dBA L_{eq} during the daytime hours and 60 dBA L_{eq} during the nighttime hours are used as appropriate thresholds for the nearest sensitive land uses (e.g., residential homes) in the Project study area. In addition, grading operations shall be limited to the hours identified in Section 8.21.050(O) of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on weekends and holidays or as approved by the City Engineer. The City of Moreno Valley construction noise standards are shown on Table 3-2 and included in Appendix 3.1. As previously discussed in Section 3.3, the construction noise level threshold used in this noise study represents a conservative approach, since it is more restrictive than the continuous sound level limits of Table 11.80.030-1 of the City of Moreno Valley Municipal Code.

TABLE 3-2: CONSTRUCTION NOISE STANDARDS FROM THE SOURCE LAND USE

City	Permitted Hours of Construction Activity	Construction Noise Level Standard (dBA L_{eq}) ²	
		Daytime	Nighttime
Moreno Valley ¹	General Activity: 7:00 a.m. to 8:00 p.m. on any day. Grading is limited to 7:00 a.m. to 6:00 p.m. Monday to Friday; 8:00 a.m. to 4:00 p.m. on weekends and holidays.	65	60 ³

¹ City of Moreno Valley Municipal Code, Section 11.80.030 (D)(7) as shown in Appendix 3.1.

² Acceptable threshold for determining the relative significance of short-term Project construction noise levels, based on the City of Moreno Valley stationary noise standards shown on Table 3-1.

³ Any nighttime construction activity requires an exemption from the City of Moreno Valley Municipal Code as indicated in Section 11.80.030 (E)(8) for a special event permit (Section 11.80.040). The special event permit application shall be submitted to the City of Moreno Valley Planning Department for approval and meet the requirements of Municipal Code Section 11.80.040.

"Daytime" = 7:00 a.m. to 8:00 p.m.; "Nighttime" = 8:00 p.m. to 7:00 a.m.

3.6 VIBRATION STANDARDS

Construction activity can result in varying degrees of ground-borne 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. (12) In addition, the Final Environmental Impact Report for the MoVal 2040:

Comprehensive Plan Update, Housing Element, and Climate Action Plan (GP FEIR) *established that non-pile driving or foundation work construction phases that have the highest potential of producing vibration (such as jackhammering and other high-power tools) would be intermittent and would only occur for short periods of time for any individual development site. By use of administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby properties, perceptible vibration can be kept to a minimum and as such would result in a less than significant impact with respect to perception.* (18)²

To analyze vibration impacts originating from the operation and construction of the uses allowed by the Town Center at Moreno Valley Specific Plan, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Moreno Valley does not identify specific vibration level limits. Therefore, for analysis purposes, the Caltrans *Transportation and Construction Vibration Guidance Manual*, (19 p. 38) Table 19, vibration damage thresholds are used in this noise study to assess potential temporary construction-related vibration impacts at adjacent residential building locations. The Caltrans vibration damage thresholds are derived from the (FTA) *Transit Noise Impact and Vibration Impact Assessment Manual* (12) and consistent with the vibration criteria outlined in the GP FEIR. The nearest noise sensitive buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).

² The information about vibration provided in the *Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan* remains applicable to the discussion of potential vibration impacts resulting from construction in the City. The court decision did not address this topical issue.

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4 SIGNIFICANCE CRITERIA

The following significance criteria are based on currently adopted guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1) For the purposes of this report, impacts would be potentially significant if the Project results in or causes:

- A. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- B. Generation of excessive ground-borne vibration or ground-borne noise levels?
- C. For a project located within the vicinity of a private airstrip or 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?

4.1 NOISE LEVEL INCREASES (THRESHOLD A)

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines described above at the closest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach *recognizes that there is no single noise increase that renders the noise impact significant.* (20) This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called *ambient* environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged.

4.1.1 TRANSPORTATION / OPERATIONAL NOISE (SUBSTANTIAL PERMANENT NOISE LEVEL INCREASE)

The Federal Interagency Committee on Noise (FICON) (21) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (CNEL) and equivalent continuous noise level (L_{eq}).

As previously stated, the approach used in this noise study recognizes *that there is no single noise increase that renders a noise impact significant*, based on a 2008 California Court of Appeal ruling on *Gray v. County of Madera*. (20) For example, if the ambient noise environment is quiet (<60 dBA) and the new noise source greatly increases the noise levels, an impact may occur if the noise criteria may be exceeded. Therefore, for this analysis, a *readily perceptible* 5 dBA or greater project-related noise level increase is considered a significant impact when the without project noise levels are below 60 dBA. Per the FICON, in areas where the without project noise levels

range from 60 to 65 dBA, a 3 dBA *barely perceptible* noise level increase appears to be appropriate for most people. When the without project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance.

The FICON guidance provides an established source of criteria to assess the impacts of substantial temporary or permanent increase in baseline ambient noise levels. Based on the FICON criteria, the amount to which a given noise level increase is considered acceptable is reduced when the without project (baseline) noise levels are already shown to exceed certain land-use specific exterior noise level criteria. The specific levels are based on typical responses to noise level increases of 5 dBA or *readily perceptible*, 3 dBA or *barely perceptible*, and 1.5 dBA depending on the underlying without project noise levels for noise-sensitive uses. The FICON levels of increases and their perceived acceptance at noise sensitive receiver locations are consistent with guidance outlined in the City of Moreno Valley General Plan Implementation Policy S-6d, the Federal Highway Administration (8 p. 9) and Caltrans (22 p. 2_48).

4.1.2 CONSTRUCTION NOISE (SUBSTANTIAL TEMPORARY NOISE LEVEL INCREASE)

To assess the noise-generating construction activities, the temporary noise level increases over the existing ambient conditions is considered under CEQA significance threshold A. For purposes of this analysis, the Caltrans *Traffic Noise Analysis Protocol* 12 dBA L_{eq} *substantial* noise level increase threshold is used to assess temporary noise level increases. (23) Caltrans considers a substantial noise increase to occur when the project's predicted noise level exceeds the existing noise level by 12 dBA or more. The use of 12 dB is based on the concept that a 10 dB increase generally is perceived as a doubling of loudness. (6 pp. 3-2)

Although Caltrans recommendations were specifically developed to assess traffic noise impacts, the 12 dBA L_{eq} substantial noise level increase threshold is used by other agencies to address the temporary noise level increases with the potential to exceed existing conditions. (23) Therefore, if the Project-related construction noise levels generate a temporary noise level increase above the existing ambient noise levels of up to 12 dBA L_{eq} , then the Project construction noise level increases will be considered a potentially significant impact.

4.2 VIBRATION (THRESHOLD B)

As described in Section 3.6, vibration-generating activities are appropriately evaluated using the Caltrans vibration damage thresholds to assess potential temporary construction-related impacts at adjacent building locations. The nearest noise sensitive buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).

4.3 CEQA GUIDELINES NOT FURTHER ANALYZED (THRESHOLD C)

CEQA Noise Threshold C applies when there are nearby public and private airports and/or air strips and focuses on land use compatibility of the Project to nearby airports and airstrips. The Project site is not located within two miles of an airport or airstrip. The closest airport is the March Air Reserve Base/Inland Port Airport (MARB/IPA) which is over 3 miles west of the Project site. As such, the Project site would not be exposed to excessive noise levels from airport operations, and therefore, impacts are considered *less than significant*, and no further noise analysis is conducted in relation to Appendix G to the CEQA Guidelines, Noise Threshold C.

4.4 SIGNIFICANCE CRITERIA SUMMARY

As discussed above, for purposes of this analysis, noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 4-1 shows the significance criteria summary matrix that includes the allowable criteria used in this analysis to identify potentially significant incremental noise level increases.

TABLE 4-1: SIGNIFICANCE CRITERIA SUMMARY

Analysis	Condition(s)	Significance Criteria ⁷	
		Daytime	Nighttime
Off-Site Traffic ¹	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
	If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
	If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
On-Site Traffic	Exterior Noise Compatibility Criteria ²	See Exhibit 3-A	
	Interior Noise Level Standard ³	45 dBA CNEL	
Operational	At 200' from the property line of the source ⁴	65 dBA Leq	60 dBA Leq
	If ambient is < 60 dBA Leq ¹	≥ 5 dBA Leq Project increase	
	If ambient is 60 - 65 dBA Leq ¹	≥ 3 dBA Leq Project increase	
	If ambient is > 65 dBA Leq ¹	≥ 1.5 dBA Leq Project increase	
Construction	At 200' from the property line of the source ⁴	65 dBA Leq	60 dBA Leq
	Exterior Noise Level Increase ⁵	12 dBA Leq	
	Vibration Level Threshold ⁶	0.3 PPV (in/sec)	

¹ FICON, 1992.

² City of Moreno Valley General Plan Community Noise Compatibility Matrix, Table N-1 (Exhibit 3-A).

³ California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Chapter 12, Section 1206.

⁴ City of Moreno Valley Municipal Code, Chapter 11.80 Noise Regulation, Table 11.80.030-2

⁵ Caltrans Traffic Noise Analysis Protocol, April 2020.

⁶ Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19.

⁷ City of Moreno Valley Municipal Code, Chapter 11.80 Noise Regulation, Table 11.80.030-2 defines "Daytime" = 8:00 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:59 a.m. City of Moreno Valley Municipal Code Section 11.80.030(D)(7) defines "Daytime" = 7:00 a.m. to 8:00 p.m.; "Nighttime" = 8:00 p.m. to 7:00 a.m.

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5 EXISTING NOISE LEVEL MEASUREMENTS

To assess the existing noise level environment, 24-hour noise level measurements were taken at nine locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Exhibit 5-A provides the boundaries of the Project study area and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Thursday, December 4, 2024. Appendix 5.1 includes study area photos.

5.1 MEASUREMENT PROCEDURE AND CRITERIA

To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the equivalent daytime and nighttime hourly noise levels. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (24)

5.2 NOISE MEASUREMENT LOCATIONS

The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. This is demonstrated in the Caltrans general site location guidelines which indicate that, *sites must be free of noise contamination by sources other than sources of interest. Avoid sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners unless it is the express intent of the analyst to measure these sources.* (6) Further, FTA guidance states, *that it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community.* (12)

Based on recommendations of Caltrans and the FTA, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. (12) In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels

and is necessary to assess potential noise impacts due to the Project's contribution to the ambient noise levels.

5.3 NOISE MEASUREMENT RESULTS

The noise measurements presented below focus on the equivalent or the hourly energy average sound levels (L_{eq}). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 5-1 identifies the hourly daytime (8:00 a.m. to 10:00 p.m.) and nighttime (10:01 p.m. to 7:59 a.m.) noise levels at each noise level measurement location.

TABLE 5-1: AMBIENT NOISE LEVEL MEASUREMENTS

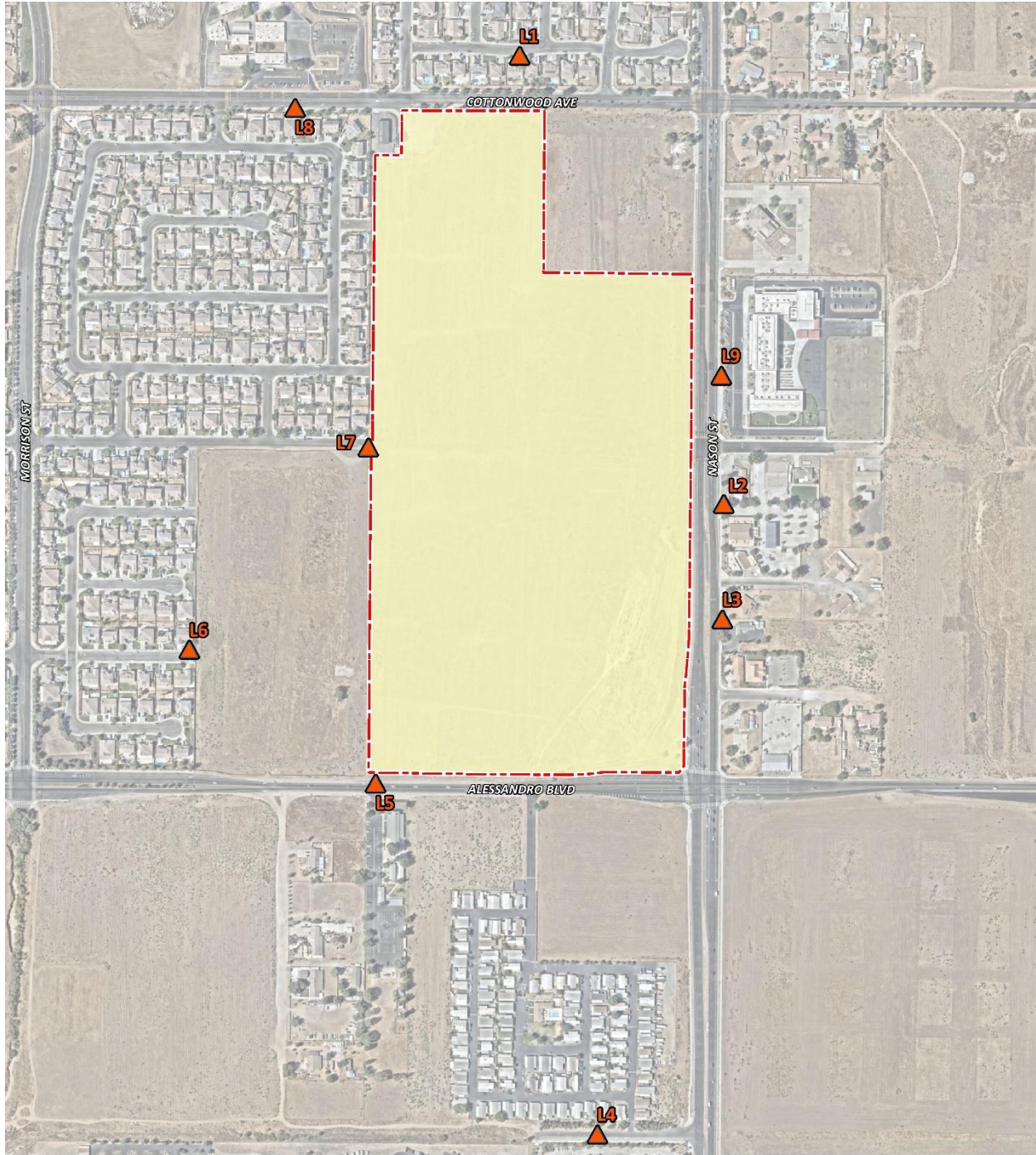
Location ¹	Description	Energy Average Noise Level (dBA L_{eq}) ²	
		Daytime	Nighttime
L1	Located north of the site near the residence at 26783 Campus Point Drive	56.9	50.0
L2	Located east of the site near the residence at 13760 Nason Street.	71.6	65.1
L3	Located east of the site near the residence at 13860 Nason Street.	69.7	63.8
L4	Located south of the site near the residence at 26871 Alessandro Blvd.	47.8	41.8
L5	Located south of the site at the Valley Christian Academy located at 26755 Alessandro Blvd.	69.9	61.3
L6	Located west of the site near the residence at 26606 Danube Way	54.7	48.5
L7	Located west of the site near the residence at 26722 Bay Avenue.	57.8	54.6
L8	Located northwest of the site near the residence at 26656 Quartz Road.	57.2	50.0
L9	Located east of the site near the Moreno Elementary School at 13700 Nason Street.	58.6	48.7

¹ See Exhibit 5-A for the noise level measurement locations.

² Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2. "Daytime" = 8:00 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:59 a.m.

Table 5-1 provides the equivalent noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 provides summary worksheets of the noise levels for each of the daytime and nighttime hours.

EXHIBIT 5-A: NOISE MEASUREMENT LOCATIONS



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6 TRAFFIC NOISE METHODS AND PROCEDURES

The following section outlines the methods and procedures used to estimate and analyze the future traffic noise environment. Consistent with the City of Moreno Valley *Land Use Compatibility* guidelines, all transportation-related noise levels are presented in terms of the 24-hour CNELs.

6.1 FHWA TRAFFIC NOISE PREDICTION MODEL

The expected roadway noise level increases from vehicular traffic were calculated by Urban Crossroads, Inc. using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108. (25) The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California, the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. (26) 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. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis. (27)

6.1.1 OFF-SITE TRAFFIC NOISE PREDICTION MODEL INPUTS

Table 6-1 presents the roadway parameters used to assess the Project's off-site transportation noise impacts. Table 6-1 identifies the 28 off-site study area roadway segments, the distance from the centerline to adjacent receiving land use based on the functional roadway classifications per the City of Moreno Valley General Plan Circulation Element, and the vehicle speeds. The ADT volumes used in this study are presented on Table 6-2 are based on the *Town Center at Moreno Valley Specific Plan Traffic Analysis prepared by Urban Crossroads, Inc* (2) for the following traffic conditions:

- Existing Without Project
- Existing With Project
- Opening Year Cumulative (OYC) (2028) Without Project
- Opening Year Cumulative (OYC) (2028) With Project
- Horizon Year (2045) Without Project
- Horizon Year (2045) With Project

TABLE 6-1: OFF-SITE ROADWAY PARAMETERS

ID	Roadway	Segment	Classification ¹	Distance from Centerline to Receiving Land Use (Feet) ³	Vehicle Speed (mph)
1	Perris Blvd.	n/o Alessandro Blvd.	Divided Arterial	55'	40
2	Perris Blvd.	s/o Alessandro Blvd.	Divided Arterial	55'	40
3	Kitching St.	n/o Alessandro Blvd.	Minor Arterial	44'	40
4	Kitching St.	s/o Alessandro Blvd.	Minor Arterial	44'	40
5	Lasselle St.	n/o Cottonwood Av.	Arterial	50'	40
6	Lasselle St.	s/o Cottonwood Av.	Arterial	50'	40
7	Lasselle St.	n/o Alessandro Blvd.	Arterial	50'	40
8	Lasselle St.	s/o Alessandro Blvd.	Arterial	50'	40
9	Nason St.	n/o Fir Av.	Divided Arterial	55'	40
10	Nason St.	s/o Fir Av.	Divided Arterial	55'	40
11	Nason St.	n/o Cottonwood Av.	Divided Arterial	55'	45
12	Nason St.	s/o Cottonwood Av.	Divided Arterial	55'	45
13	Nason St.	n/o Bay Av.	Divided Arterial	55'	45
14	Nason St.	s/o Bay Av.	Divided Arterial	55'	45
15	Nason St.	s/o Alessandro Blvd.	Divided Arterial	55'	45
16	Nason St.	s/o Cactus	Divided Arterial	55'	45
17	Eucalyptus Av.	e/o Nason St.	Arterial	50'	35
18	Cottonwood Av.	w/o Lasselle St.	Minor Arterial	44'	45
19	Bay Av.	w/o Lasselle St.	Collector	39'	30
20	Alessandro Blvd.	w/o Perris Blvd.	Divided Major Arterial	67'	45
21	Alessandro Blvd.	w/o Kitching St.	Divided Major Arterial	67'	45
22	Alessandro Blvd.	w/o Lasselle St.	Divided Major Arterial	67'	45
23	Alessandro Blvd.	e/o Lasselle St.	Divided Major Arterial	67'	50
24	Alessandro Blvd.	e/o Nason St.	Divided Arterial	55'	45
25	Cactus Av.	w/o Nason St.	Minor Arterial	44'	45
26	Cactus Av.	e/o Nason St.	Minor Arterial	44'	45
27	Iris Av.	w/o Nason St.	Divided Major Arterial	67'	50
28	Iris Av.	e/o Nason St.	Divided Major Arterial	67'	50

¹ City of Moreno Valley General Plan Circulation Element² Distance to receiving land use is based upon the right-of-way distances.

TABLE 6-2: AVERAGE DAILY TRAFFIC VOLUMES

ID	Roadway	Segment	Average Daily Traffic Volumes ¹					
			Existing		OYC (2028)		Horizon Year (2045)	
			Without Project	With Project	Without Project	With Project	Without Project	With Project
1	Perris Blvd.	n/o Alessandro Blvd.	26,142	26,542	30,413	30,813	37,658	38,058
2	Perris Blvd.	s/o Alessandro Blvd.	31,008	31,408	35,334	35,734	47,980	48,380
3	Kitching St.	n/o Alessandro Blvd.	12,021	12,139	13,236	13,354	14,572	14,690
4	Kitching St.	s/o Alessandro Blvd.	12,615	12,733	13,879	13,997	15,278	15,396
5	Lasselle St.	n/o Cottonwood Av.	7,920	8,038	11,038	11,156	12,154	12,272
6	Lasselle St.	s/o Cottonwood Av.	8,719	8,837	12,812	12,930	14,105	14,223
7	Lasselle St.	n/o Alessandro Blvd.	9,429	9,547	14,124	14,242	15,548	15,666
8	Lasselle St.	s/o Alessandro Blvd.	15,027	15,427	19,122	19,522	21,075	21,475
9	Nason St.	n/o Fir Av.	32,620	39,150	53,935	60,465	59,329	65,859
10	Nason St.	s/o Fir Av.	25,565	32,377	46,640	53,452	51,304	58,116
11	Nason St.	n/o Cottonwood Av.	26,945	34,157	48,134	55,346	66,593	73,805
12	Nason St.	s/o Cottonwood Av.	24,817	30,337	42,620	48,140	57,461	62,981
13	Nason St.	n/o Bay Av.	25,049	30,569	40,272	45,792	57,461	62,981
14	Nason St.	s/o Bay Av.	25,100	28,426	39,955	43,281	43,951	47,277
15	Nason St.	s/o Alessandro Blvd.	23,604	24,360	30,426	31,182	33,468	34,224
16	Nason St.	s/o Cactus	16,007	16,527	20,030	20,550	22,034	22,554
17	Eucalyptus Av.	e/o Nason St.	12,782	13,182	13,836	14,236	24,492	24,892
18	Cottonwood Av.	w/o Lasselle St.	7,159	7,559	10,925	11,325	12,057	12,457
19	Bay Av.	w/o Lasselle St.	2,670	3,248	3,670	4,248	4,095	4,673
20	Alessandro Blvd.	w/o Perris Blvd.	27,499	27,967	35,338	35,806	65,227	65,695
21	Alessandro Blvd.	w/o Kitching St.	19,670	20,938	30,752	32,020	33,954	35,222
22	Alessandro Blvd.	w/o Lasselle St.	13,337	14,843	24,233	25,739	26,807	28,313
23	Alessandro Blvd.	e/o Lasselle St.	10,706	12,730	21,286	23,310	23,617	25,641
24	Alessandro Blvd.	e/o Nason St.	7,610	8,648	21,161	22,199	23,278	24,316
25	Cactus Av.	w/o Nason St.	15,040	15,158	17,131	17,249	18,844	18,962
26	Cactus Av.	e/o Nason St.	11,118	11,236	12,035	12,153	16,935	17,053
27	Iris Av.	w/o Nason St.	31,111	31,511	39,782	40,182	40,959	41,359
28	Iris Av.	e/o Nason St.	24,933	25,051	33,006	33,124	36,307	36,425

¹ Town Center at Moreno Valley Specific Plan Traffic Analysis, Urban Crossroads, Inc.

The ADT volumes vary for each roadway segment based on the existing traffic volumes and the combination of project traffic distributions. In addition, the off-site traffic noise analysis is based on a PM peak hour to average daily traffic (peak-to-daily) relationship of 7.83%. Table 6-3 provides the time of day (daytime, evening, and nighttime) vehicle splits and Table 6-4 presents the traffic flow distributions (vehicle mix) used for this analysis. The vehicle mix provides the

hourly distribution percentages of automobile, medium trucks, and heavy trucks for input into the FHWA noise prediction model.

TABLE 6-3: TIME OF DAY VEHICLE SPLITS

Vehicle Type	Time of Day Splits ¹			Total of Time of Day Splits
	Daytime	Evening	Nighttime	
Autos	77.50%	12.90%	9.60%	100.00%
Medium Trucks	84.80%	4.90%	10.30%	100.00%
Heavy Trucks	86.50%	2.70%	10.80%	100.00%

¹ Typical Southern California vehicle mix.

"Daytime" = 7:00 a.m. to 7:00 p.m.; "Evening" = 7:00 p.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

TABLE 6-4: TRAFFIC FLOW BY VEHICLE TYPE (VEHICLE MIX)

Classification	Total % Traffic Flow			Total
	Autos	Medium Trucks	Heavy Trucks	
All Roadways ¹	97.42%	1.84%	0.74%	100.00%

¹ Typical Southern California vehicle mix.

6.1.2 ON-SITE TRAFFIC NOISE PREDICTION MODEL INPUTS

The traffic volumes shown on Table 6-5 reflect future long-range traffic conditions needed to assess the future on-site traffic noise environment and to identify potential noise abatement measures (if any) that address the worst-case future conditions. Table 6-5 presents the theoretical maximum roadway capacities and vehicle speeds used to estimate the conservative worst-case future on-site traffic noise conditions. To predict the future noise environment within the planned residential component of the Project site, receivers were placed 10 feet from the property line. The first-floor exterior noise level receivers were placed five feet above the pad elevation and 20 feet from the property line. All second-floor receivers were located 15 feet and potential third-floor receivers were located 25 feet above the proposed finished floor elevation. Table 6-5 presents the on-site roadway parameters used for this study.

TABLE 6-5: ON-SITE ROADWAY PARAMETERS

Roadway	Classification ¹	Lanes	Average Daily Traffic Volume ²	Vehicle Speed (mph)
Nason St.	Divided Arterial	4	63,000	45
Cottonwood Av.	Minor Arterial	4	10,500	45
Bay Av.	Collector	2	3,200	30
Alessandro Blvd.	Divided Major Arterial	6	25,950	50
Street A	Collector	2	2,050	30

¹ Road classifications based upon the City of Moreno Valley General Plan Circulation Element.

² Town Center at Moreno Valley Specific Plan Traffic Analysis, Urban Crossroads, Inc.

7 OFF-SITE TRAFFIC NOISE ANALYSIS

To assess the off-site transportation CNEL noise level impacts associated with development of the proposed Project, noise contours were developed based on the Town Center at Moreno Valley Specific Plan Traffic Analysis prepared by Urban Crossroads, Inc. (2) Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway.

7.1 NOISE CONTOURS

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at receiving land uses adjacent to roadways conveying Project traffic. The 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, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area.

Tables 7-1 through 7-6 present a summary of the exterior dBA CNEL traffic noise levels without barrier attenuation. Roadway segments are analyzed from the without Project to the with Project conditions in each of the following timeframes:

- Existing
- Opening Year Cumulative (OYC) (2028)
- Horizon Year (2045)

Appendix 7.1 includes a summary of the dBA CNEL traffic noise level contours for each of the traffic scenarios.

TABLE 7-1: EXISTING WITHOUT PROJECT CONTOURS

ID	Road	Segment	CNEL at Receiving Land Use (dBA) ¹	Distance to Contour from Centerline (Feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Perris Blvd.	n/o Alessandro Blvd.	69.8	53	115	247
2	Perris Blvd.	s/o Alessandro Blvd.	70.5	60	128	277
3	Kitching St.	n/o Alessandro Blvd.	67.4	29	63	137
4	Kitching St.	s/o Alessandro Blvd.	67.6	30	66	141
5	Lasselle St.	n/o Cottonwood Av.	65.0	23	50	108
6	Lasselle St.	s/o Cottonwood Av.	65.4	25	53	115
7	Lasselle St.	n/o Alessandro Blvd.	65.8	26	56	121
8	Lasselle St.	s/o Alessandro Blvd.	67.8	36	77	165
9	Nason St.	n/o Fir Av.	70.7	62	133	286
10	Nason St.	s/o Fir Av.	69.7	52	113	243
11	Nason St.	n/o Cottonwood Av.	71.2	66	142	306
12	Nason St.	s/o Cottonwood Av.	70.8	62	135	290
13	Nason St.	n/o Bay Av.	70.9	63	135	292
14	Nason St.	s/o Bay Av.	70.9	63	136	292
15	Nason St.	s/o Alessandro Blvd.	70.6	60	130	280
16	Nason St.	s/o Cactus	68.9	47	100	216
17	Eucalyptus Av.	e/o Nason St.	65.7	26	55	119
18	Cottonwood Av.	w/o Lasselle St.	66.4	25	55	118
19	Bay Av.	w/o Lasselle St.	58.3	7	14	30
20	Alessandro Blvd.	w/o Perris Blvd.	70.5	72	155	334
21	Alessandro Blvd.	w/o Kitching St.	69.0	58	124	267
22	Alessandro Blvd.	w/o Lasselle St.	67.3	44	96	206
23	Alessandro Blvd.	e/o Lasselle St.	67.5	46	99	212
24	Alessandro Blvd.	e/o Nason St.	65.7	28	61	132
25	Cactus Av.	w/o Nason St.	69.6	42	90	193
26	Cactus Av.	e/o Nason St.	68.3	34	73	158
27	Iris Av.	w/o Nason St.	72.1	93	201	432
28	Iris Av.	e/o Nason St.	71.2	80	173	373

¹ The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

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

TABLE 7-2: EXISTING WITH PROJECT CONTOURS

ID	Road	Segment	CNEL at Receiving Land Use (dBA) ¹	Distance to Contour from Centerline (Feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Perris Blvd.	n/o Alessandro Blvd.	69.8	54	116	249
2	Perris Blvd.	s/o Alessandro Blvd.	70.6	60	130	279
3	Kitching St.	n/o Alessandro Blvd.	67.4	30	64	138
4	Kitching St.	s/o Alessandro Blvd.	67.6	31	66	142
5	Lasselle St.	n/o Cottonwood Av.	65.1	23	51	109
6	Lasselle St.	s/o Cottonwood Av.	65.5	25	54	116
7	Lasselle St.	n/o Alessandro Blvd.	65.8	26	57	122
8	Lasselle St.	s/o Alessandro Blvd.	67.9	36	78	168
9	Nason St.	n/o Fir Av.	71.5	70	150	323
10	Nason St.	s/o Fir Av.	70.7	61	132	285
11	Nason St.	n/o Cottonwood Av.	72.2	77	167	359
12	Nason St.	s/o Cottonwood Av.	71.7	71	154	331
13	Nason St.	n/o Bay Av.	71.7	72	155	333
14	Nason St.	s/o Bay Av.	71.4	68	147	317
15	Nason St.	s/o Alessandro Blvd.	70.7	62	133	286
16	Nason St.	s/o Cactus	69.1	48	103	221
17	Eucalyptus Av.	e/o Nason St.	65.8	26	57	122
18	Cottonwood Av.	w/o Lasselle St.	66.6	26	57	122
19	Bay Av.	w/o Lasselle St.	59.2	7	16	34
20	Alessandro Blvd.	w/o Perris Blvd.	70.5	73	157	338
21	Alessandro Blvd.	w/o Kitching St.	69.3	60	129	278
22	Alessandro Blvd.	w/o Lasselle St.	67.8	48	103	221
23	Alessandro Blvd.	e/o Lasselle St.	68.3	51	111	238
24	Alessandro Blvd.	e/o Nason St.	66.3	31	67	144
25	Cactus Av.	w/o Nason St.	69.7	42	90	194
26	Cactus Av.	e/o Nason St.	68.4	34	74	159
27	Iris Av.	w/o Nason St.	72.2	94	202	436
28	Iris Av.	e/o Nason St.	71.2	81	174	374

¹ The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

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

TABLE 7-3: OYC (2028) WITHOUT PROJECT NOISE CONTOURS

ID	Road	Segment	CNEL at Receiving Land Use (dBA) ¹	Distance to Contour from Centerline (Feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Perris Blvd.	n/o Alessandro Blvd.	70.4	59	127	273
2	Perris Blvd.	s/o Alessandro Blvd.	71.1	65	140	302
3	Kitching St.	n/o Alessandro Blvd.	67.8	31	68	146
4	Kitching St.	s/o Alessandro Blvd.	68.0	32	70	151
5	Lasselle St.	n/o Cottonwood Av.	66.4	29	62	135
6	Lasselle St.	s/o Cottonwood Av.	67.1	32	69	149
7	Lasselle St.	n/o Alessandro Blvd.	67.5	34	74	159
8	Lasselle St.	s/o Alessandro Blvd.	68.8	42	90	194
9	Nason St.	n/o Fir Av.	72.9	86	186	400
10	Nason St.	s/o Fir Av.	72.3	78	169	363
11	Nason St.	n/o Cottonwood Av.	73.7	97	209	451
12	Nason St.	s/o Cottonwood Av.	73.2	90	193	416
13	Nason St.	n/o Bay Av.	72.9	86	186	400
14	Nason St.	s/o Bay Av.	72.9	86	185	398
15	Nason St.	s/o Alessandro Blvd.	71.7	72	154	332
16	Nason St.	s/o Cactus	69.9	54	117	251
17	Eucalyptus Av.	e/o Nason St.	66.0	27	58	126
18	Cottonwood Av.	w/o Lasselle St.	68.2	34	72	156
19	Bay Av.	w/o Lasselle St.	59.7	8	17	37
20	Alessandro Blvd.	w/o Perris Blvd.	71.6	85	183	395
21	Alessandro Blvd.	w/o Kitching St.	70.9	77	167	360
22	Alessandro Blvd.	w/o Lasselle St.	69.9	66	142	307
23	Alessandro Blvd.	e/o Lasselle St.	70.5	72	156	336
24	Alessandro Blvd.	e/o Nason St.	70.1	56	121	261
25	Cactus Av.	w/o Nason St.	70.2	45	98	211
26	Cactus Av.	e/o Nason St.	68.7	36	77	166
27	Iris Av.	w/o Nason St.	73.2	110	236	509
28	Iris Av.	e/o Nason St.	72.4	97	209	450

¹ The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

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

TABLE 7-4: OYC (2028) WITH PROJECT NOISE CONTOURS

ID	Road	Segment	CNEL at Receiving Land Use (dBA) ¹	Distance to Contour from Centerline (Feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Perris Blvd.	n/o Alessandro Blvd.	70.5	59	128	276
2	Perris Blvd.	s/o Alessandro Blvd.	71.1	66	141	304
3	Kitching St.	n/o Alessandro Blvd.	67.8	32	68	147
4	Kitching St.	s/o Alessandro Blvd.	68.0	33	70	151
5	Lasselle St.	n/o Cottonwood Av.	66.5	29	63	136
6	Lasselle St.	s/o Cottonwood Av.	67.1	32	69	150
7	Lasselle St.	n/o Alessandro Blvd.	67.6	34	74	159
8	Lasselle St.	s/o Alessandro Blvd.	68.9	42	91	197
9	Nason St.	n/o Fir Av.	73.4	93	200	432
10	Nason St.	s/o Fir Av.	72.9	86	185	398
11	Nason St.	n/o Cottonwood Av.	74.3	107	230	495
12	Nason St.	s/o Cottonwood Av.	73.7	97	209	451
13	Nason St.	n/o Bay Av.	73.5	94	202	436
14	Nason St.	s/o Bay Av.	73.2	90	195	420
15	Nason St.	s/o Alessandro Blvd.	71.8	73	157	338
16	Nason St.	s/o Cactus	70.0	55	119	256
17	Eucalyptus Av.	e/o Nason St.	66.1	28	60	128
18	Cottonwood Av.	w/o Lasselle St.	68.4	34	74	160
19	Bay Av.	w/o Lasselle St.	60.4	9	19	41
20	Alessandro Blvd.	w/o Perris Blvd.	71.6	86	185	398
21	Alessandro Blvd.	w/o Kitching St.	71.1	80	172	369
22	Alessandro Blvd.	w/o Lasselle St.	70.2	69	148	319
23	Alessandro Blvd.	e/o Lasselle St.	70.9	77	166	357
24	Alessandro Blvd.	e/o Nason St.	70.3	58	125	269
25	Cactus Av.	w/o Nason St.	70.2	46	98	211
26	Cactus Av.	e/o Nason St.	68.7	36	78	167
27	Iris Av.	w/o Nason St.	73.3	110	238	513
28	Iris Av.	e/o Nason St.	72.4	97	209	451

¹ The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

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

TABLE 7-5: HORIZON YEAR (2045) WITHOUT PROJECT NOISE CONTOURS

ID	Road	Segment	CNEL at Receiving Land Use (dBA) ¹	Distance to Contour from Centerline (Feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Perris Blvd.	n/o Alessandro Blvd.	71.4	68	146	315
2	Perris Blvd.	s/o Alessandro Blvd.	72.4	80	172	370
3	Kitching St.	n/o Alessandro Blvd.	68.2	34	72	156
4	Kitching St.	s/o Alessandro Blvd.	68.4	35	74	161
5	Lasselle St.	n/o Cottonwood Av.	66.9	31	67	143
6	Lasselle St.	s/o Cottonwood Av.	67.5	34	74	158
7	Lasselle St.	n/o Alessandro Blvd.	67.9	36	78	169
8	Lasselle St.	s/o Alessandro Blvd.	69.3	45	96	207
9	Nason St.	n/o Fir Av.	73.3	92	198	426
10	Nason St.	s/o Fir Av.	72.7	83	180	387
11	Nason St.	n/o Cottonwood Av.	75.1	121	260	560
12	Nason St.	s/o Cottonwood Av.	74.5	109	236	507
13	Nason St.	n/o Bay Av.	74.5	109	236	507
14	Nason St.	s/o Bay Av.	73.3	91	197	424
15	Nason St.	s/o Alessandro Blvd.	72.1	76	164	354
16	Nason St.	s/o Cactus	70.3	58	124	268
17	Eucalyptus Av.	e/o Nason St.	68.5	40	85	184
18	Cottonwood Av.	w/o Lasselle St.	68.7	36	77	167
19	Bay Av.	w/o Lasselle St.	60.2	9	19	40
20	Alessandro Blvd.	w/o Perris Blvd.	74.2	128	276	594
21	Alessandro Blvd.	w/o Kitching St.	71.4	83	178	384
22	Alessandro Blvd.	w/o Lasselle St.	70.4	71	152	328
23	Alessandro Blvd.	e/o Lasselle St.	71.0	78	167	360
24	Alessandro Blvd.	e/o Nason St.	70.6	60	129	278
25	Cactus Av.	w/o Nason St.	70.6	48	104	224
26	Cactus Av.	e/o Nason St.	70.1	45	97	209
27	Iris Av.	w/o Nason St.	73.3	112	241	519
28	Iris Av.	e/o Nason St.	72.8	103	222	479

¹ The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

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

TABLE 7-6: HORIZON YEAR (2045) WITH PROJECT NOISE CONTOURS

ID	Road	Segment	CNEL at Receiving Land Use (dBA) ¹	Distance to Contour from Centerline (Feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Perris Blvd.	n/o Alessandro Blvd.	71.4	68	147	317
2	Perris Blvd.	s/o Alessandro Blvd.	72.5	80	173	372
3	Kitching St.	n/o Alessandro Blvd.	68.3	34	73	156
4	Kitching St.	s/o Alessandro Blvd.	68.5	35	75	161
5	Lasselle St.	n/o Cottonwood Av.	66.9	31	67	144
6	Lasselle St.	s/o Cottonwood Av.	67.5	34	74	159
7	Lasselle St.	n/o Alessandro Blvd.	68.0	37	79	170
8	Lasselle St.	s/o Alessandro Blvd.	69.3	45	97	210
9	Nason St.	n/o Fir Av.	73.8	99	212	457
10	Nason St.	s/o Fir Av.	73.3	91	195	421
11	Nason St.	n/o Cottonwood Av.	75.6	129	278	600
12	Nason St.	s/o Cottonwood Av.	74.9	116	250	539
13	Nason St.	n/o Bay Av.	74.9	116	250	539
14	Nason St.	s/o Bay Av.	73.6	96	207	446
15	Nason St.	s/o Alessandro Blvd.	72.2	77	167	359
16	Nason St.	s/o Cactus	70.4	59	126	272
17	Eucalyptus Av.	e/o Nason St.	68.6	40	86	186
18	Cottonwood Av.	w/o Lasselle St.	68.8	37	79	170
19	Bay Av.	w/o Lasselle St.	60.8	9	20	44
20	Alessandro Blvd.	w/o Perris Blvd.	74.2	129	277	597
21	Alessandro Blvd.	w/o Kitching St.	71.5	85	183	394
22	Alessandro Blvd.	w/o Lasselle St.	70.6	73	158	340
23	Alessandro Blvd.	e/o Lasselle St.	71.3	82	176	380
24	Alessandro Blvd.	e/o Nason St.	70.7	62	133	286
25	Cactus Av.	w/o Nason St.	70.6	49	105	225
26	Cactus Av.	e/o Nason St.	70.2	45	97	210
27	Iris Av.	w/o Nason St.	73.4	113	243	523
28	Iris Av.	e/o Nason St.	72.8	103	223	480

¹ The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

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

7.2 EXISTING PROJECT TRAFFIC NOISE LEVEL INCREASES

An analysis of existing traffic noise levels plus traffic noise generated by the proposed Project has been included in this report to fully analyze all the existing traffic scenarios identified in the *Town Center at Moreno Valley Specific Plan Traffic Analysis*. This condition is provided solely for informational purposes and will not occur, since the Project will not be fully developed and occupied under Existing conditions. Table 7-1 shows the Existing without Project conditions CNEL noise levels. The Existing without Project exterior noise levels are expected to range from 58.3 to 72.1 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 shows the Existing with Project conditions will range from 59.2 to 72.2 dBA CNEL. Table 7-7 shows that the Project off-site traffic noise level impacts will range from 0.0 to 1.0 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

7.3 OYC (2028) PROJECT TRAFFIC NOISE LEVEL INCREASES

Table 7-3 presents the Opening Year Cumulative (2028) without Project conditions CNEL noise levels. The Opening Year Cumulative (2028) without Project exterior noise levels are expected to range from 59.7 to 73.7 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 shows the Opening Year Cumulative (2028) with Project conditions will range from 60.4 to 74.3 dBA CNEL. Table 7-8 shows that the Project off-site traffic noise level increases will range from 0.0 to 0.7 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

7.4 HORIZON YEAR (2045) PROJECT TRAFFIC NOISE LEVEL INCREASES

Table 7-5 presents the Horizon Year (2045) without Project conditions CNEL noise levels. The Horizon Year (2045) without Project exterior noise levels are expected to range from 60.2 to 75.1 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-6 shows the Horizon Year (2045) with Project conditions will range from 60.8 to 75.6 dBA CNEL. Table 7-9 shows that the Project off-site traffic noise level increases will range from 0.0 to 0.6 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

TABLE 7-7: EXISTING WITH PROJECT TRAFFIC NOISE LEVEL INCREASES

ID	Road	Segment	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
			No Project	With Project	Project Addition	Limit	Exceeded?
1	Perris Blvd.	n/o Alessandro Blvd.	69.8	69.8	0.0	1.5	No
2	Perris Blvd.	s/o Alessandro Blvd.	70.5	70.6	0.1	1.5	No
3	Kitching St.	n/o Alessandro Blvd.	67.4	67.4	0.0	1.5	No
4	Kitching St.	s/o Alessandro Blvd.	67.6	67.6	0.0	1.5	No
5	Lasselle St.	n/o Cottonwood Av.	65.0	65.1	0.1	1.5	No
6	Lasselle St.	s/o Cottonwood Av.	65.4	65.5	0.1	1.5	No
7	Lasselle St.	n/o Alessandro Blvd.	65.8	65.8	0.0	1.5	No
8	Lasselle St.	s/o Alessandro Blvd.	67.8	67.9	0.1	1.5	No
9	Nason St.	n/o Fir Av.	70.7	71.5	0.8	1.5	No
10	Nason St.	s/o Fir Av.	69.7	70.7	1.0	1.5	No
11	Nason St.	n/o Cottonwood Av.	71.2	72.2	1.0	1.5	No
12	Nason St.	s/o Cottonwood Av.	70.8	71.7	0.9	1.5	No
13	Nason St.	n/o Bay Av.	70.9	71.7	0.8	1.5	No
14	Nason St.	s/o Bay Av.	70.9	71.4	0.5	1.5	No
15	Nason St.	s/o Alessandro Blvd.	70.6	70.7	0.1	1.5	No
16	Nason St.	s/o Cactus	68.9	69.1	0.2	1.5	No
17	Eucalyptus Av.	e/o Nason St.	65.7	65.8	0.1	1.5	No
18	Cottonwood Av.	w/o Lasselle St.	66.4	66.6	0.2	1.5	No
19	Bay Av.	w/o Lasselle St.	58.3	59.2	0.9	5.0	No
20	Alessandro Blvd.	w/o Perris Blvd.	70.5	70.5	0.0	1.5	No
21	Alessandro Blvd.	w/o Kitching St.	69.0	69.3	0.3	1.5	No
22	Alessandro Blvd.	w/o Lasselle St.	67.3	67.8	0.5	1.5	No
23	Alessandro Blvd.	e/o Lasselle St.	67.5	68.3	0.8	1.5	No
24	Alessandro Blvd.	e/o Nason St.	65.7	66.3	0.6	1.5	No
25	Cactus Av.	w/o Nason St.	69.6	69.7	0.1	1.5	No
26	Cactus Av.	e/o Nason St.	68.3	68.4	0.1	1.5	No
27	Iris Av.	w/o Nason St.	72.1	72.2	0.1	1.5	No
28	Iris Av.	e/o Nason St.	71.2	71.2	0.0	1.5	No

¹ The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

² Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

TABLE 7-8: OYC (2028) WITH PROJECT TRAFFIC NOISE INCREASES

ID	Road	Segment	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
			No Project	With Project	Project Addition	Limit	Exceeded?
1	Perris Blvd.	n/o Alessandro Blvd.	70.4	70.5	0.1	1.5	No
2	Perris Blvd.	s/o Alessandro Blvd.	71.1	71.1	0.0	1.5	No
3	Kitching St.	n/o Alessandro Blvd.	67.8	67.8	0.0	1.5	No
4	Kitching St.	s/o Alessandro Blvd.	68.0	68.0	0.0	1.5	No
5	Lasselle St.	n/o Cottonwood Av.	66.4	66.5	0.1	1.5	No
6	Lasselle St.	s/o Cottonwood Av.	67.1	67.1	0.0	1.5	No
7	Lasselle St.	n/o Alessandro Blvd.	67.5	67.6	0.1	1.5	No
8	Lasselle St.	s/o Alessandro Blvd.	68.8	68.9	0.1	1.5	No
9	Nason St.	n/o Fir Av.	72.9	73.4	0.5	1.5	No
10	Nason St.	s/o Fir Av.	72.3	72.9	0.6	1.5	No
11	Nason St.	n/o Cottonwood Av.	73.7	74.3	0.6	1.5	No
12	Nason St.	s/o Cottonwood Av.	73.2	73.7	0.5	1.5	No
13	Nason St.	n/o Bay Av.	72.9	73.5	0.6	1.5	No
14	Nason St.	s/o Bay Av.	72.9	73.2	0.3	1.5	No
15	Nason St.	s/o Alessandro Blvd.	71.7	71.8	0.1	1.5	No
16	Nason St.	s/o Cactus	69.9	70.0	0.1	1.5	No
17	Eucalyptus Av.	e/o Nason St.	66.0	66.1	0.1	1.5	No
18	Cottonwood Av.	w/o Lasselle St.	68.2	68.4	0.2	1.5	No
19	Bay Av.	w/o Lasselle St.	59.7	60.4	0.7	5.0	No
20	Alessandro Blvd.	w/o Perris Blvd.	71.6	71.6	0.0	1.5	No
21	Alessandro Blvd.	w/o Kitching St.	70.9	71.1	0.2	1.5	No
22	Alessandro Blvd.	w/o Lasselle St.	69.9	70.2	0.3	1.5	No
23	Alessandro Blvd.	e/o Lasselle St.	70.5	70.9	0.4	1.5	No
24	Alessandro Blvd.	e/o Nason St.	70.1	70.3	0.2	1.5	No
25	Cactus Av.	w/o Nason St.	70.2	70.2	0.0	1.5	No
26	Cactus Av.	e/o Nason St.	68.7	68.7	0.0	1.5	No
27	Iris Av.	w/o Nason St.	73.2	73.3	0.1	1.5	No
28	Iris Av.	e/o Nason St.	72.4	72.4	0.0	1.5	No

¹ The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

² Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

TABLE 7-9: HORIZON YEAR 2040 WITH PROJECT TRAFFIC NOISE INCREASES

ID	Road	Segment	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
			No Project	With Project	Project Addition	Limit	Exceeded?
1	Perris Blvd.	n/o Alessandro Blvd.	71.4	71.4	0.0	1.5	No
2	Perris Blvd.	s/o Alessandro Blvd.	72.4	72.5	0.1	1.5	No
3	Kitching St.	n/o Alessandro Blvd.	68.2	68.3	0.1	1.5	No
4	Kitching St.	s/o Alessandro Blvd.	68.4	68.5	0.1	1.5	No
5	Lasselle St.	n/o Cottonwood Av.	66.9	66.9	0.0	1.5	No
6	Lasselle St.	s/o Cottonwood Av.	67.5	67.5	0.0	1.5	No
7	Lasselle St.	n/o Alessandro Blvd.	67.9	68.0	0.1	1.5	No
8	Lasselle St.	s/o Alessandro Blvd.	69.3	69.3	0.0	1.5	No
9	Nason St.	n/o Fir Av.	73.3	73.8	0.5	1.5	No
10	Nason St.	s/o Fir Av.	72.7	73.3	0.6	1.5	No
11	Nason St.	n/o Cottonwood Av.	75.1	75.6	0.5	1.5	No
12	Nason St.	s/o Cottonwood Av.	74.5	74.9	0.4	1.5	No
13	Nason St.	n/o Bay Av.	74.5	74.9	0.4	1.5	No
14	Nason St.	s/o Bay Av.	73.3	73.6	0.3	1.5	No
15	Nason St.	s/o Alessandro Blvd.	72.1	72.2	0.1	1.5	No
16	Nason St.	s/o Cactus	70.3	70.4	0.1	1.5	No
17	Eucalyptus Av.	e/o Nason St.	68.5	68.6	0.1	1.5	No
18	Cottonwood Av.	w/o Lasselle St.	68.7	68.8	0.1	1.5	No
19	Bay Av.	w/o Lasselle St.	60.2	60.8	0.6	3.0	No
20	Alessandro Blvd.	w/o Perris Blvd.	74.2	74.2	0.0	1.5	No
21	Alessandro Blvd.	w/o Kitching St.	71.4	71.5	0.1	1.5	No
22	Alessandro Blvd.	w/o Lasselle St.	70.4	70.6	0.2	1.5	No
23	Alessandro Blvd.	e/o Lasselle St.	71.0	71.3	0.3	1.5	No
24	Alessandro Blvd.	e/o Nason St.	70.6	70.7	0.1	1.5	No
25	Cactus Av.	w/o Nason St.	70.6	70.6	0.0	1.5	No
26	Cactus Av.	e/o Nason St.	70.1	70.2	0.1	1.5	No
27	Iris Av.	w/o Nason St.	73.3	73.4	0.1	1.5	No
28	Iris Av.	e/o Nason St.	72.8	72.8	0.0	1.5	No

¹ The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

² Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

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8 ON-SITE TRAFFIC NOISE ANALYSIS

An on-site exterior noise impact analysis has been completed to determine the noise exposure levels that would result from adjacent transportation noise sources in the Project study area, and to identify potential noise abatement measures that would achieve acceptable Project exterior and interior noise levels. The primary source of transportation noise affecting the Project site is anticipated to be from Cottonwood Avenue, Nason Street, Alessandro Boulevard, Bay Avenue and Street A. The Project would also be exposed to nominal traffic noise from the Project's other internal roads. However, due to the distance, and low traffic volume/speed, traffic noise from these roads will not make a substantive contribution to ambient noise conditions.

8.1 EXTERIOR NOISE ANALYSIS

Using the FHWA traffic noise prediction model and the parameters outlined in Tables 6-3 to 6-5, the expected future exterior noise levels for the on-site Project land uses were estimated at on-site receiver locations. To describe the on-site traffic noise impacts, nine on-site receiver locations were selected for analysis facing Cottonwood Avenue, Nason Street, Alessandro Boulevard, Bay Avenue and Street A as shown on Exhibit 8-A. Table 8-1 presents a summary of future on-site exterior traffic noise levels. The on-site traffic noise analysis calculations are provided in Appendix 8.1.

TABLE 8-1: EXTERIOR NOISE LEVELS

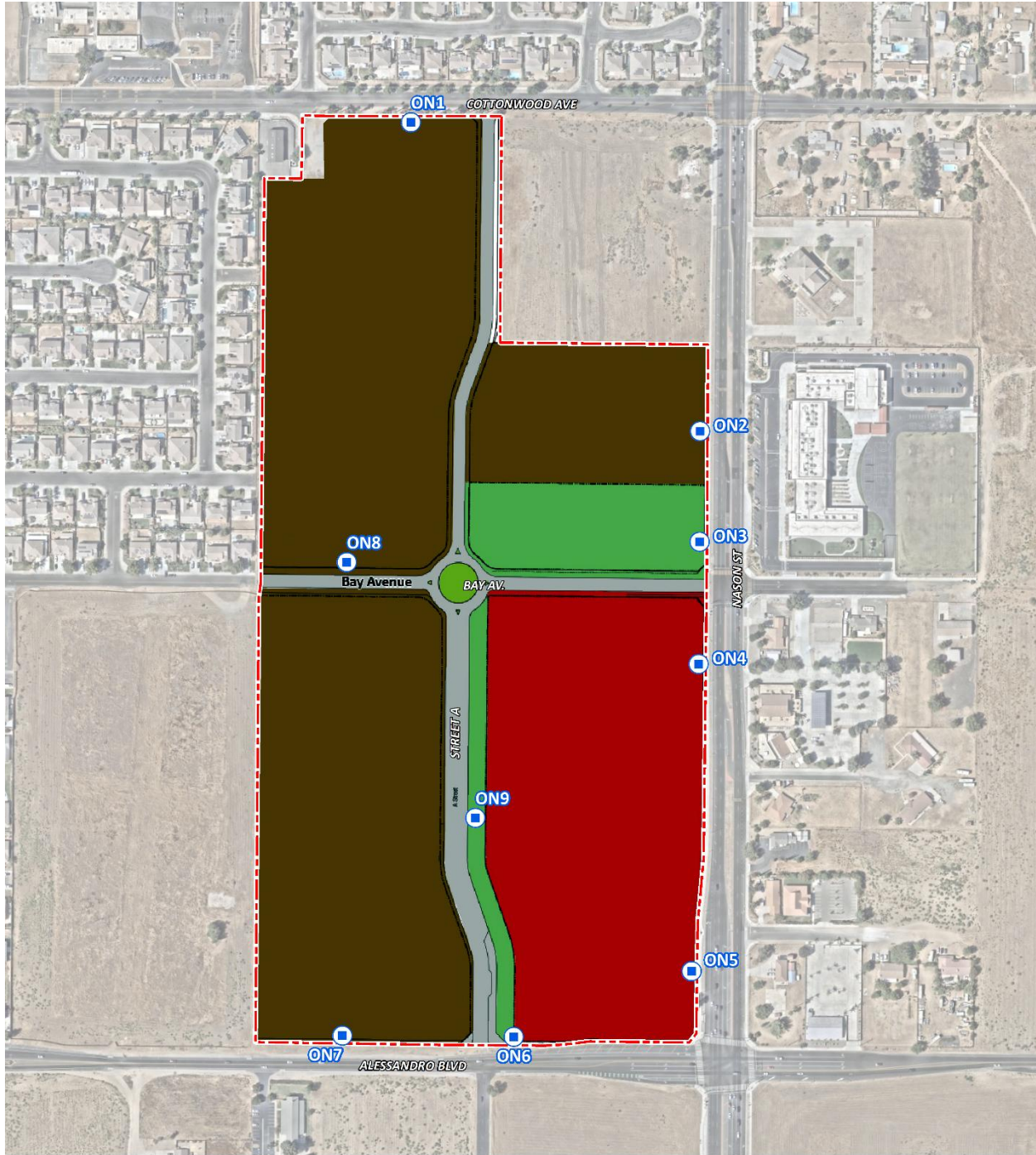
Receiver Location ¹	Roadway	Land Use	Exterior Noise Level (dBA CNEL) ²	Land Use Compatibility ³
ON1	Cottonwood Av.	Residential	66.7	<i>Conditionally Acceptable</i>
ON2	Nason St.	Residential	73.6	<i>Normally Unacceptable</i>
ON3	Nason St.	Park	73.6	<i>Conditionally Acceptable</i>
ON4	Nason St.	Hotel	73.6	<i>Normally Unacceptable</i>
ON5	Nason St.	Commercial	73.6	<i>Conditionally Acceptable</i>
ON6	Alessandro Blvd.	Commercial	70.2	<i>Conditionally Acceptable</i>
ON7	Alessandro Blvd.	Residential	70.2	<i>Normally Unacceptable</i>
ON8	Bay Av.	Residential	57.7	<i>Normally Acceptable</i>
ON9	Street A	Civic (Library)	55.7	<i>Normally Acceptable</i>

¹ On-site receiver locations shown on Exhibit 8-A.






² Exterior on-site traffic noise level calculations are included in Appendix 8.1.

³ Based on the General Plan land use compatibility guidelines as shown on Exhibit 3-A. For conditionally acceptable land use, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. For Normally Unacceptable land use, if new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

EXHIBIT 8-A: ON-SITE RECEIVER LOCATIONS



LEGEND:

-  Site Boundary
-  On-Site Receiver Locations
-  Residential (Up to 30 du/ac)
-  Open Space
-  Commercial/Civic

All future residential uses will require detailed analysis of the noise reduction requirements to ensure that needed noise insulation features are included in the design. These final noise studies would utilize any recommendations identified in this study in combination with precise grading plans and actual building design specifications to identify any additional noise abatement measures, such as exterior noise barriers and/or building materials (e.g., sound transmission class ratings for windows and doors), if necessary. The final noise study requirements are detailed in the Executive Summary.

8.1.1 RESIDENTIAL LAND USE

The on-site exterior traffic noise analysis indicates that the noise sensitive outdoor living areas (backyards) for residential land uses would experience unmitigated exterior noise levels of up to 73.6 dBA CNEL on Nason Street. Based on City of Moreno Valley *Community Noise Compatibility Matrix* shown on Exhibit 3-A, the land uses within the Project are considered as *normally unacceptable* with exterior noise levels ranging from 70 to 75 dBA CNEL. For *normally unacceptable* land use, *new construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*

Noise-sensitive exterior areas are generally limited to private yards of single-family residential land use and outdoor common areas for multi-family residential land use. To satisfy the City of Moreno Valley 65 dBA CNEL *normally acceptable* exterior noise level guidelines the construction of 6-foot-high noise barriers is recommended for the private yards of single-family residential land use and outdoor common areas for multi-family residential land use represented by on-site receiver locations ON1, ON2, and ON7. With the recommended noise barriers shown on Exhibit ES-A, Table 8-2 shows that the future exterior noise levels with noise abatement measures will range from 57.6 to 64.7 dBA CNEL. This noise analysis shows that the recommended 6-foot-high noise barriers will satisfy the City of Moreno Valley 65 dBA CNEL *normally acceptable* exterior noise level guidelines for residential uses.

TABLE 8-2: EXTERIOR NOISE LEVELS WITH NOISE ABATEMENT MEASURES

Receiver Location ¹	Roadway	Land Use	Barrier Height (Feet)	Exterior Noise Level (dBA CNEL) ²	Land Use Compatibility ³
ON1	Cottonwood Av.	Residential	6'	57.6	<i>Normally Acceptable</i>
ON2	Nason St.	Residential	6'	64.7	<i>Normally Acceptable</i>
ON7	Alessandro Blvd.	Residential	6'	61.4	<i>Normally Acceptable</i>
ON8	Bay Av.	Residential	0'	57.7	<i>Normally Acceptable</i>

¹ On-site receiver locations shown on Exhibit 8-A.

² Exterior on-site traffic noise level calculations are included in Appendix 8.1.

³ Based on the General Plan land use compatibility guidelines as shown on Exhibit 3-A.

NOI-1: ON-SITE TRAFFIC EXTERIOR NOISE ABATEMENT MEASURES

To reduce the on-site traffic noise level impacts, the construction of 6-foot-high noise barriers is recommended for the private yards of single-family residential land use and outdoor common areas for multi-family residential land use represented by the on-site receiver locations ON1, ON2, and ON7. With the noise abatement measures detailed in the Executive Summary and shown on Exhibit ES-A, the Project will satisfy the City of Moreno Valley 65 dBA CNEL *normally acceptable* exterior noise level guidelines for the residential land uses.

8.1.2 PARK

Based on City of Moreno Valley *Community Noise Compatibility Matrix* shown on Exhibit 3-A, the planned park land use west of Nason Street represent by Receiver Location ON3 is considered *conditionally acceptable* with exterior noise levels of 73.6 dBA CNEL. However, it is expected that the Park will be limited to daytime activities with no receivers at this location that will experience the nighttime noise levels encapsulated within the future 24-hour unmitigated exterior CNEL noise levels.

8.1.3 HOTEL

The analyzed hotel land use west of Nason Street is considered *normally unacceptable* with exterior noise levels of 73.6 dBA CNEL. For *normally unacceptable* land use, *new construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.* The reasonable worst-case exterior noise level represented by Receiver Location ON4 describes the unmitigated exterior noise levels at the right-of-way boundary. Actual noise levels for hotel uses will be calculated at the building locations that will include additional setbacks from the right-of-way and site design to reduce the potential noise exposure. In addition, hotel buildings often incorporate additional noise-reducing design elements such as double-glazed windows, sealed doors, and sound-absorbing insulation to enhance acoustic comfort for guests.

8.1.4 COMMERCIAL

The planned Project commercial land uses west of Nason Street and north of Alessandro Boulevard are considered *conditionally acceptable* with exterior noise levels ranging from 70.2 to 73.6 dBA CNEL. For *conditionally acceptable* land use, *new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.* Based on the City of Moreno Valley *Community Noise Compatibility Matrix*, the Project commercial land use represented by Receiver Locations ON5 and ON6 will satisfy the interior noise requirements using conventional construction.

8.1.5 CIVIC USE/LIBRARY

The analyzed civic land use/library located east of Street A is considered *normally acceptable* with exterior noise levels of up to 55.7 dBA CNEL. Located east of A street, Receiver Location ON9 shows that the Civic Use/Library is considered satisfactory with buildings of normal conventional construction, without any special insulation requirements.

8.2 INTERIOR NOISE ANALYSIS

To ensure that the interior noise levels comply with the interior noise level standards, future exterior noise levels were calculated at the estimated at the first, second and third floor building façade locations for planned residential locations.

8.2.1 NOISE REDUCTION METHODOLOGY

The interior noise level is the difference between the predicted exterior noise level at the building facade and the noise reduction of the structure. Typical building construction will provide a Noise Reduction (NR) of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed." (8) (28) However, sound leaks, cracks and openings within the window assembly can greatly diminish its effectiveness in reducing noise. Several methods are used to improve interior noise reduction, including: [1] weather-stripped solid core exterior doors; [2] upgraded dual glazed windows; [3] mechanical ventilation/air conditioning; and [4] exterior wall/roof assemblies free of cut outs or openings.

8.2.2 INTERIOR NOISE LEVEL ASSESSMENT

To provide the necessary interior noise level reduction, Tables 8-3, 8-4 and 8-5 indicate that Project residential land uses adjacent to Cottonwood Avenue, Nason Street, Alessandro Boulevard will require a windows-closed condition and a means of mechanical ventilation (e.g. air conditioning). Table 8-3 shows that the future first floor interior noise levels with the recommended exterior noise abatement measures are expected to range from 31.4 to 41.3 dBA CNEL. Table 8-4 shows that the future second-floor interior noise levels with the recommended exterior noise abatement measures are expected to range from 31.3 to 44.3 dBA CNEL. Table 8-5 shows that the future third-floor interior noise levels with the recommended exterior noise abatement measures are expected to range from 30.9 to 44.1 dBA CNEL.

The interior noise assessment shows that the residential land use represented by the on-site receiver locations ON1, ON7 and ON8 can be satisfied using standard windows with a minimum STC rating of 27. However, upgraded windows and sliding glass doors with minimum STC rating of 30 are required for the residential land uses located west of Nason Street represented by the on-site receiver location ON2.

NOI-2: ON-SITE TRAFFIC INTERIOR NOISE ABATEMENT MEASURES

To satisfy the State of California's 45 dBA CNEL noise insulation standards, all residential land uses adjacent to Cottonwood Avenue, Nason Street, Alessandro Boulevard will require a windows-closed condition and a means of mechanical ventilation (e.g. air conditioning).

Upgraded windows and sliding glass doors with minimum STC rating of 30 are required for the residential land uses located west of Nason Street represented by the on-site receiver location ON2.

In addition, a final noise study shall be prepared for the noise sensitive residential land uses prior to obtaining building permits for the project. This report would finalize the noise attenuation measures described in this study using the precise grading plans and actual building design specifications and may include additional noise abatement, if necessary, to meet the interior noise level standards.

TABLE 8-3: FIRST FLOOR INTERIOR NOISE LEVELS (CNEL)

Receiver Location ¹	Land Use ¹	Noise Level at Façade ²	Required Interior Noise Reduction ³	Estimated Interior Noise Reduction ⁴	Upgraded Windows ⁵	Interior Noise Level ⁶	Threshold ⁷	Threshold Exceeded?
ON1	Residential	58.9	13.9	25.0	No	33.9	45	No
ON2	Residential	66.3	21.3	25.0	No	41.3	45	No
ON7	Residential	63.2	18.2	25.0	No	38.2	45	No
ON8	Residential	56.4	11.4	25.0	No	31.4	45	No

¹ On-site receiver locations shown on Exhibit 8-A.

² Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning). See Appendix 8.1.

³ Noise reduction to satisfy the interior noise level threshold.

⁴ A minimum of 25 dBA noise reduction is assumed with standard building construction and approximately 2 dBA less than the STC rating for upgraded windows.

⁵ Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?

⁶ Estimated interior noise level with minimum STC rating for all windows.

⁷ Interior noise level threshold: 45 dBA CNEL for residential use (California Code of Regulations, Title 24, Building Standards Administrative Code)

TABLE 8-4: SECOND FLOOR INTERIOR NOISE LEVELS (CNEL)

Receiver Location ¹	Land Use ¹	Noise Level at Façade ²	Required Interior Noise Reduction ³	Estimated Interior Noise Reduction ⁴	Upgraded Windows ⁵	Interior Noise Level ⁶	Threshold ⁷	Threshold Exceeded?
ON1	Residential	65.3	20.3	25.0	No	40.3	45	No
ON2	Residential	72.3	27.3	28.0	Yes	44.3	45	No
ON7	Residential	69.0	24.0	25.0	No	44.0	45	No
ON8	Residential	56.3	11.3	25.0	No	31.3	45	No

¹ On-site receiver locations shown on Exhibit 8-A.

² Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning). See Appendix 8.1.

³ Noise reduction to satisfy the interior noise level threshold.

⁴ A minimum of 25 dBA noise reduction is assumed with standard building construction and approximately 2 dBA less than the STC rating for upgraded windows.

⁵ Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?

⁶ Estimated interior noise level with minimum STC rating for all windows.

⁷ Interior noise level threshold: 45 dBA CNEL for residential use (California Code of Regulations, Title 24, Building Standards Administrative Code)

TABLE 8-5: THIRD FLOOR INTERIOR NOISE LEVELS (CNEL)

Receiver Location ¹	Land Use ¹	Noise Level at Façade ²	Required Interior Noise Reduction ³	Estimated Interior Noise Reduction ⁴	Upgraded Windows ⁵	Interior Noise Level ⁶	Threshold ⁷	Threshold Exceeded?
ON1	Residential	65.0	20.0	25.0	No	40.0	45	No
ON2	Residential	72.1	27.1	28.0	Yes	44.1	45	No
ON7	Residential	68.8	23.8	25.0	No	43.8	45	No
ON8	Residential	55.9	10.9	25.0	No	30.9	45	No

¹ On-site receiver locations shown on Exhibit 8-A.

² Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning). See Appendix 8.1.

³ Noise reduction to satisfy the interior noise level threshold.

⁴ A minimum of 25 dBA noise reduction is assumed with standard building construction and approximately 2 dBA less than the STC rating for upgraded windows.

⁵ Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?

⁶ Estimated interior noise level with minimum STC rating for all windows.

⁷ Interior noise level threshold: 45 dBA CNEL for residential use (California Code of Regulations, Title 24, Building Standards Administrative Code)

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9 OFF-SITE RECEIVER LOCATIONS

To assess the potential for long-term operational and short-term construction noise impacts, the following off-site receiver locations, as shown on Exhibit 9-A, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, outpatient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

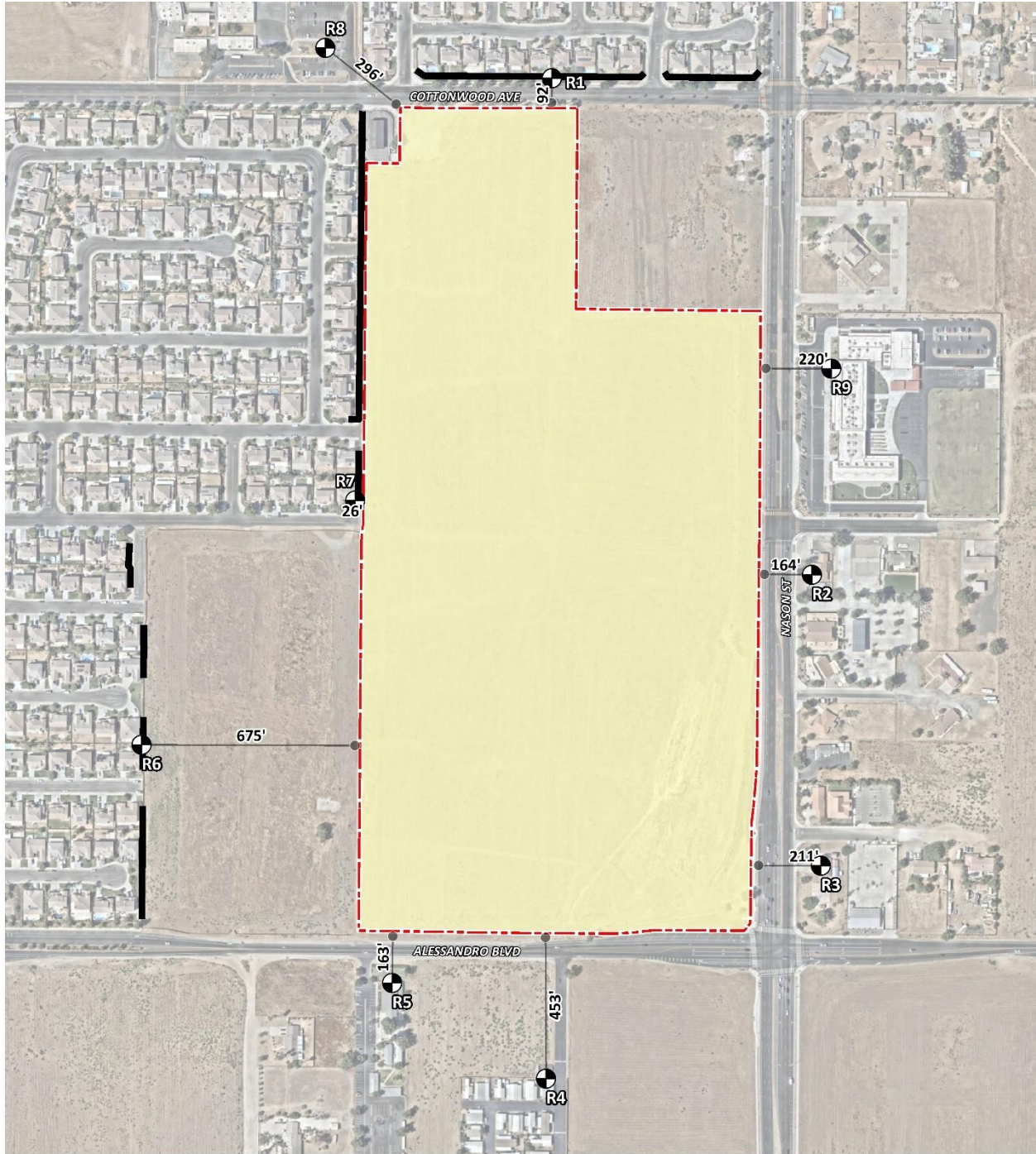
To describe the potential off-site Project noise levels, nine receiver locations in the vicinity of the Project site were identified. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA, as previously described in Section 5.2. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location.

- R1: Location R1 represents the existing noise sensitive residence at 26873 Campus Point Drive, approximately 92 feet north of the Project site. R1 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents the existing noise sensitive residence at 13760 Nason Street, approximately 164 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents the existing noise sensitive residence at 13980 Nason Street, approximately 211 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4: Location R4 represents the existing noise sensitive residence at 26871 Alessandro Boulevard, approximately 453 feet south of the Project site. R4 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.
- R5: Location R5 represents the Valley Christian Academy located at 26755 Alessandro, approximately 163 feet south of the Project site. Since there are no private outdoor living areas facing the Project site, receiver R5 is placed at the building façade. A 24-hour noise

measurement was taken near this location, L4, to describe the existing ambient noise environment.

- R6: Location R6 represents the existing noise sensitive residence at 26606 Danube Way, approximately 675 feet west of the Project site. R6 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.
- R7: Location R7 represents the existing noise sensitive residence at 26722 Bay Avenue, approximately 26 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R7 is placed at the building façade. Location R7 can also be used to represent the potential future noise sensitive receivers within the Alessandro Walk (Tentative Tract Map 38265) residential development located west of the Project site and north of Alessandro Boulevard.
- R8: Location R8 represents the Moreno Valley Unified School District Early Learning Academy located at 26700 Cottonwood Avenue, approximately 296 feet northwest of the Project site. R8 is placed at the closest classroom. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R9: Location R9 represents the relocated Moreno Elementary School located at 13700 Nason Street, approximately 220 feet east of the Project site. R9 is placed at the building façade facing the Project. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

EXHIBIT 9-A: OFF-SITE RECEIVER LOCATIONS



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10 OPERATIONAL NOISE IMPACTS

This section analyzes the potential stationary-source operational noise impacts at the nearest receiver locations, identified in Section 9, resulting from the operation of uses allowed by the Town Center at Moreno Valley Specific Plan. Exhibit 10-A identifies the representative noise source activities used to assess the commercial and park land use noise source activities.

10.1 OPERATIONAL NOISE SOURCES

This operational noise analysis is intended to describe noise level impacts associated with the expected typical daytime and nighttime activities from the planned commercial and park land uses within the Project site. Consistent with the Project land use plan shown on Exhibit 10-A, the on-site Project-related noise sources are expected to include: outdoor seating activity, trash enclosure activity, roof-top air conditioning units, parking lot activity, park activities and ground air conditioning units.

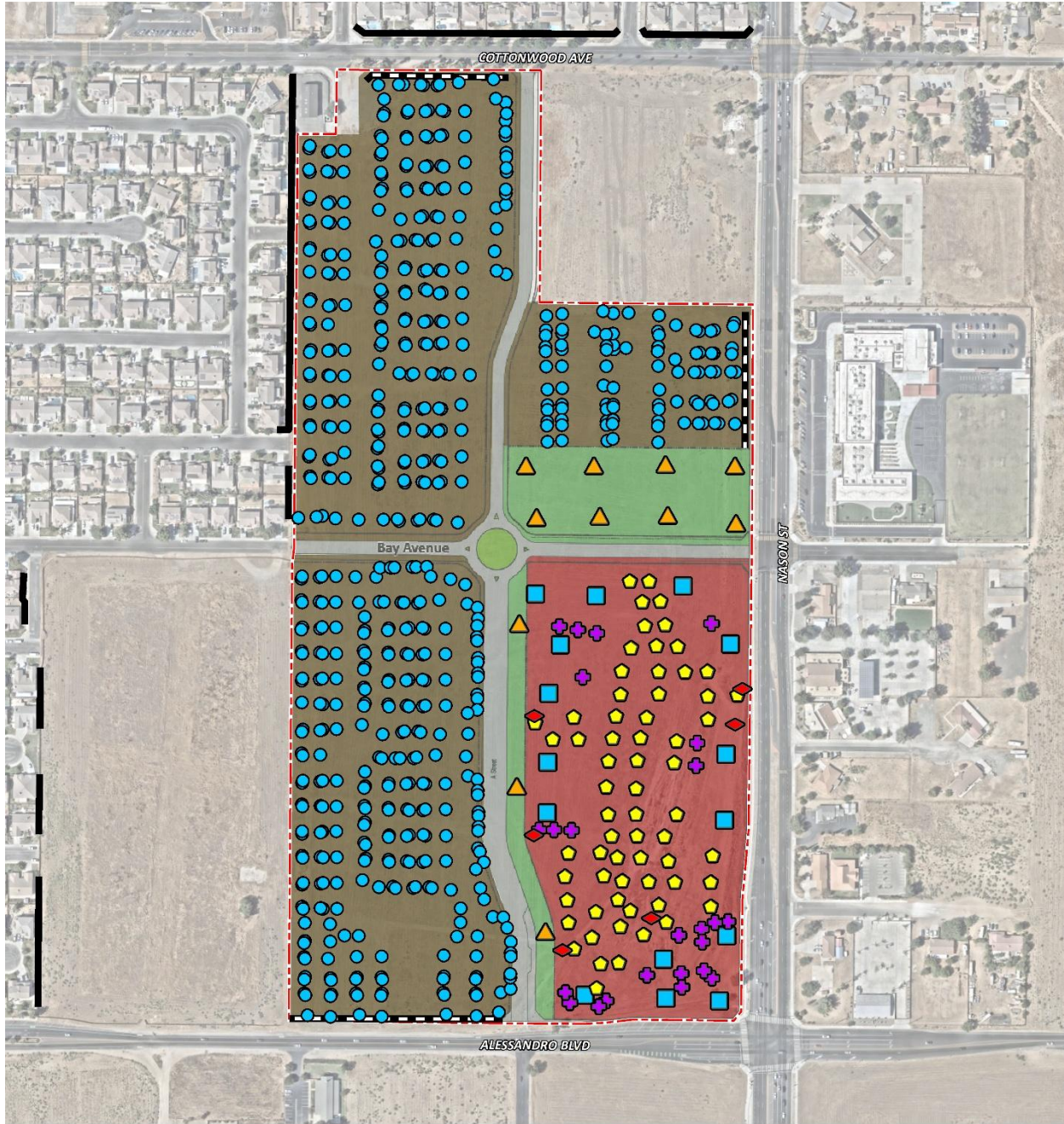
10.2 REFERENCE NOISE LEVELS

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 10-1 used to estimate the Project operational noise impacts. It is important to note that the following projected noise levels assume a conservative noise environment with the outdoor seating activity, trash enclosure activity, roof-top air conditioning units, parking lot activity, park activities and ground air conditioning units all operating at the same time. These sources of noise activity will likely vary throughout the day.

10.2.1 MEASUREMENT PROCEDURES

The reference noise level measurements presented in this section were collected using a Larson Davis LxT Type 1 precision sound level meter (serial number 01146). The LxT sound level meter was calibrated using a Larson-Davis calibrator, Model CAL 200, was programmed in "slow" mode to record noise levels in "A" weighted form and was located at approximately five feet above the ground elevation for each measurement. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (24)

EXHIBIT 10-A: OPERATIONAL NOISE SOURCE LOCATIONS



LEGEND:

- Site Boundary
- Existing 6-Foot High Barrier
- Recommended 6-Foot High Barrier
- Roof-Top Air Conditioning Unit
- Ground Air Conditioning
- + Outdoor Activity Area
- ◆ Trash Enclosure Activity
- ⬠ Parking Lot Vehicle Movements
- ▲ Park Activities

TABLE 10-1: REFERENCE NOISE LEVEL MEASUREMENTS

Noise Source ¹	Noise Source Height (Feet)	Min./Hour ²		Reference Noise Level @50 feet (dBA L _{eq})	Sound Power Level (dBA) ³
		Day	Night		
Outdoor Seating Activity	4'	60'	0'	59.8	91.5
Trash Enclosure Activity	5'	10'	10'	56.8	89.0
Roof-Top Air Conditioning Units	5'	39'	28'	57.2	88.9
Parking Lot Activity	5'	60'	30'	56.1	87.8
Park Activities	5'	60'	0'	49.4	81.1
Ground Air Conditioning Units	3'	39	28	44.4	76.0

¹ As measured by Urban Crossroads, Inc.

² Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site.

"Daytime" = 8:00 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:59 a.m.

³ Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source.

10.2.1 OUTDOOR SEATING ACTIVITY

To describe the outdoor common area courtyards activity areas, a reference noise level measurement was taken. At 50 feet, the reference noise level is 59.8 Dba L_{eq} at a noise source height of 5 feet. The reference noise level measurement includes outdoor eating, drinking, laughing and talking. Given the commercial nature of the land use, outdoor seating activities are anticipated to take place mainly during daytime hours when the businesses are operational.

10.2.2 TRASH ENCLOSURE ACTIVITY

To describe the noise levels associated with a trash enclosure activity, Urban Crossroads collected a reference noise level measurement at an existing trash enclosure containing two dumpster bins. The trash enclosure noise levels describe metal gates opening and closing, metal scraping against concrete floor sounds, dumpster movement on metal wheels, and trash dropping into the metal dumpster. The reference noise levels describe trash enclosure noise activities when trash is dropped into an empty metal dumpster, as would occur at the Project site. The measured reference noise level at the uniform 50-foot reference distance is 56.8 Dba L_{eq} for the trash enclosure activity. The reference noise level describes the expected noise source activities associated with the trash enclosures for the Project's proposed buildings. Typical trash enclosure activities are estimated to occur for 10 minutes per hour.

10.2.3 ROOF-TOP AIR CONDITIONING UNITS

To assess the noise levels created by the roof-top air conditioning units, reference noise level measurements were collected from a Lennox SCA120 series 10-ton model packaged air conditioning unit. At the uniform reference distance of 50 feet, the reference noise level is 57.2 dBA L_{eq}. Based on the typical operating conditions observed over a four-day measurement period, the roof-top air conditioning units are estimated to operate for an average of 39 minutes

per hour during the daytime hours, and 28 minutes per hour during the nighttime hours. For this noise analysis, the air conditioning units are expected to be located on the roof of the proposed building. This reference noise level describes the expected roof-top air conditioning units located 5 feet above the roof for the planned air conditioning units at the Project site.

10.2.4 PARKING LOT ACTIVITY

To describe the on-site parking lot activity a reference noise level of 56.1 Dba L_{eq} at 50 feet is used. Parking lot activities are expected to take place during the full hour (60 minutes) throughout the daytime and evening hours with 30 minutes of activity during the nighttime hours. The parking lot noise levels are mainly due to cars pulling in and out of parking spaces.

10.2.5 PARK ACTIVITIES

To represent the potential noise level impacts associated with the Project's park activities, a reference noise level measurement was collected at the Founders Park in the unincorporated community of Ladera Ranch in the County of Orange. The reference noise levels collected at the Founders Park are expected to reflect the noise level activities within the open space-recreation land use areas of the Project site, since the reference noise level measurement includes girls' youth soccer games, coaches shouting instructions, and parents speaking on cell phones at five feet from the noise level measurement location, and background noise levels from kids playing on swing sets and people cheering and clapping at 50 feet from the noise level measurement location. Using the uniform reference distance of 50 feet, the reference park activity noise level is 49.4 dBA L_{eq} . The playground activities are estimated to occur for 60 minutes during the peak hour conditions.

10.2.6 GROUND AIR CONDITIONING UNITS

To assess the noise levels created by the air conditioning units, reference noise levels were taken from equipment specifications for a 3- to 5-ton residential packaged air conditioning unit (Carrier 50VR-A). At a uniform reference distance of 50 feet, the units would generate a reference noise level of 44.4 dBA L_{eq} . The air conditioning units were modeled 5 feet above ground, operating 39 minutes per hour during the daytime and 28 minutes at nighttime, which represents the typical maximum operating time for properly sized AC systems.

10.3 CADNAA NOISE PREDICTION MODEL

To fully describe the exterior operational noise levels from the Project, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels.

Using the ISO 9613-2 protocol, CadnaA will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receiver and the partial noise level contributions by noise source. Consistent with the ISO 9613-2 protocol, the CadnaA noise

prediction model relies on the reference sound power level (L_w) to describe individual noise sources. While sound pressure levels (e.g., L_{eq}) quantify in decibels the intensity of given sound sources at a reference distance, sound power levels (L_w) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source and diminish because of intervening obstacles and barriers, air absorption, wind, and other factors. Sound power is the acoustical energy emitted by the sound source and is an absolute value that is not affected by the environment. The operational noise level calculations provided in this noise study account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the noise analysis to account for mixed ground representing a combination of hard and soft surfaces.

10.4 PROJECT OPERATIONAL NOISE LEVELS

Using the reference noise levels to represent the proposed Project operations that include outdoor seating activity, trash enclosure activity, roof-top air conditioning units, parking lot activity, park activities and ground air conditioning units, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations and at 200 feet from the property line of the source. Table 10-2 shows the Project operational noise levels during the daytime hours of 8:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 29.5 to 49.9 dBA L_{eq} .

TABLE 10-2: DAYTIME PROJECT OPERATIONAL NOISE LEVELS

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)									
	R1	R2	R3	R4	R5	R6	R7	R8	R9	@200'
Outdoor Seating Activity	26.1	38.8	46.5	41.2	37.2	21.4	23.2	24.1	33.5	24.1
Trash Enclosure Activity	12.4	31.9	27.6	25.8	13.9	8.0	10.8	9.9	22.7	9.9
Roof-Top Air Conditioning Units	28.4	39.1	42.0	36.4	33.7	26.0	29.6	26.2	34.4	26.2
Parking Lot Activity	31.2	43.6	45.5	41.0	31.7	25.0	27.4	28.3	36.5	28.3
Park Activities	21.8	33.2	21.7	23.7	12.3	10.2	14.2	13.9	30.5	13.9
Ground Air Conditioning Units	28.4	23.1	21.8	20.1	24.8	14.9	42.6	22.6	23.4	22.6
Total (All Noise Sources)	35.2	46.3	49.9	44.9	39.7	29.5	43.0	31.9	40.4	31.9

¹ See Exhibit 10-A for the noise source locations. CadnaA noise model calculations are included in Appendix 10.1.

Table 10-3 shows the Project operational noise levels during the nighttime hours of 10:01 p.m. to 7:59 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 25.8 to 43.8 dBA L_{eq} . The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity (Table 10-1). Appendix 10.1 includes the detailed noise model inputs including the existing perimeter walls used to estimate the Project operational noise levels presented in this section.

TABLE 10-3: NIGHTTIME PROJECT OPERATIONAL NOISE LEVELS

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)									
	R1	R2	R3	R4	R5	R6	R7	R8	R9	@200'
Outdoor Seating Activity	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trash Enclosure Activity	11.4	30.9	26.6	24.9	12.9	7.0	9.9	8.9	21.8	21.8
Roof-Top Air Conditioning Units	26.0	36.6	39.6	34.0	31.3	23.6	27.2	23.8	32.0	32.0
Parking Lot Activity	27.2	39.6	41.5	37.0	27.7	21.0	23.4	24.4	32.5	32.5
Park Activities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ground Air Conditioning Units	26.0	20.7	19.3	17.7	22.4	12.5	40.2	20.1	20.9	20.9
Total (All Noise Sources)	31.3	41.8	43.8	39.0	33.3	25.8	40.5	28.0	35.6	35.6

¹ See Exhibit 10-A for the noise source locations. CadnaA noise model calculations are included in Appendix 10.1.

10.5 PROJECT OPERATIONAL NOISE LEVEL COMPLIANCE

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Moreno Valley exterior noise level standards at nearby noise-sensitive receiver locations. Table 10-4 shows the operational noise levels associated with Town Center at Moreno Valley Project will satisfy the City of Moreno Valley 65 dBA Leq daytime and 60 dBA Leq nighttime exterior noise level standards at all nearby receiver locations and at 200 feet from the property line of the source. Therefore, the operational noise impacts are considered *less than significant* at the nearby noise-sensitive receiver locations.

TABLE 10-4: OPERATIONAL NOISE LEVEL COMPLIANCE

Receiver Location ¹	Project Operational Noise Levels (dBA Leq) ²		Noise Level Standards (dBA Leq) ³		Noise Level Standards Exceeded? ⁴	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	35.2	31.3	65	60	No	No
R2	46.3	41.8	65	60	No	No
R3	49.9	43.8	65	60	No	No
R4	44.9	39.0	65	60	No	No
R5	39.7	33.3	65	60	No	No
R6	29.5	25.8	65	60	No	No
R7	43.0	40.5	65	60	No	No
R8	31.9	28.0	65	60	No	No
R9	40.4	35.6	65	60	No	No
@200'	31.9	35.6	65	60	No	No

¹ See Exhibit 9-A for the off-site receiver locations.

² Proposed Project operational noise levels as shown on Tables 10-2 and 10-3.

³ Exterior noise level standards for source (commercial) land use, as shown on Table 4-1.

⁴ Do the estimated Project operational noise source activities exceed the noise level standards?

"Daytime" = 8:00 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:59 a.m.

10.6 PROJECT OPERATIONAL NOISE LEVEL INCREASES

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby off-site receiver locations potentially impacted by Project operational noise sources. Since the units used to measure noise, decibels (dB), are logarithmic units, the Project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations. (6) Instead, they must be logarithmically added using the following base equation:

$$SPL_{Total} = 10\log_{10}[10^{SPL1/10} + 10^{SPL2/10} + \dots 10^{SPLn/10}]$$

Where “SPL1,” “SPL2,” etc. are equal to the sound pressure levels being combined, or in this case, the Project-operational and existing ambient noise levels. The difference between the combined Project and ambient noise levels describes the Project noise level increases to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented on Tables 10-5 and 10-6, respectively. As indicated on Tables 10-5 and 10-6, the Project will generate a daytime operational noise level increases ranging from 0.0 to 1.8 dBA L_{eq} at the nearest receiver locations. Project-related operational noise level increases will satisfy the operational noise level increase significance criteria presented in Table 4-1. Therefore, the incremental Project operational noise level increase is considered *less than significant* at all receiver locations.

TABLE 10-5: DAYTIME PROJECT OPERATIONAL NOISE LEVEL INCREASES

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	35.2	L1	56.9	56.9	0.0	5.0	No
R2	46.3	L2	71.6	71.6	0.0	1.5	No
R3	49.9	L3	69.7	69.7	0.0	1.5	No
R4	44.9	L4	47.8	49.6	1.8	5.0	No
R5	39.7	L4	47.8	48.4	0.6	5.0	No
R6	29.5	L5	69.9	69.9	0.0	1.5	No
R7	43.0	L6	54.7	55.0	0.3	5.0	No
R8	31.9	L1	56.9	56.9	0.0	5.0	No
R9	40.4	L2	71.6	71.6	0.0	1.5	No
@200'	31.9	L3	69.7	69.7	0.0	1.5	No

¹ See Exhibit 9-A for the receiver locations.

² Total Project daytime operational noise levels as shown on Table 10-2.

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

⁴ Observed daytime ambient noise levels as shown on Table 5-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance increase criteria as shown on Table 4-1.

TABLE 10-6: NIGHTTIME PROJECT OPERATIONAL NOISE LEVEL INCREASES

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	31.3	L1	50.0	50.1	0.1	5.0	No
R2	41.8	L2	65.1	65.1	0.0	1.5	No
R3	43.8	L3	63.8	63.8	0.0	3.0	No
R4	39.0	L4	41.8	43.6	1.8	5.0	No
R5	33.3	L4	41.8	42.4	0.6	5.0	No
R6	25.8	L5	61.3	61.3	0.0	3.0	No
R7	40.5	L6	48.5	49.1	0.6	5.0	No
R8	28.0	L1	50.0	50.0	0.0	5.0	No
R9	35.6	L2	65.1	65.1	0.0	1.5	No
@200'	35.6	L3	63.8	63.8	0.0	3.0	No

¹ See Exhibit 9-A for the receiver locations.

² Total Project nighttime operational noise levels as shown on Table 10-3.

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

⁴ Observed nighttime ambient noise levels as shown on Table 5-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance increase criteria as shown on Table 4-1.

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11 CONSTRUCTION IMPACTS

This section analyzes potential impacts resulting from the short-term construction activities associated with the development of the Project. Exhibit 11-A shows the construction noise source activity in relation to the nearest sensitive receiver locations previously described in Section 9.

To support the Project, off-site storm drain improvements will be developed. The off-site storm drain will be installed along Alessandro west of the Project site and within the existing public right-of-way (ROW). It is expected that the off-site storm drain improvements would proceed linearly along the existing roadway and would not take place at one location for the entire duration of construction. Construction noise from this work would, therefore, be relatively short term because it would take place for only a matter of days. As storm drain construction work moves linearly along the alignment within the existing ROW and farther from sensitive uses, noise levels would be reduced. To prevent high levels of construction noise from impacting noise-sensitive land uses, City of Moreno Valley Municipal Code Section 11.80.030(D)(7) limits general construction activities within 200 feet of residential uses to weekdays, between 7:00 a.m. and 8:00 p.m. In addition, grading operations are limited to the hours identified in Section 8.21.050(O) of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on weekends and holidays or as approved by the City Engineer.

11.1 CONSTRUCTION NOISE LEVELS

The FTA *Transit Noise and Vibration Impact Assessment Manual* recognizes that construction projects are accomplished in several different stages and outlines the procedures for assessing noise impacts during construction. Each stage has a specific equipment mix, depending on the work to be completed during that stage. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. The Project construction activities are expected to occur in the following stages:

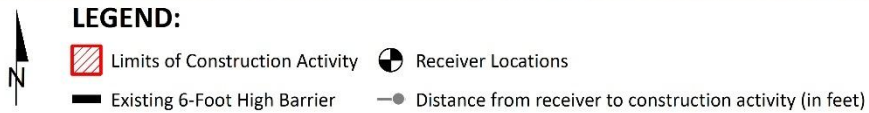
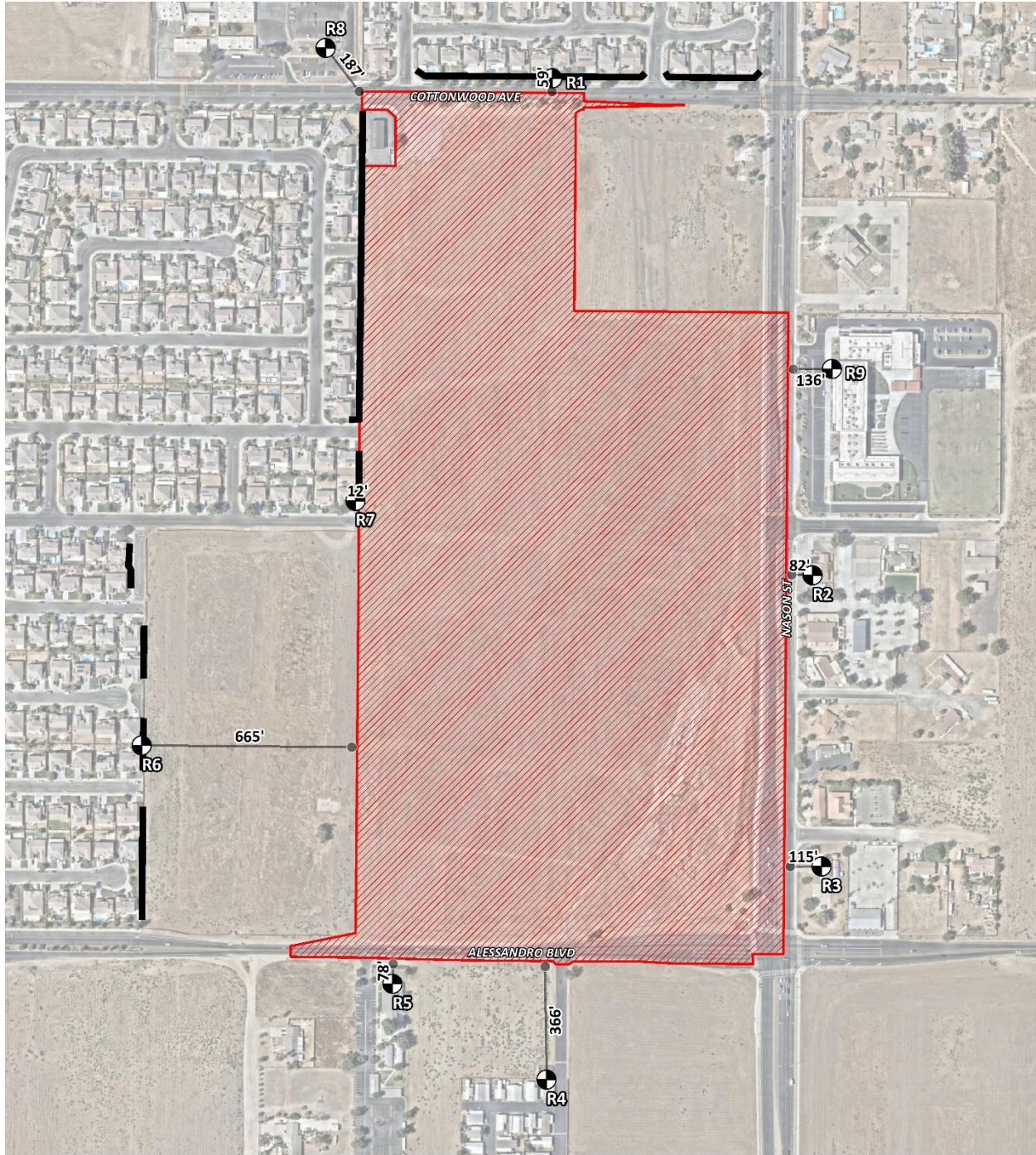
- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

11.2 CONSTRUCTION REFERENCE NOISE LEVELS

To describe construction noise activities, this construction noise analysis was prepared using reference construction equipment noise levels from the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. (29) The RCNM equipment database, 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.

EXHIBIT 11-A: CONSTRUCTION NOISE SOURCE LOCATIONS



11.3 CONSTRUCTION NOISE ANALYSIS

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were completed. Consistent with FTA guidance for general construction noise assessment, Table 11-1 presents the combined noise levels for the loudest construction equipment, assuming they operate at the same time. As shown on Table 11-2, the construction noise levels are expected to range from 45.7 to 60.6 dBA L_{eq} at the nearby receiver locations and 56.3 dBA L_{eq} at 200 feet from the property line of the source. Appendix 11.1 includes the detailed CadnaA construction noise model inputs.

TABLE 11-1: CONSTRUCTION REFERENCE NOISE LEVELS

Construction Stage	Reference Construction Equipment ¹	Reference Noise Level @ 50 Feet (dBA L_{eq})	Composite Reference Noise Level (dBA L_{eq}) ²	Reference Power Level (dBA L_w) ³
Site Preparation	Tractor	80	84.0	115.6
	Backhoe	74		
	Grader	81		
Grading	Scraper	80	83.3	114.9
	Excavator	77		
	Dozer	78		
Building Construction	Crane	73	80.6	112.2
	Generator	78		
	Front End Loader	75		
Paving	Paver	74	77.8	109.5
	Dump Truck	72		
	Roller	73		
Architectural Coating	Man Lift	68	76.2	107.8
	Compressor (air)	74		
	Generator (<25kVA)	70		

¹ FHWA Road Construction Noise Model.

² Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance.

³ Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings.

11.4 CONSTRUCTION NOISE LEVEL COMPLIANCE

The construction noise analysis shows that noise levels at the nearby receiver locations will satisfy the City of Moreno Valley daytime 65 dBA L_{eq} significance threshold during Project construction activities as shown on Table 11-3. Therefore, the noise impacts due to Project construction noise is considered *less than significant* at all receiver locations and at 200 feet from the property line of the source.

TABLE 11-2: CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY

Receiver Location ¹	Construction Noise Levels (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ²
R1	57.2	56.5	53.8	51.1	49.4	57.2
R2	57.4	56.7	54.0	51.3	49.6	57.4
R3	56.0	55.3	52.6	49.9	48.2	56.0
R4	52.7	52.0	49.3	46.6	44.9	52.7
R5	56.4	55.7	53.0	50.3	48.6	56.4
R6	45.7	45.0	42.3	39.6	37.9	45.7
R7	60.6	59.9	57.2	54.5	52.8	60.6
R8	50.6	49.9	47.2	44.5	42.8	50.6
R9	55.4	54.7	52.0	49.3	47.6	55.4
@200'	56.3	55.6	52.9	50.2	48.5	56.3

¹ Noise receiver locations are shown on Exhibit 11-A.

² Construction noise level calculations based on distance from the construction activity, which is measured from the Project site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 11.1.

TABLE 11-3: CONSTRUCTION NOISE LEVEL COMPLIANCE

Receiver Location ¹	Construction Noise Levels (dBA Leq)		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	57.2	65	No
R2	57.4	65	No
R3	56.0	65	No
R4	52.7	65	No
R5	56.4	65	No
R6	45.7	65	No
R7	60.6	65	No
R8	50.6	65	No
R9	55.4	65	No
@200'	56.3	65	No

¹ Noise receiver locations are shown on Exhibit 11-A.

² Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 11-2.

³ Construction noise level thresholds as shown on Table 3-2.

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

11.5 TEMPORARY CONSTRUCTION NOISE LEVEL INCREASES

To describe the temporary Project construction noise level contributions to the existing ambient noise environment, the Project construction noise levels were combined with the existing ambient noise levels measurements at the nearest off-site receiver locations. The difference between the combined Project-construction and ambient noise levels is used to describe the construction noise level increase.

Temporary noise level increases that would be experienced at sensitive receiver locations when Project construction-source noise is added to the ambient daytime conditions are presented on Table 11-4. A temporary noise level increase of 12 dBA is considered a *potentially significant* impact based on Caltrans' substantial noise level increase criteria. (28)

TABLE 11-4: DAYTIME CONSTRUCTION NOISE LEVEL INCREASES

Receiver Location ¹	Highest Project Construction Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	57.2	L1	56.9	60.1	3.2	12	No
R2	57.4	L2	71.6	71.8	0.2	12	No
R3	56.0	L3	69.7	69.9	0.2	12	No
R4	52.7	L4	47.8	53.9	6.1	12	No
R5	56.4	L4	47.8	57.0	9.2	12	No
R6	45.7	L5	69.9	69.9	0.0	12	No
R7	60.6	L6	54.7	61.6	6.9	12	No
R8	50.6	L1	56.9	57.8	0.9	12	No
R9	55.4	L2	71.6	71.7	0.1	12	No
@200'	56.3	L3	69.7	69.9	0.2	12	No

¹ Construction noise source and receiver locations are shown on Exhibit 11-A

² Total Project daytime construction noise levels as shown on Table 11-3.

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

⁴ Observed daytime ambient noise levels as shown on Table 5-1.

⁵ Represents the combined ambient conditions plus the Project construction activities.

⁶ The noise level increase expected with the addition of the proposed Project construction activities.

⁷ Caltrans Traffic Noise Analysis Protocol.

11.6 CUMULATIVE CONSTRUCTION NOISE ANALYSIS

It is expected that the nearest sensitive receiver locations may also experience additional background construction noise impacts due to construction activities associated with other projects. A review of the cumulative development summary in the Project Traffic Impact Analysis (2), includes two adjacent cumulative projects. This includes Alessandro Walk (Tentative Tract Map 38265) located northeast of the Project site (represented by Receiver Location R7) and the Cottonwood & Nason located northeast of the Project site as shown on Exhibit 11-B. Using the highest the reference construction equipment noise levels for grading activity and the CadnaA noise prediction model, calculations of the Project cumulative construction noise level impacts

at the nearby sensitive receiver locations were completed. The actual timing of construction for each project is not known at this time. However, to present the conservative condition, Table 11-4 presents a summary of the cumulative noise levels assuming all projects are constructed concurrently. Appendix 11.2 includes the detailed CadnaA cumulative construction noise model inputs.

TABLE 11-5: CONSTRUCTION NOISE LEVEL COMPLIANCE

Receiver Location ¹	Construction Noise Levels (dBA Leq)			Threshold Exceeded? ⁵
	Cumulative ²	Combined Cumulative + Project ³	Threshold ⁴	
R1	60.1	61.9	65	No
R2	53.3	58.8	65	No
R3	50.3	57.0	65	No
R4	51.5	55.2	65	No
R5	56.4	59.4	65	No
R6	61.2	61.3	65	No
R7	59.1	62.9	65	No
R8	52.7	54.8	65	No
R9	57.2	59.4	65	No
@200'	50.3	57.3	65	No

¹ Noise receiver locations are shown on Exhibit 11-A.

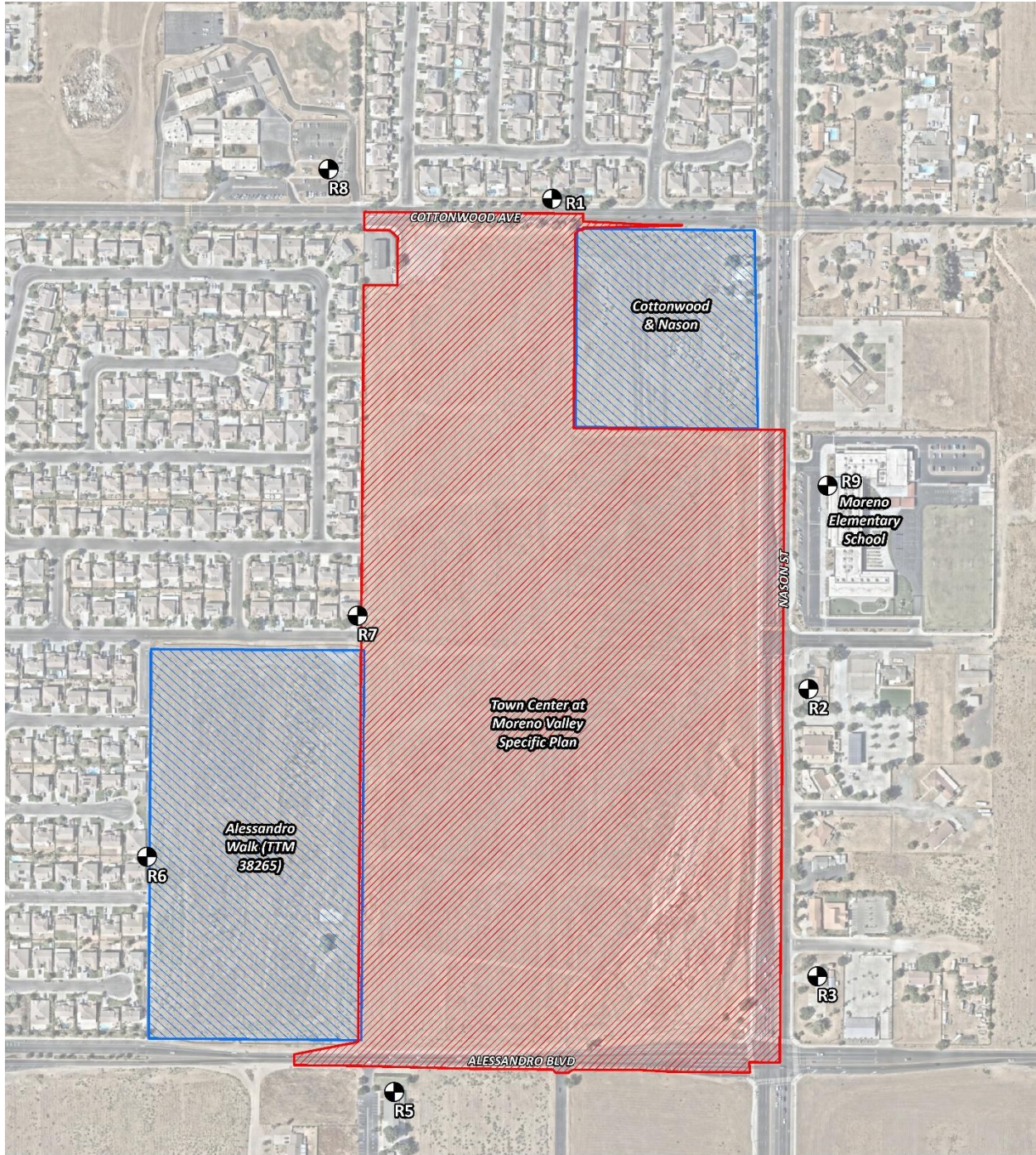
² Cumulative construction noise levels from planned nearby developments as shown on Exhibit 11-B.

³ Combined cumulative, and Project related construction noise levels (assuming concurrent construction activity).

⁴ Does the combined cumulative and Project related construction noise levels exceed the construction noise level threshold?

The cumulative construction noise analysis on Table 11-5 shows that the nearby receiver locations will satisfy the City of Moreno Valley daytime 65 dBA L_{eq} significance threshold during the concurrent cumulative construction activities. Therefore, the noise impacts due to Project construction noise is considered *less than significant* at all receiver locations and at 200 feet from the property line of the source. In addition, Municipal Code Section 11.80.030(D)(7) limits general construction activities within 200 feet of residential uses to weekdays, between 7:00 a.m. and 8:00 p.m. Because construction activities are typically limited to weekdays, during daylight hours, the direct and cumulative construction noise impacts are considered a nuisance or annoying, rather than a significant impact upon surrounding land uses.

EXHIBIT 11-B: CUMULATIVE CONSTRUCTION NOISE SOURCE LOCATIONS



11.7 CONSTRUCTION VIBRATION ANALYSIS

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Construction vibration is generally associated with pile driving and rock blasting. However, no pile driving, or rock blasting activities are planned for the Project. Ground vibration levels associated with various types of construction equipment are summarized on Table 11-6. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for human response (annoyance) and building damage using the following vibration assessment methods defined by the FTA. To describe the vibration impacts the FTA provides the following equation: $PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$

TABLE 11-6: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

Table 11-7 presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 12 to 665 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.001 to 0.268 in/sec PPV.

Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage thresholds at all the noise sensitive receiver locations. Therefore, the Project-related vibration impacts are considered *less than significant* during typical construction activities at the Project site. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter.

TABLE 11-7: PROJECT CONSTRUCTION VIBRATION LEVELS

Receiver ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³					Thresholds PPV (in/sec) ⁴	Thresholds Exceeded? ⁵
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Highest Vibration Level		
R1	59'	0.001	0.010	0.021	0.025	0.025	0.3	No
R2	82'	0.001	0.006	0.013	0.015	0.015	0.3	No
R3	115'	0.000	0.004	0.008	0.009	0.009	0.3	No
R4	366'	0.000	0.001	0.001	0.002	0.002	0.3	No
R5	78'	0.001	0.006	0.014	0.016	0.016	0.3	No
R6	665'	0.000	0.000	0.001	0.001	0.001	0.3	No
R7	12'	0.009	0.105	0.229	0.268	0.268	0.3	No
R8	187'	0.000	0.002	0.004	0.004	0.004	0.3	No
R9	136'	0.000	0.003	0.006	0.007	0.007	0.3	No
@200'	200'	0.000	0.002	0.003	0.004	0.004	0.3	No

¹ Receiver locations are shown on Exhibit 11-A.

² Distance from receiver location to Project construction boundary (Project site boundary).

³ Based on the Vibration Source Levels of Construction Equipment (Table 11-6).

⁴ Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.

⁵ Does the peak vibration exceed the acceptable vibration thresholds?

"PPV" = Peak Particle Velocity

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12 REFERENCES

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13 CERTIFICATION

The contents of this noise study report represent an accurate depiction of the noise environment and impacts associated with the proposed Town Center at Moreno Valley Project. The information contained in this noise study report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (949) 584-3148.

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EDUCATION

Master of Science in Civil and Environmental Engineering
California Polytechnic State University, San Luis Obispo • December, 1993

Bachelor of Science in City and Regional Planning
California Polytechnic State University, San Luis Obispo • June, 1992

PROFESSIONAL REGISTRATIONS

PE – Registered Professional Traffic Engineer – TR 2537 • January, 2009
AICP – American Institute of Certified Planners – 013011 • June, 1997–January 1, 2012
PTP – Professional Transportation Planner • May, 2007 – May, 2013
INCE – Institute of Noise Control Engineering • March, 2004

PROFESSIONAL AFFILIATIONS

ASA – Acoustical Society of America
ITE – Institute of Transportation Engineers

PROFESSIONAL CERTIFICATIONS

Certified Acoustical Consultant – County of San Diego • March, 2018
Certified Acoustical Consultant – County of Orange • February, 2011
FHWA-NHI-142051 Highway Traffic Noise Certificate of Training • February, 2013

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APPENDIX 3.1:

CITY OF MORENO VALLEY MUNICIPAL CODE

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Moreno Valley, CA Municipal Code

Title 11 PEACE, MORALS AND SAFETY

Chapter 11.80 NOISE REGULATION

11.80.010 Legislative findings.

11.80.020 Definitions.

11.80.030 Prohibited acts.

11.80.040 Special provisions for temporary use and special event permits.

11.80.050 Measurement or assessment of sound.

11.80.060 Violation.

11.80.010 Legislative findings.

It is found and declared that:

A. Excessive sound within the limits of the city is a condition which has existed for some time, and the amount and intensity of such sound is increasing.

B. Such excessive sound is a detriment to the public health, safety, and welfare and quality of life of the residents of the city.

C. The necessity in the public interest for the provisions and prohibitions hereinafter contained and enacted is declared as a matter of legislative determination and public policy, and it is further declared that the provisions and prohibitions hereinafter contained and enacted are in pursuance of and for the purpose of securing and promoting the public health, safety, welfare and quality of life of the city and its inhabitants. (Ord. 740 § 1.2, 2007)

11.80.020 Definitions.

For purposes of this chapter, certain words and phrases used herein are defined as follows:

“A-weighted sound level” means the sound pressure level in decibels as measured with a sound level meter using the A-weighting network. The unit of measurement is the dB(A).

“Commercial” means all uses of land not otherwise classified as residential, as defined in this section.

“Construction” means any site preparation, and/or any assembly, erection, repair, or alteration, excluding demolition, of any structure, or improvements to real property.

“Continuous airborne sound” means sound that is measured by the slow-response setting of a meter manufactured to the specifications of ANSI Section 1.4-1983 (R2006) “Specification for Sound Level Meters,” or its successor.

“Daytime” means eight a.m. to ten p.m. the same day.

“Decibel” (dB) means a unit for measuring the amplitude of sound, equal to twenty (20) times the logarithm to the base ten (10) of the ratio of the pressure of the sound measured to the reference pressure, which is twenty (20) microPascals (twenty (20) microNewtons per square meter.)

“Demolition” means any dismantling, intentional destruction or removal of structures or other improvements to real property.

“Disturb” means to interrupt, interfere with, or hinder the enjoyment of peace or quiet or the normal listening activities or the sleep, rest or mental concentration of the hearer.

“Emergency” means any occurrence or set of circumstances involving actual or imminent physical trauma or significant property damage which necessitates immediate action. Economic loss alone shall not constitute an emergency. It shall be the burden of an alleged violator to prove an “emergency.”

“Emergency work” means any work made necessary to restore property to a safe condition following an emergency, or to protect persons or property threatened by an imminent emergency, to the extent such work is, in fact, necessary to protect persons or property from exposure to imminent danger or damage.

“Frequency” means the number of complete oscillation cycles per unit of time.

“Impulsive sound” means sound of short duration, usually less than one second, with an abrupt onset and rapid decay. Examples of sources of impulsive sound include explosions, drop forge impacts, and discharge of firearms.

“Nighttime” means 10:01 p.m. to 7:59 a.m. the following day.

“Noise disturbance” means any sound which:

1. Disturbs a reasonable person of normal sensitivities;
2. Exceeds the sound level limits set forth in this chapter; or
3. Is plainly audible as defined in this section. Where no specific distance is set forth for the determination of audibility, references to noise disturbance shall be deemed to mean plainly audible at a distance of two hundred (200) feet from the real property line of the source of the sound, if the sound occurs on privately owned property, or from the source of the sound, if the sound occurs on public right-of-way, public space or other publicly owned property.

“Person” means any person, person’s firm, association, copartnership, joint venture, corporation, or any entity public or private in nature.

“Plainly audible” means that the sound or noise produced or reproduced by any particular source, can be clearly distinguished from ambient noise by a person using his/her normal hearing faculties.

“Public right-of-way” means any street, avenue, boulevard, sidewalk, bike path or alley, or similar place normally accessible to the public which is owned or controlled by a governmental entity.

“Public space” means any park, recreational or community facility, or lot which contains at least one building that is open to the general public during its hours of operation.

“Residential” means all uses of land primarily for dwelling units, as well as hospitals, schools, colleges and universities, and places of religious assembly.

“Sound” means an oscillation in pressure, particle displacement, particle velocity or other physical parameter, in a medium with internal forces that causes compression and rarefaction of that medium capable of producing an auditory impression. The description of sound may include any characteristic of such sound, including duration, intensity and frequency.

“Sound level” means the weighted sound pressure level as measured in dB(A) by a sound level meter and as specified in American National Standards Institute (ANSI) specifications for sound-level meters (ANSI Section 1.4-1971 (R1976)). If the frequency weighting employed is not indicated, the A-weighting shall apply.

“Sound level meter” means an instrument, demonstrably capable of accurately measuring sound levels as defined above.

All technical definitions not defined above shall be in accordance with applicable publications and standards of the American National Standards Institute (ANSI). (Ord. 740 § 1.2, 2007)

11.80.030 Prohibited acts.

A. General Prohibition. It is unlawful and a violation of this chapter to maintain, make, cause, or allow the making of any sound that causes a noise disturbance, as defined in Section 11.80.020.

B. Sound causing permanent hearing loss.

1. Sound level limits. Based on statistics from the Center for Disease Control and Prevention and the National Institute for Occupational Safety and Health, Table 1 and Table 1-A specify sound level limits which, if exceeded, will have a high probability of producing permanent hearing loss in anyone in the area where the sound levels are being exceeded. No sound shall be permitted within the city which exceeds the parameters set forth in Tables 11.80.030-1 and 11.80.030-1-A of this chapter:

Table 11.80.030-1

MAXIMUM CONTINUOUS SOUND LEVELS*

Duration per Day		Sound level [db(A)]
Continuous Hours		

8	90
6	92
4	95
3	97
2	100
1.5	102
1	105
0.5	110
0.25	115

* When the daily sound exposure is composed of two or more periods of sound exposure at different levels, the combined effect of all such periods shall constitute a violation of this section if the sum of the percent of allowed period of sound exposure at each level exceeds 100 percent

Table 11.80.030-1A

**MAXIMUM IMPULSIVE SOUND
LEVELS**

Number of Repetitions per 24- Hour Period	Sound level [dB(A)]
1	145
10	135
100	125

2. Exemptions. No violation shall exist if the only persons exposed to sound levels in excess of those listed in Tables 11.80.030-1 and 11.80.030-1A are exposed as a result of:

- a. Trespass;
- b. Invitation upon private property by the person causing or permitting the sound; or
- c. Employment by the person or a contractor of the person causing or permitting the sound.

C. Nonimpulsive Sound Decibel Limits. No person shall maintain, create, operate or cause to be operated on private property any source of sound in such a manner as to create any nonimpulsive sound which exceeds the limits set forth for the source land use category (as defined in Section 11.80.020) in Table 11.80.030-2 when measured at a distance of two hundred (200) feet or more from the real property line of the source of the sound, if the sound occurs on privately owned property, or from the source of the sound, if the sound occurs on public right-of-way, public space or other publicly owned property. Any source of sound in violation of this subsection shall be deemed prima facie to be a noise disturbance.

Table 11.80.030-2

MAXIMUM SOUND LEVELS (IN dB(A)) FOR SOURCE LAND USES

Residential		Commercial	
Daytime	Nighttime	Daytime	Nighttime
60	55	65	60

D. Specific Prohibitions. In addition to the general prohibitions set out in subsection A of this section, and unless otherwise exempted by this chapter, the following specific acts, or the causing or permitting thereof, are regulated as follows:

1. Motor Vehicles. No person shall operate or cause to be operated a public or private motor vehicle, or combination of vehicles towed by a motor vehicle, that creates a sound exceeding the sound level limits in Table 11.80.030-2 when the vehicle(s) are not otherwise subject to noise regulations provided for by the California [Vehicle Code](#).

2. Radios, Televisions, Electronic Audio Equipment, Musical Instruments or Similar Devices from a Stationary Source. No person shall operate, play or permit the operation or playing of any radio, tape player, television, electronic audio equipment, musical instrument, sound amplifier or other mechanical or electronic sound making device that produces, reproduces or amplifies sound in such a manner as to create a noise disturbance. However, this subsection shall not apply to any use or activity exempted in subsection E of this section and any use or activity for which a special permit has been issued pursuant to Section 11.80.040.

3. Radios, Electronic Audio Equipment, or Similar Devices from a Mobile Source Such as a Motor Vehicle. Sound amplification or reproduction equipment on or in a motor vehicle is subject to regulation in accordance with the California [Vehicle Code](#) when upon the public right-of-way. When upon public space or publicly owned property other than the public right-of-way or upon private property open to the public, sound amplification or reproduction equipment shall not be operated in such a manner that it is plainly audible at a distance of fifty (50) feet in any direction from the vehicle.

4. Portable, Hand-Held Music or Sound Amplification or Reproduction Equipment. Such equipment shall not be operated on a public right-of-way, public space or other publicly owned property in such a manner as to be plainly audible at a distance of fifty (50) feet in any direction from the operator.

5. Loudspeakers and Public Address Systems.

a. Except as permitted by Section 11.80.040, no person shall operate, or permit the operation of, any loudspeaker, public address system or similar device, for any commercial purpose:

1. Which produces, reproduces or amplifies sound in such a manner as to create a noise disturbance; or

2. During nighttime hours on a public right-of-way, public space or other publicly owned property.

b. No person shall operate, or permit the operation of, any loudspeaker, public address system or similar device, for any noncommercial purpose, during nighttime hours in such a manner as to create a noise disturbance.

6. Animals. No person shall own, possess or harbor an animal or bird that howls, barks, meows, squawks, or makes other sounds that:

a. Create a noise disturbance;

b. Are of frequent or continued duration for ten (10) or more consecutive minutes and are plainly audible at a distance of fifty (50) feet from the real property line of the source of the sound; or

c. Are intermittent for a period of thirty (30) or more minutes and are plainly audible at a distance of fifty (50) feet from the real property line of the source of the sound.

7. Construction and Demolition. No person shall operate or cause the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of eight p.m. and seven a.m. the following day such that the sound there from creates a noise disturbance, except for emergency work by public service utilities or for other work approved by the city manager or designee. This section shall not apply to the use of power tools as provided in subsection (D)(9) of this section.

8. Emergency Signaling Devices. No person shall intentionally sound or permit the sounding outdoors of any fire, burglar or civil defense alarm, siren or whistle, or similar stationary emergency signaling device, except for emergency purposes or for testing as follows:

a. Testing of a stationary emergency signaling device shall not occur between seven p.m. and seven a.m. the following day;

b. Testing of a stationary emergency signaling device shall use only the minimum cycle test time, in no case to exceed sixty (60) seconds;

c. Testing of a complete emergency signaling system, including the functioning of the signaling device and the personnel response to the signaling device, shall not occur more than once in each calendar month. Such testing shall only occur only on weekdays between seven a.m. and seven p.m. and shall be exempt from the time limit specified in subsection (D)(8)(2) of this section.

9. Power Tools. No person shall operate or permit the operation of any mechanically, electrically or gasoline motor-driven tool during nighttime hours so as to cause a noise disturbance across a residential real property boundary.

10. Pumps, Air Conditioners, Air-Handling Equipment and Other Continuously Operating Equipment. Notwithstanding the general prohibitions of subsection a of this section, no person shall operate or permit the operation of any pump, air conditioning, air-handling or other continuously operating motorized equipment in a state of disrepair or in a manner which otherwise creates a noise disturbance distinguishable from normal operating sounds.

E. Exemptions. The following uses and activities shall be exempt from the sound level regulations except the maximum sound levels provided in Tables 11.80.030-1 and 11.80.030-1A:

1. Sounds resulting from any authorized emergency vehicle when responding to an emergency call or acting in time of an emergency.

2. Sounds resulting from emergency work as defined in Section [11.80.020](#)

3. Any aircraft operated in conformity with, or pursuant to, federal law, federal air regulations and air traffic control instruction used pursuant to and within the duly adopted federal air regulations; and any aircraft operating under technical difficulties in any kind of distress, under emergency orders of air traffic control, or being operated pursuant to and subsequent to the declaration of an emergency under federal air regulations.

4. All sounds coming from the normal operations of interstate motor and rail carriers, to the extent that local regulation of sound levels of such vehicles has been preempted by the Noise Control Act of 1972 (42 U.S.C. § 4901 et seq.) or other applicable federal laws or regulations

5. Sounds from the operation of motor vehicles, to the extent they are regulated by the California [Vehicle Code](#).

6. Any constitutionally protected noncommercial speech or expression conducted within or upon a any public right-of-way, public space or other publicly owned property constituting an open or a designated public forum in compliance with any applicable reasonable time, place and manner restrictions on such speech or expression or otherwise pursuant to legal authority.

7. Sounds produced at otherwise lawful and permitted city-sponsored events, organized sporting events, school assemblies, school playground activities, by permitted fireworks, and by permitted parades on public right-of-way, public space or other publicly owned property.

8. An event for which a temporary use permit or special event permit has been issued under other provisions of this code, where the provisions of Section [11.80.040](#) are met, the permit granted expressly grants an exemption from specific standards contained in this chapter, and the permittee and all persons under the permittee's reasonable control actually comply with all conditions of such permit. Violation of any condition of such a permit related to sound or sound equipment shall be a violation of this chapter and punishable as such.

F. Nothing in this chapter shall be construed to limit, modify or repeal any other regulation elsewhere in this code relating to the regulation of noise sources, nor shall any such other regulation be read to permit the emission of noise in violation of any provision of this chapter. (Ord. 740 § 1.2, 2007)

11.80.040 Special provisions for temporary use and special event permits.

The exemption by permit set forth in Section 11.80.030(E)(8) shall be subject to the following requirements and conditions:

A. The permit application shall include the name, address and telephone number of the permit applicant; the date, hours and location for which the permit is requested; and the nature of the event or activity. It shall also specify the types of sounds and/or sound equipment to be permitted, the proposed duration of such sound, the specific standards from which the sound is to be exempted, and the reasons for each requested exemption.

B. The permit shall be issued provided the proposed activity meets the requirements of this section and the issuing official determines that the sound to be emitted at the event as proposed would not be detrimental to the public health, safety or welfare, that the event cannot reasonably achieve its legitimate aims and purposes without the exemption and that the sound levels proposed will not unreasonably damage the peace and quiet enjoyment of the lawful users of surrounding properties, nor constitute a public nuisance.

C. The official issuing the permit may prescribe any reasonable conditions or requirements he/she deems necessary to minimize noise disturbances upon the community or the surrounding neighborhood, and/or to protect the health, safety or welfare of the public, including participants in the permitted event, including use of mufflers, screens or other sound-attenuating devices.

D. Any permit granted must be in writing and shall contain all conditions upon which the permit shall be effective.

E. No more than six events requiring a sound limit exemption may be held at any particular location upon privately owned or controlled property per calendar year, provided further that the number of events shall not exceed the number permitted under the regulations for the type of permit issued. For purposes of this subsection, "location" means a legal parcel of real property or a complete shopping or commercial center or mall sharing common parking and access even if comprised of multiple legal parcels.

F. The exemption from sound limits under such permit shall not exceed maximum period of four hours in one twenty-four (24) hour day.

G. The permit will only be granted for hours between nine a.m. and ten p.m. on all days other than Friday and Saturday; and, on Friday and Saturday, between the hours of nine a.m. and one a.m. of the following day, except in the following circumstances:

1. A permit may be granted for hours between nine a.m. on New Year's Eve and one a.m. the following day (New Year's Day).

2. A permit may be granted for hours between nine a.m. and two a.m. the following day if there are no residences, hospitals, or nursing homes within a 0.5 mile radius of the property where the function is taking place.

H. Functions for which the permits are issued shall be limited to a continuous airborne sound level not to exceed seventy (70) dB(A), as measured two hundred (200) feet from the real property boundary of the source property if on private property, or from the source if on public right-of-way, public space or other publicly owned property. (Ord. 740 § 1.2, 2007)

11.80.050 Measurement or assessment of sound.

A. Measurement With Sound Meter.

1. The measurement of sound shall be made with a sound level meter meeting the standards prescribed by ANSI Section 1.4-1983 (R2006). The instruments shall be maintained in calibration and good working order. A calibration check shall be made of the system at the time of any sound level measurement. Measurements recorded shall be taken so as to provide a proper representation of the source of the sound. The microphone during measurement shall be positioned so as not to create any unnatural enhancement or diminution of the measured sound. A windscreen for the microphone shall be used at all times. However, a violation of this chapter may occur without the occasion of the measurements being made as otherwise provided.

2. The slow meter response of the sound level meter shall be used in order to best determine the average amplitude.

3. The measurement shall be made at any point on the property into which the sound is being transmitted and shall be made at least three feet away from any ground, wall, floor, ceiling, roof and other plane surface.

4. In case of multiple occupancy of a property, the measurement may be made at any point inside the premises to which any complainant has right of legal private occupancy; provided that the measurement shall not be made within three feet of any ground, wall, floor, ceiling, roof or other plane surface.

5. All measurements of sound provided for in this chapter will be made by qualified officials of the city who are designated by the city manager or designee to operate the apparatus used to make the measurements.

B. Assessment Without Sound Level Meter. Any police officer, code enforcement officer, or other official designated by the city manager or designee who hears a noise or sound that is plainly audible, as defined in Section [11.80.020](#), in violation of this chapter, may enforce this chapter and shall assess the noise or sound according to the following standards:

1. The primary means of detection shall be by means of the official's normal hearing faculties, not artificially enhanced.

2. The official shall first attempt to have a direct line of sight and hearing to the vehicle or real property from which the sound or noise emanates so that the official can readily identify the offending source of the sound or noise and the distance involved. If the official is unable to have a direct line of sight and hearing to the vehicle or real property from which the sound or noise emanates, then the official shall confirm the source of the sound or noise by approaching the suspected vehicle or real property until the official is able to obtain a direct line of sight and hearing, and confirm the source of the sound or noise that was heard at the place of the original assessment of the sound or noise.

3. The official need not be required to identify song titles, artists, or lyrics in order to establish a violation. (Ord. 740 § 1.2, 2007)

11.80.060 Violation.

A. **Violation of Sound Level Limits.** Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punishable by a fine not to exceed one thousand dollars (\$1,000.00) and/or six months in the county jail, or both. Notwithstanding the foregoing, any violation of the provisions of this chapter may, in the discretion of the citing officer or the city attorney, be cited and/or prosecuted as an infraction or be subject to civil citation pursuant to Chapter 1.10.

B. **Joint and Several Responsibility.** In addition to the person causing the offending sound, the owner, tenant or lessee of property, or a manager, overseer or agent, or any other person lawfully entitled to possess the property from which the offending sound is emitted at the time the offending sound is emitted, shall be responsible for compliance with this chapter if the additionally responsible party knows or should have known of the offending noise disturbance. It shall not be a lawful defense to assert that some other person caused the sound. The lawful possessor or operator of the premises shall be responsible for operating or maintaining the premises in compliance with this chapter and may be cited regardless of whether or not the person actually causing the sound is also cited.

C. **Violation May be Declared a Public Nuisance.** The operation or maintenance of any device, equipment, instrument, vehicle or machinery in violation of any provisions of this chapter which endangers the public health, safety and quality of life of residents in the area is declared to be a public nuisance, and may be subject to abatement summarily or by a restraining order or injunction issued by a court of competent jurisdiction. (Ord. 824 § 1.2, 2011; Ord. 740 § 1.2, 2007)

Contact:

Moreno Valley City Clerk: (951) 413-3001

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APPENDIX 5.1:
STUDY AREA PHOTOS

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JN: 14556 Study Area Photos

L1_E
33, 55' 29.010000"117, 11' 33.210000"



L1_N
33, 55' 28.990000"117, 11' 33.130000"



L1_S
33, 55' 29.010000"117, 11' 33.180000"



L1_W
33, 55' 13.570000"117, 11' 28.510000"



L2_E
33, 55' 13.410000"117, 11' 28.570000"



L2_N
33, 55' 13.460000"117, 11' 28.540000"



JN: 14556 Study Area Photos

L2_S
33, 55' 13.460000"117, 11' 28.540000"



L2_W
33, 54' 59.070000"117, 11' 38.180000"



L3_E
33, 55' 7.640000"117, 11' 29.040000"



L3_N
33, 55' 7.700000"117, 11' 29.060000"



L3_S
33, 55' 7.700000"117, 11' 29.060000"



L3_W
33, 55' 7.640000"117, 11' 29.060000"



JN: 14556 Study Area Photos

L4_E
33, 54' 59.130000"117, 11' 38.180000"



L4_N
33, 54' 59.110000"117, 11' 38.180000"



L4_S
33, 55' 28.990000"117, 11' 33.130000"



L4_W
33, 54' 59.140000"117, 11' 38.210000"



L5_E
33, 55' 3.510000"117, 11' 53.040000"



L5_N
33, 55' 3.550000"117, 11' 52.990000"



JN: 14556 Study Area Photos

L5_S
33, 55' 3.520000"117, 11' 53.010000"



L5_W
33, 55' 3.510000"117, 11' 53.040000"



L6_E
33, 55' 15.660000"117, 11' 45.240000"



L6_N
33, 55' 15.720000"117, 11' 45.270000"



L6_S
33, 55' 15.660000"117, 11' 45.270000"



L6_W
33, 55' 15.660000"117, 11' 45.210000"



APPENDIX 5.2:
NOISE LEVEL MEASUREMENT WORKSHEETS

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24-Hour Noise Level Measurement Summary

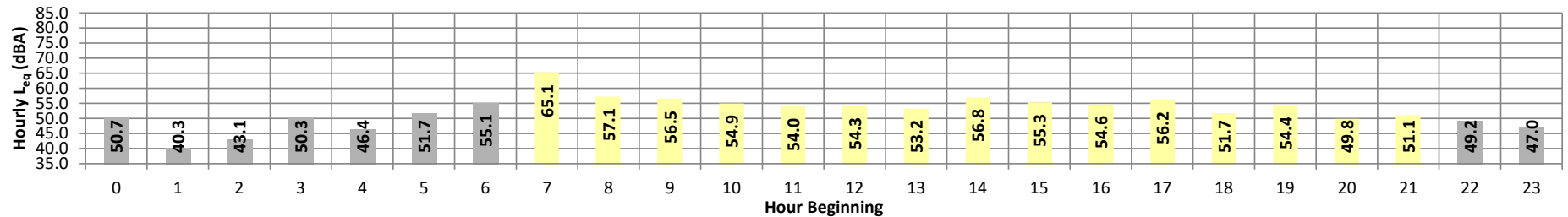
Date: Thursday, December 5, 2024
 Project: Town Center at Moreno Valley

Location: L1 - Located north of the site near the residence at 26783
 Source: Campus Point Drive

Meter: Piccolo II

JN: 14556
 Analyst: Z. Ibrahim

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	50.7	56.7	47.3	56.3	55.9	54.7	53.4	51.4	49.6	47.9	47.6	47.4	50.7	10.0	60.7
	1	40.3	49.1	36.0	48.7	48.1	46.3	44.5	39.7	37.9	36.3	36.2	36.1	40.3	10.0	50.3
	2	43.1	50.2	39.5	49.8	49.3	47.7	46.8	43.5	41.4	39.8	39.6	39.5	43.1	10.0	53.1
	3	50.3	54.7	47.1	54.5	54.2	53.4	52.6	51.1	49.6	47.7	47.4	47.2	50.3	10.0	60.3
	4	46.4	54.2	41.5	53.9	53.4	51.8	50.3	46.5	44.4	42.0	41.8	41.6	46.4	10.0	56.4
	5	51.7	59.3	46.4	59.0	58.7	57.3	55.8	51.8	49.7	47.3	46.9	46.5	51.7	10.0	61.7
Day	6	55.1	65.0	45.1	64.5	63.9	62.2	60.4	54.4	51.0	46.4	45.7	45.2	55.1	10.0	65.1
	7	65.1	73.7	51.7	72.9	72.3	70.7	69.4	66.4	63.5	53.6	53.0	51.9	65.1	0.0	65.1
	8	57.1	65.6	50.9	65.2	64.8	63.1	61.5	56.8	54.7	51.9	51.3	51.0	57.1	0.0	57.1
	9	56.5	65.0	51.6	64.8	64.3	62.8	61.0	55.8	53.5	52.0	51.9	51.7	56.5	0.0	56.5
	10	54.9	63.0	50.5	62.8	62.3	60.6	59.0	54.3	52.5	51.1	50.9	50.6	54.9	0.0	54.9
	11	54.0	65.3	41.5	64.9	64.1	60.9	58.9	52.7	47.7	42.8	42.2	41.7	54.0	0.0	54.0
	12	54.3	64.5	42.4	63.9	63.2	61.4	59.5	53.8	48.9	43.9	43.1	42.6	54.3	0.0	54.3
	13	53.2	63.8	43.0	63.4	62.9	60.8	58.1	51.3	47.6	44.0	43.5	43.1	53.2	0.0	53.2
	14	56.8	66.4	43.7	66.0	65.2	64.1	63.2	63.2	55.2	51.1	45.6	44.9	56.8	0.0	56.8
	15	55.3	66.1	42.3	65.7	65.1	63.0	60.5	53.8	49.3	43.9	43.1	42.4	55.3	0.0	55.3
	16	54.6	65.1	42.3	64.7	64.1	61.7	59.8	53.5	49.5	44.0	43.1	42.4	54.6	0.0	54.6
	17	56.2	67.5	42.8	67.2	66.5	63.9	61.7	53.2	49.4	44.7	43.8	42.9	56.2	0.0	56.2
	18	51.7	60.7	43.2	60.4	60.0	58.1	56.3	51.3	48.5	44.8	44.1	43.4	51.7	0.0	51.7
	19	54.4	64.9	46.0	64.5	64.0	61.5	59.2	52.8	49.9	47.1	46.7	46.2	54.4	5.0	59.4
	20	49.8	58.3	43.7	57.9	57.3	55.6	54.0	49.7	47.6	44.8	44.3	43.8	49.8	5.0	54.8
21	51.1	59.2	45.1	58.9	58.5	56.7	55.0	50.9	49.2	46.3	45.8	45.3	51.1	5.0	56.1	
Night	22	49.2	56.0	43.6	55.8	55.4	54.0	52.7	49.7	47.8	44.7	44.2	43.8	49.2	10.0	59.2
	23	47.0	53.8	40.4	53.3	52.8	51.5	50.8	48.1	45.6	41.5	40.9	40.5	47.0	10.0	57.0
Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	24-Hour CNEL		
Day	Min	49.8	58.3	41.5	57.9	57.3	55.6	54.0	49.7	47.6	42.8	42.2	41.7	58.6	56.9	50.0
	Max	65.1	73.7	51.7	72.9	72.3	70.7	69.4	66.4	63.5	53.6	53.0	51.9			
Energy Average		56.9	Average:		64.2	63.6	61.7	59.8	54.1	50.9	46.7	46.1	45.5			
Night	Min	40.3	49.1	36.0	48.7	48.1	46.3	44.5	39.7	37.9	36.3	36.2	36.1			
	Max	55.1	65.0	47.3	64.5	63.9	62.2	60.4	54.4	51.0	47.9	47.6	47.4			
Energy Average		50.0	Average:		55.1	54.6	53.2	51.9	48.5	46.3	43.7	43.4	43.1			

24-Hour Noise Level Measurement Summary

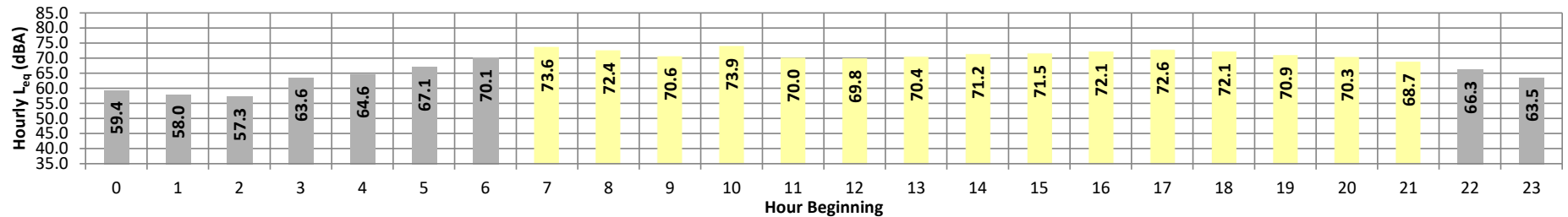
Date: Thursday, December 5, 2024
Project: Town Center at Moreno Valley

Location: L2 - Located east of the site near the residence at 13760 Nason
Source: Street.

Meter: Piccolo II

JN: 14556
Analyst: Z. Ibrahim

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	59.4	71.3	38.7	70.8	70.2	67.5	65.0	56.4	47.3	40.4	39.7	38.9	59.4	10.0	69.4
	1	58.0	70.2	35.4	69.8	69.1	66.5	64.0	52.5	43.2	36.3	35.8	35.5	58.0	10.0	68.0
	2	57.3	68.8	36.2	68.3	67.6	65.2	63.2	54.9	47.0	38.2	36.9	36.3	57.3	10.0	67.3
	3	63.6	74.3	41.6	73.9	73.3	71.4	69.7	61.5	55.8	44.4	43.0	41.8	63.6	10.0	73.6
	4	64.6	75.6	44.1	75.3	74.8	72.1	70.2	63.5	56.5	47.0	45.7	44.3	64.6	10.0	74.6
	5	67.1	76.7	48.8	76.2	75.7	73.8	72.5	67.6	61.3	50.9	49.8	49.0	67.1	10.0	77.1
Day	6	70.1	78.0	54.6	77.7	77.2	75.7	74.8	71.5	67.2	58.1	56.4	54.9	70.1	10.0	80.1
	7	73.6	80.1	62.2	79.7	79.3	77.9	77.2	75.2	72.1	65.1	63.9	62.5	73.6	0.0	73.6
	8	72.4	79.3	58.7	79.0	78.5	77.2	76.4	74.0	70.9	62.7	61.2	59.5	72.4	0.0	72.4
	9	70.6	79.1	53.8	78.7	78.1	76.2	75.2	71.8	67.4	57.8	55.8	54.2	70.6	0.0	70.6
	10	73.9	85.8	54.7	85.0	84.1	81.3	79.2	71.9	67.9	58.8	56.8	54.9	73.9	0.0	73.9
	11	70.0	77.6	52.9	77.3	76.9	75.5	74.7	71.5	67.2	56.8	54.6	53.1	70.0	0.0	70.0
	12	69.8	77.3	54.7	76.9	76.5	75.1	74.3	71.3	67.7	58.6	56.6	55.0	69.8	0.0	69.8
	13	70.4	78.6	54.9	78.0	77.5	75.7	74.5	71.6	68.3	59.5	57.6	55.2	70.4	0.0	70.4
	14	71.2	77.8	57.9	77.4	77.0	75.8	75.1	72.8	69.7	62.1	60.3	58.1	71.2	0.0	71.2
	15	71.5	78.1	58.4	77.8	77.4	75.8	75.0	73.0	70.4	62.2	60.4	58.7	71.5	0.0	71.5
	16	72.1	78.3	60.0	77.9	77.5	76.2	75.5	73.6	71.2	64.1	62.2	60.3	72.1	0.0	72.1
	17	72.6	80.9	61.5	80.1	79.2	77.6	76.0	73.5	71.2	65.3	63.5	61.8	72.6	0.0	72.6
	18	72.1	81.1	57.8	80.2	79.6	77.9	76.1	73.1	69.8	61.6	59.8	58.1	72.1	0.0	72.1
	19	70.9	80.3	55.1	79.5	78.7	76.8	75.3	72.0	67.7	58.7	56.8	55.4	70.9	5.0	75.9
	20	70.3	78.1	53.8	77.7	77.2	75.8	74.9	71.8	67.3	57.6	55.5	53.9	70.3	5.0	75.3
21	68.7	77.0	53.3	76.6	76.1	74.4	73.5	69.9	65.5	57.0	55.2	53.6	68.7	5.0	73.7	
Night	22	66.3	75.3	50.0	74.9	74.4	72.6	71.4	67.1	61.9	53.4	51.5	50.3	66.3	10.0	76.3
	23	63.5	73.5	44.7	73.1	72.7	70.7	69.2	63.5	57.2	47.3	46.2	44.9	63.5	10.0	73.5
Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	24-Hour CNEL		
Day	Min	68.7	77.0	52.9	76.6	76.1	74.4	73.5	69.9	65.5	56.8	54.6	53.1	73.8	71.6	65.1
	Max	73.9	85.8	62.2	85.0	84.1	81.3	79.2	75.2	72.1	65.3	63.9	62.5			
Energy Average		71.6	Average:		78.8	78.3	76.6	75.5	72.5	69.0	60.5	58.7	57.0			
Night	Min	57.3	68.8	35.4	68.3	67.6	65.2	63.2	52.5	43.2	36.3	35.8	35.5			
	Max	70.1	78.0	54.6	77.7	77.2	75.7	74.8	71.5	67.2	58.1	56.4	54.9			
Energy Average		65.1	Average:		73.3	72.8	70.6	68.9	62.1	55.3	46.2	45.0	44.0			

24-Hour Noise Level Measurement Summary

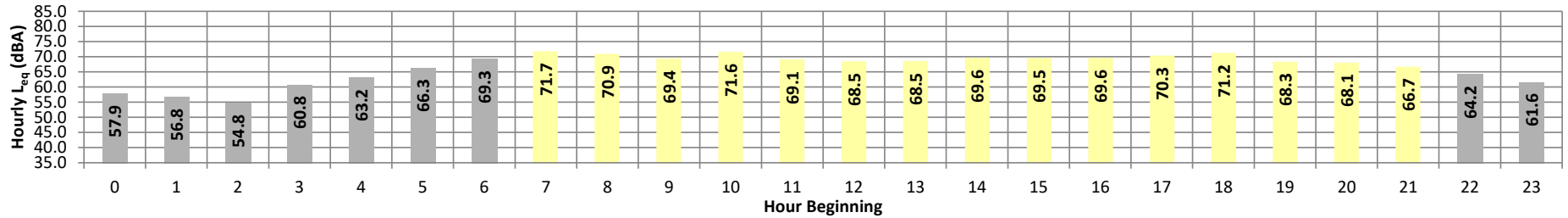
Date: Thursday, December 5, 2024
Project: Town Center at Moreno Valley

Location: L3 - Located east of the site near the residence at 13860 Nason
Source: Street.

Meter: Piccolo II

JN: 14556
Analyst: Z. Ibrahim

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	57.9	69.1	41.2	68.7	68.2	65.6	63.3	56.3	49.9	42.8	42.0	41.3	57.9	10.0	67.9
	1	56.8	68.0	39.1	67.7	67.2	64.8	62.0	54.9	48.5	40.7	39.8	39.2	56.8	10.0	66.8
	2	54.8	65.2	38.3	64.9	64.6	62.8	60.4	53.8	47.1	39.3	38.9	38.4	54.8	10.0	64.8
	3	60.8	70.6	43.0	70.3	69.8	68.2	66.8	60.0	53.7	45.9	45.1	44.4	60.8	10.0	70.8
	4	63.2	73.4	46.9	73.0	72.5	70.4	68.7	62.8	57.6	49.5	48.4	47.2	63.2	10.0	73.2
	5	66.3	75.2	50.4	74.9	74.4	72.7	71.5	67.0	62.1	53.8	52.4	50.6	66.3	10.0	76.3
Day	6	69.3	76.9	56.5	76.6	76.1	74.6	73.8	70.7	66.9	59.1	57.8	56.7	69.3	10.0	79.3
	7	71.7	77.2	61.7	77.0	76.7	75.9	75.3	73.3	70.8	64.4	63.1	61.9	71.7	0.0	71.7
	8	70.9	76.8	58.7	76.6	76.4	75.4	74.8	72.4	69.7	62.6	61.0	59.0	70.9	0.0	70.9
	9	69.4	77.4	55.5	77.0	76.5	75.1	73.8	70.6	66.6	59.1	57.4	55.9	69.4	0.0	69.4
	10	71.6	82.3	57.0	81.9	81.2	78.6	76.4	70.8	67.3	59.9	58.6	57.3	71.6	0.0	71.6
	11	69.1	76.9	54.6	76.6	76.1	74.4	73.3	70.5	66.7	58.0	56.2	54.9	69.1	0.0	69.1
	12	68.5	75.2	56.0	75.0	74.6	73.6	72.8	70.0	66.4	58.8	57.5	56.2	68.5	0.0	68.5
	13	68.5	75.6	57.4	75.3	74.9	73.6	72.8	69.9	66.5	60.0	58.8	57.6	68.5	0.0	68.5
	14	69.6	75.6	57.2	75.4	75.0	74.3	73.7	71.2	68.1	60.8	59.1	57.5	69.6	0.0	69.6
	15	69.5	76.1	59.0	75.9	75.4	74.3	73.4	70.9	67.9	61.6	60.5	59.2	69.5	0.0	69.5
	16	69.6	75.7	58.1	75.4	75.0	74.0	73.5	71.3	68.2	61.3	59.6	58.3	69.6	0.0	69.6
	17	70.3	77.3	59.5	77.1	76.7	75.5	74.4	71.6	68.5	62.0	60.8	59.8	70.3	0.0	70.3
	18	71.2	82.7	58.0	82.3	81.3	77.0	75.3	70.6	67.1	60.4	59.1	58.2	71.2	0.0	71.2
	19	68.3	76.3	56.7	76.0	75.5	73.7	72.7	69.5	65.6	58.9	57.9	56.8	68.3	5.0	73.3
	20	68.1	75.7	56.0	75.4	75.0	73.4	72.4	69.4	65.6	58.6	57.3	56.1	68.1	5.0	73.1
Night	21	66.7	74.8	53.9	74.5	74.0	72.4	71.4	67.8	63.7	56.4	55.2	54.0	66.7	5.0	71.7
	22	64.2	72.6	50.7	72.3	71.9	70.5	69.4	64.8	60.5	53.3	51.8	50.9	64.2	10.0	74.2
23	61.6	71.2	46.5	70.9	70.4	68.6	66.8	61.4	56.8	48.7	47.5	46.7	61.6	10.0	71.6	
Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	24-Hour CNEL		
Day	Min	66.7	74.8	53.9	74.5	74.0	72.4	71.4	67.8	63.7	56.4	55.2	54.0	72.2	69.7	63.8
	Max	71.7	82.7	61.7	82.3	81.3	78.6	76.4	73.3	70.8	64.4	63.1	61.9			
Energy Average		69.7	Average:		76.8	76.3	74.7	73.7	70.7	67.2	60.2	58.8	57.5			
Night	Min	54.8	65.2	38.3	64.9	64.6	62.8	60.4	53.8	47.1	39.3	38.9	38.4			
	Max	69.3	76.9	56.5	76.6	76.1	74.6	73.8	70.7	66.9	59.1	57.8	56.7			
Energy Average		63.8	Average:		71.0	70.6	68.7	67.0	61.3	55.9	48.1	47.1	46.2			

24-Hour Noise Level Measurement Summary

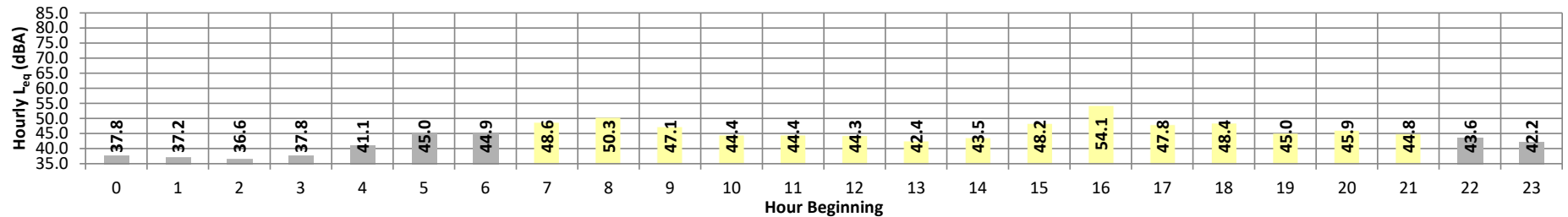
Date: Thursday, December 5, 2024
Project: Town Center at Moreno Valley

Location: L4 - Located south of the site near the residence at 26871
Source: Alessandro Blvd.

Meter: Piccolo II

JN: 14556
Analyst: Z. Ibrahim

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	37.8	42.2	33.9	41.9	41.5	40.8	40.4	38.7	37.3	34.8	34.4	34.0	37.8	10.0	47.8
	1	37.2	42.9	33.0	42.6	42.2	41.2	40.5	38.0	35.9	33.6	33.3	33.1	37.2	10.0	47.2
	2	36.6	42.7	32.0	42.4	42.0	41.0	40.3	37.4	35.0	32.5	32.2	32.0	36.6	10.0	46.6
	3	37.8	42.3	34.1	42.0	41.6	40.9	40.4	38.7	37.1	34.8	34.5	34.2	37.8	10.0	47.8
	4	41.1	46.5	36.7	46.2	45.8	44.9	44.2	41.9	40.0	37.4	37.1	36.8	41.1	10.0	51.1
	5	45.0	49.2	41.4	48.9	48.6	47.9	47.4	45.8	44.5	42.3	42.0	41.5	45.0	10.0	55.0
Day	6	44.9	49.4	41.3	49.2	49.0	48.2	47.5	45.6	44.1	42.2	41.8	41.4	44.9	10.0	54.9
	7	48.6	56.0	42.9	55.5	55.1	54.0	53.0	48.8	46.6	43.8	43.4	43.0	48.6	0.0	48.6
	8	50.3	54.5	45.9	54.1	53.8	53.2	52.7	51.2	49.8	47.4	46.8	46.1	50.3	0.0	50.3
	9	47.1	55.5	41.2	54.8	54.2	52.7	51.8	47.9	43.6	41.9	41.6	41.3	47.1	0.0	47.1
	10	44.4	51.4	40.4	50.9	50.3	49.0	48.1	44.5	43.0	41.2	40.9	40.5	44.4	0.0	44.4
	11	44.4	52.3	39.4	51.5	50.8	49.4	48.6	44.4	42.4	40.3	39.9	39.6	44.4	0.0	44.4
	12	44.3	52.7	39.4	52.2	51.6	49.6	48.0	44.3	42.2	40.1	39.8	39.5	44.3	0.0	44.3
	13	42.4	48.3	38.9	47.8	47.2	45.9	45.1	43.1	41.5	39.6	39.3	39.0	42.4	0.0	42.4
	14	43.5	50.3	38.8	49.9	49.4	48.2	47.2	43.9	42.0	39.7	39.3	38.9	43.5	0.0	43.5
	15	48.2	57.1	40.0	55.9	54.7	52.9	51.8	48.6	46.2	42.6	41.7	40.4	48.2	0.0	48.2
	16	54.1	63.2	43.9	62.2	61.4	60.0	59.0	54.4	51.3	46.6	45.7	44.5	54.1	0.0	54.1
	17	47.8	52.7	44.3	52.3	51.8	50.7	50.0	48.5	47.3	45.1	44.8	44.4	47.8	0.0	47.8
	18	48.4	53.4	45.1	53.0	52.5	51.7	51.2	48.8	47.7	45.8	45.6	45.2	48.4	0.0	48.4
	19	45.0	50.8	42.4	49.9	49.0	47.6	47.0	45.6	44.5	43.0	42.8	42.5	45.0	5.0	50.0
	20	45.9	50.0	42.6	49.6	49.1	48.4	48.1	46.8	45.6	43.4	43.0	42.6	45.9	5.0	50.9
	21	44.8	48.9	42.0	48.6	48.2	47.4	46.9	45.5	44.3	42.6	42.3	42.0	44.8	5.0	49.8
Night	22	43.6	47.3	40.3	47.1	46.7	46.2	45.9	44.4	43.1	41.2	40.8	40.4	43.6	10.0	53.6
	23	42.2	47.4	37.6	47.1	46.8	45.9	45.2	43.3	41.2	38.6	38.1	37.7	42.2	10.0	52.2
Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	24-Hour CNEL		
Day	Min	42.4	48.3	38.8	47.8	47.2	45.9	45.1	43.1	41.5	39.6	39.3	38.9	50.2	47.8	41.8
	Max	54.1	63.2	45.9	62.2	61.4	60.0	59.0	54.4	51.3	47.4	46.8	46.1			
Energy Average		47.8	Average:		52.5	51.9	50.7	49.9	47.1	45.2	42.9	42.5	42.0			
Night	Min	36.6	42.2	32.0	41.9	41.5	40.8	40.3	37.4	35.0	32.5	32.2	32.0			
	Max	45.0	49.4	41.4	49.2	49.0	48.2	47.5	45.8	44.5	42.3	42.0	41.5			
Energy Average		41.8	Average:		45.3	44.9	44.1	43.5	41.5	39.8	37.5	37.1	36.8			

24-Hour Noise Level Measurement Summary

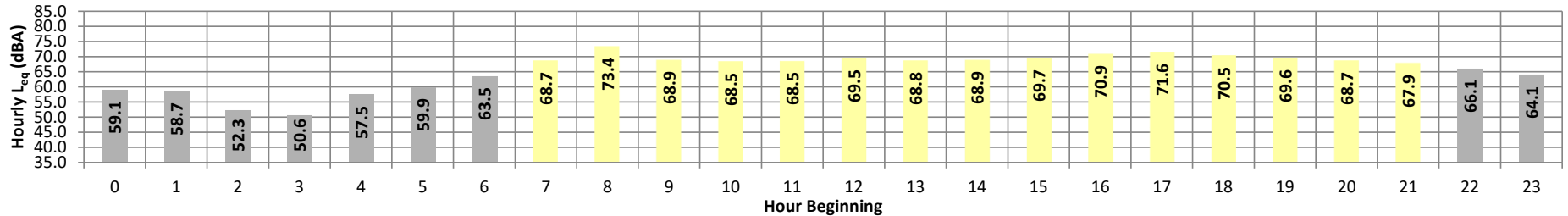
Date: Thursday, December 5, 2024
Project: Town Center at Moreno Valley

Location: L5 - Located south of the site at the Valley Christian Academy
Source: located at 26755 Alessandro Blvd.

Meter: Piccolo II

JN: 14556
Analyst: Z. Ibrahim

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	59.1	72.5	36.7	71.9	70.9	66.9	64.0	53.4	43.4	37.7	37.3	36.8	59.1	10.0	69.1
	1	58.7	71.8	35.7	71.5	70.6	67.2	63.9	49.9	41.0	36.3	36.0	35.7	58.7	10.0	68.7
	2	52.3	65.1	34.5	64.6	63.8	60.8	58.2	43.9	37.3	34.9	34.7	34.5	52.3	10.0	62.3
	3	50.6	63.0	36.3	62.7	62.0	58.7	56.2	45.0	39.6	36.9	36.7	36.4	50.6	10.0	60.6
	4	57.5	71.0	38.7	70.5	69.2	64.5	62.2	53.3	44.7	39.7	39.3	38.8	57.5	10.0	67.5
	5	59.9	70.9	42.7	70.6	70.0	67.4	65.3	58.5	53.0	44.5	43.7	43.0	59.9	10.0	69.9
Day	6	63.5	73.2	47.5	72.8	72.3	70.4	68.9	63.8	58.2	50.6	49.2	47.8	63.5	10.0	73.5
	7	68.7	77.5	53.8	77.1	76.3	74.5	73.5	69.9	65.3	56.7	55.2	54.0	68.7	0.0	68.7
	8	73.4	86.2	51.5	85.7	84.6	80.7	77.2	71.0	66.8	56.5	54.2	52.2	73.4	0.0	73.4
	9	68.9	78.6	49.5	78.2	77.4	75.0	73.8	69.7	65.0	53.5	51.4	49.8	68.9	0.0	68.9
	10	68.5	77.9	47.8	77.6	77.0	74.8	73.5	69.3	64.1	52.8	50.6	48.2	68.5	0.0	68.5
	11	68.5	77.5	51.0	77.1	76.4	74.5	73.3	69.6	64.8	55.9	54.1	51.3	68.5	0.0	68.5
	12	69.5	79.6	52.0	79.2	78.4	75.5	73.7	70.1	65.9	56.7	54.4	52.3	69.5	0.0	69.5
	13	68.8	77.7	48.4	77.3	76.7	74.7	73.5	69.9	65.4	54.0	51.4	48.7	68.8	0.0	68.8
	14	68.9	78.5	52.3	78.0	77.1	74.3	72.9	70.0	66.0	56.7	54.6	52.5	68.9	0.0	68.9
	15	69.7	77.9	55.1	77.5	76.8	74.7	73.5	70.9	67.8	60.1	58.0	55.5	69.7	0.0	69.7
	16	70.9	78.7	58.8	78.3	77.6	75.6	74.7	72.2	69.2	62.0	60.6	59.0	70.9	0.0	70.9
	17	71.6	80.3	58.3	79.9	78.9	76.2	74.9	72.7	70.2	62.9	60.8	58.8	71.6	0.0	71.6
	18	70.5	77.8	55.9	77.4	76.8	75.2	74.3	71.9	69.0	60.5	58.3	56.2	70.5	0.0	70.5
	19	69.6	78.3	51.8	77.9	77.1	75.0	73.8	70.8	67.0	55.7	53.5	52.1	69.6	5.0	74.6
	20	68.7	77.5	48.4	77.0	76.3	74.6	73.6	70.2	65.2	52.2	50.2	48.6	68.7	5.0	73.7
	21	67.9	76.6	47.2	76.1	75.5	73.8	73.0	69.4	63.7	50.9	48.8	47.5	67.9	5.0	72.9
Night	22	66.1	76.9	44.7	76.5	75.6	73.0	71.4	65.9	58.7	46.9	45.6	44.8	66.1	10.0	76.1
	23	64.1	76.1	42.2	75.7	74.9	71.6	69.5	61.9	53.3	43.3	42.8	42.3	64.1	10.0	74.1
Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	24-Hour CNEL		
Day	Min	67.9	76.6	47.2	76.1	75.5	73.8	72.9	69.3	63.7	50.9	48.8	47.5	71.2	69.9	61.3
	Max	73.4	86.2	58.8	85.7	84.6	80.7	77.2	72.7	70.2	62.9	60.8	59.0			
Energy Average		69.9	Average:		78.3	77.5	75.3	73.9	70.5	66.3	56.5	54.4	52.4			
Night	Min	50.6	63.0	34.5	62.7	62.0	58.7	56.2	43.9	37.3	34.9	34.7	34.5			
	Max	66.1	76.9	47.5	76.5	75.6	73.0	71.4	65.9	58.7	50.6	49.2	47.8			
Energy Average		61.3	Average:		70.8	69.9	66.7	64.4	55.1	47.7	41.2	40.6	40.0			

24-Hour Noise Level Measurement Summary

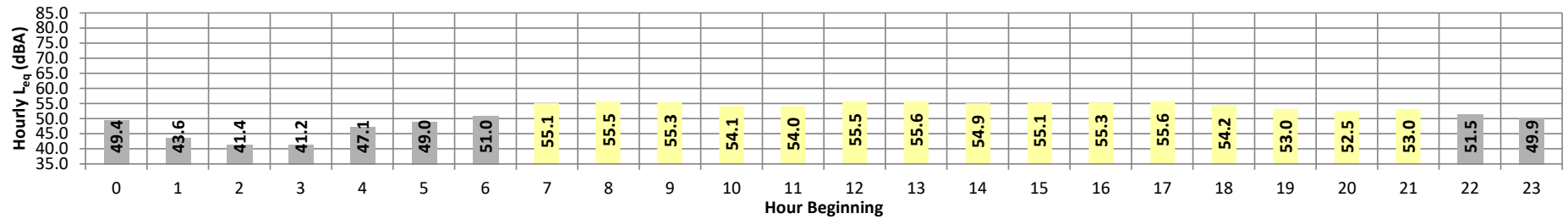
Date: Thursday, December 5, 2024
Project: Town Center at Moreno Valley

Location: L6 - Located west of the site near the residence at 26606
Source: Danube Way

Meter: Piccolo II

JN: 14556
Analyst: Z. Ibrahim

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	49.4	62.7	39.0	61.0	58.9	55.7	54.0	47.4	43.8	40.0	39.7	39.2	49.4	10.0	59.4
	1	43.6	52.7	37.2	52.2	51.5	49.8	48.1	43.1	40.4	37.9	37.6	37.3	43.6	10.0	53.6
	2	41.4	48.2	36.8	48.0	47.6	46.5	45.5	41.9	39.2	37.4	37.2	36.8	41.4	10.0	51.4
	3	41.2	47.6	37.8	47.0	46.5	45.3	44.5	41.6	40.0	38.4	38.1	37.9	41.2	10.0	51.2
	4	47.1	55.5	40.2	55.1	54.6	53.2	51.5	47.2	44.3	41.3	40.8	40.3	47.1	10.0	57.1
	5	49.0	56.0	42.9	55.6	55.3	54.3	53.2	49.2	47.0	43.9	43.5	43.0	49.0	10.0	59.0
	6	51.0	58.1	44.1	57.8	57.4	56.1	55.0	51.8	49.1	45.6	44.9	44.2	51.0	10.0	61.0
Day	7	55.1	62.0	48.1	61.8	61.3	59.8	58.7	56.0	53.3	49.7	49.0	48.3	55.1	0.0	55.1
	8	55.5	61.1	49.9	60.8	60.5	59.5	58.9	56.5	54.2	51.1	50.6	50.0	55.5	0.0	55.5
	9	55.3	63.9	47.1	63.3	62.6	60.9	59.9	55.8	52.3	48.5	47.8	47.3	55.3	0.0	55.3
	10	54.1	60.1	47.7	59.9	59.6	58.6	57.8	55.1	52.7	48.9	48.4	47.9	54.1	0.0	54.1
	11	54.0	60.3	47.3	60.1	59.7	58.7	58.0	55.0	52.3	48.7	48.1	47.5	54.0	0.0	54.0
	12	55.5	64.6	48.9	64.4	63.6	61.5	59.1	55.4	53.0	50.0	49.5	49.0	55.5	0.0	55.5
	13	55.6	65.3	47.1	64.4	63.7	61.7	60.1	55.4	52.7	48.7	48.0	47.3	55.6	0.0	55.6
	14	54.9	61.8	47.6	61.3	60.9	59.6	58.8	55.8	53.3	49.5	48.7	47.8	54.9	0.0	54.9
	15	55.1	61.3	47.5	61.0	60.6	59.5	58.7	56.4	53.8	49.5	48.7	47.8	55.1	0.0	55.1
	16	55.3	61.7	48.3	61.3	60.9	59.8	58.9	56.3	53.8	49.9	49.2	48.5	55.3	0.0	55.3
	17	55.6	62.0	48.3	61.7	61.3	60.1	59.3	56.8	54.0	49.8	49.0	48.4	55.6	0.0	55.6
	18	54.2	59.9	47.5	59.7	59.4	58.7	58.1	55.5	52.8	48.9	48.3	47.7	54.2	0.0	54.2
	19	53.0	61.4	46.0	60.9	60.3	58.6	57.0	53.5	50.7	47.0	46.6	46.0	53.0	5.0	58.0
	20	52.5	58.3	46.7	58.0	57.6	56.8	56.0	53.4	51.1	47.9	47.4	46.9	52.5	5.0	57.5
	21	53.0	59.7	47.7	59.1	58.5	57.2	56.2	53.7	51.8	48.9	48.4	47.8	53.0	5.0	58.0
Night	22	51.5	57.8	46.2	57.5	57.2	56.4	55.5	52.3	49.7	47.1	46.7	46.3	51.5	10.0	61.5
Night	23	49.9	58.0	43.4	57.5	56.9	55.1	53.8	50.3	47.8	44.6	44.1	43.5	49.9	10.0	59.9
Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	24-Hour CNEL		
Day	Min	52.5	58.3	46.0	58.0	57.6	56.8	56.0	53.4	50.7	47.0	46.6	46.0	57.0	54.7	48.5
	Max	55.6	65.3	49.9	64.4	63.7	61.7	60.1	56.8	54.2	51.1	50.6	50.0			
Energy Average		54.7	Average:		61.2	60.7	59.4	58.4	55.4	52.8	49.1	48.5	47.9			
Night	Min	41.2	47.6	36.8	47.0	46.5	45.3	44.5	41.6	39.2	37.4	37.2	36.8			
	Max	51.5	62.7	46.2	61.0	58.9	56.4	55.5	52.3	49.7	47.1	46.7	46.3			
Energy Average		48.5	Average:		54.6	54.0	52.5	51.2	47.2	44.6	41.8	41.4	41.0			

24-Hour Noise Level Measurement Summary

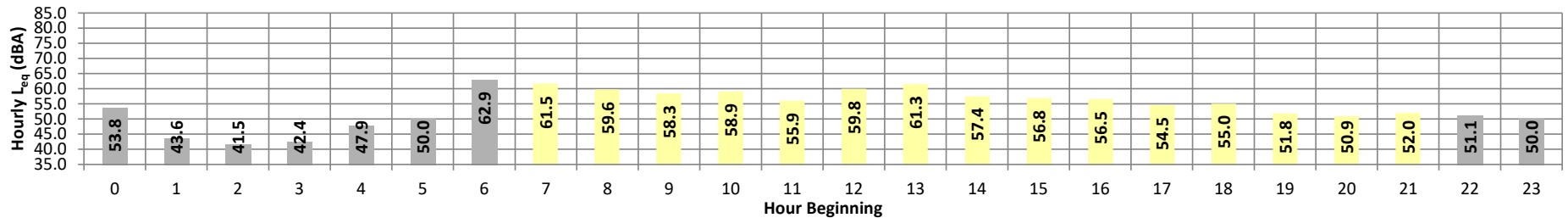
Date: Thursday, December 5, 2024
Project: Town Center at Moreno Valley

Location: L7 - Located west of the site near the residence at 26722 Bay
Source: Avenue.

Meter: Piccolo II

JN: 14556
Analyst: Z. Ibrahim

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	53.8	67.2	39.9	66.6	65.2	61.9	59.5	46.8	44.0	40.7	40.3	40.0	53.8	10.0	63.8
	1	43.6	52.9	38.2	52.3	51.4	48.0	46.7	43.6	41.6	39.0	38.6	38.3	43.6	10.0	53.6
	2	41.5	49.8	37.1	49.2	48.5	46.0	44.9	41.8	39.5	37.6	37.4	37.2	41.5	10.0	51.5
	3	42.4	51.1	38.1	50.5	49.6	47.2	45.9	42.6	40.2	38.6	38.4	38.1	42.4	10.0	52.4
	4	47.9	58.1	40.9	57.5	56.4	53.5	51.6	47.9	45.2	41.7	41.3	40.9	47.9	10.0	57.9
	5	50.0	59.5	43.2	58.7	57.7	55.3	54.0	50.7	47.5	44.3	43.7	43.3	50.0	10.0	60.0
Day	6	62.9	74.7	49.0	73.3	72.4	69.3	68.2	63.9	52.2	49.8	49.5	49.1	62.9	10.0	72.9
	7	61.5	70.4	52.3	69.3	68.5	66.8	65.3	62.7	59.7	53.4	53.0	52.5	61.5	0.0	61.5
	8	59.6	65.6	54.2	65.0	64.4	63.2	62.6	60.7	58.5	55.7	55.1	54.4	59.6	0.0	59.6
	9	58.3	64.7	53.6	64.0	63.3	61.9	61.2	59.2	57.2	54.8	54.3	53.8	58.3	0.0	58.3
	10	58.9	65.6	54.2	64.9	64.2	62.6	61.6	59.6	58.1	55.5	55.0	54.4	58.9	0.0	58.9
	11	55.9	62.4	50.5	61.9	61.3	60.0	59.1	56.7	54.8	51.9	51.4	50.7	55.9	0.0	55.9
	12	59.8	69.9	53.6	69.1	68.0	64.9	62.9	59.4	57.6	55.0	54.4	53.8	59.8	0.0	59.8
	13	61.3	72.9	51.7	71.9	70.8	68.4	66.7	59.0	55.8	53.1	52.6	51.9	61.3	0.0	61.3
	14	57.4	64.6	51.5	63.8	63.2	61.8	60.9	58.1	55.9	53.0	52.4	51.8	57.4	0.0	57.4
	15	56.8	63.6	49.7	63.1	62.5	61.2	60.1	57.6	55.6	52.1	51.3	50.2	56.8	0.0	56.8
	16	56.5	66.4	49.3	65.9	65.1	61.9	59.9	56.2	54.1	50.7	50.1	49.4	56.5	0.0	56.5
	17	54.5	63.3	48.3	62.4	61.5	59.3	57.7	54.8	52.8	49.6	49.0	48.4	54.5	0.0	54.5
	18	55.0	62.9	47.7	62.5	62.1	61.1	60.4	54.1	52.0	48.9	48.3	47.9	55.0	0.0	55.0
	19	51.8	59.6	46.4	59.0	58.2	56.3	55.3	52.3	50.3	47.2	46.8	46.5	51.8	5.0	56.8
	20	50.9	58.1	45.6	57.5	56.9	55.1	54.1	51.6	49.6	46.7	46.2	45.7	50.9	5.0	55.9
	21	52.0	59.2	47.2	58.6	57.5	55.4	54.7	52.8	51.0	48.2	47.8	47.4	52.0	5.0	57.0
Night	22	51.1	59.8	46.5	59.0	58.0	55.8	54.7	51.1	49.4	47.3	46.9	46.6	51.1	10.0	61.1
	23	50.0	59.0	44.7	58.7	58.2	55.5	53.2	49.8	47.8	45.5	45.1	44.8	50.0	10.0	60.0
Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	24-Hour CNEL		
Day	Min	50.9	58.1	45.6	57.5	56.9	55.1	54.1	51.6	49.6	46.7	46.2	45.7	61.8	57.8	54.6
	Max	61.5	72.9	54.2	71.9	70.8	68.4	66.7	62.7	59.7	55.7	55.1	54.4			
Energy Average		57.8	Average:		63.9	63.2	61.3	60.2	57.0	54.9	51.7	51.2	50.6			
Night	Min	41.5	49.8	37.1	49.2	48.5	46.0	44.9	41.8	39.5	37.6	37.4	37.2			
	Max	62.9	74.7	49.0	73.3	72.4	69.3	68.2	63.9	52.2	49.8	49.5	49.1			
Energy Average		54.6	Average:		58.4	57.5	54.7	53.2	48.6	45.3	42.7	42.4	42.0			

24-Hour Noise Level Measurement Summary

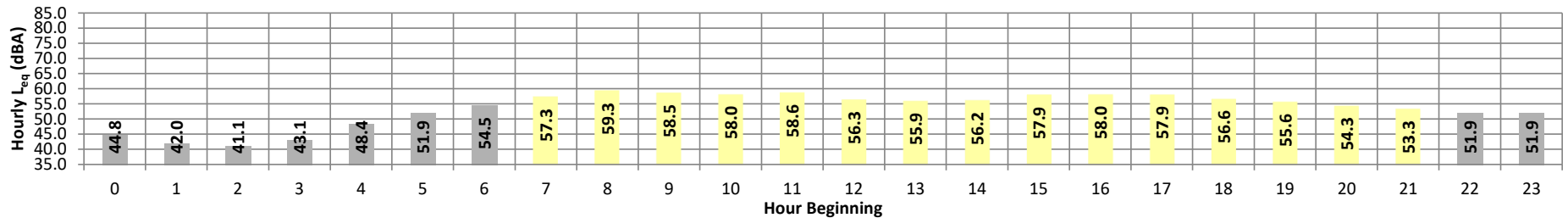
Date: Thursday, December 5, 2024
Project: Town Center at Moreno Valley

Location: L8 - Located northwest of the site near the residence at 26656
Source: Quartz Road.

Meter: Piccolo II

JN: 14556
Analyst: Z. Ibrahim

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	44.8	56.1	35.8	55.9	55.3	52.1	49.4	42.4	38.9	36.3	36.1	35.9	44.8	10.0	54.8
	1	42.0	52.7	35.2	52.2	51.8	49.0	46.7	39.9	37.0	35.7	35.5	35.3	42.0	10.0	52.0
	2	41.1	52.1	33.6	51.7	51.3	48.6	46.1	38.1	35.2	33.9	33.8	33.7	41.1	10.0	51.1
	3	43.1	54.0	34.8	53.6	53.2	50.6	48.1	40.7	37.6	35.2	35.0	34.8	43.1	10.0	53.1
	4	48.4	58.6	37.1	58.4	57.9	55.5	53.5	47.9	42.2	37.8	37.4	37.2	48.4	10.0	58.4
	5	51.9	61.7	40.5	61.4	60.9	58.7	57.1	51.7	47.1	41.6	41.1	40.6	51.9	10.0	61.9
Day	6	54.5	63.9	42.7	63.6	63.1	60.9	59.2	54.8	51.0	44.7	43.8	42.9	54.5	10.0	64.5
	7	57.3	65.7	46.9	65.4	64.9	63.1	61.7	57.8	54.8	49.3	48.2	47.1	57.3	0.0	57.3
	8	59.3	68.5	48.0	67.9	67.3	65.0	63.6	59.6	56.4	50.6	49.4	48.3	59.3	0.0	59.3
	9	58.5	67.9	46.4	67.3	66.7	64.5	63.3	59.0	55.0	48.9	47.8	46.7	58.5	0.0	58.5
	10	58.0	66.2	47.5	65.7	65.3	63.6	62.5	58.7	55.5	49.7	48.7	47.7	58.0	0.0	58.0
	11	58.6	69.6	44.8	69.2	68.8	65.9	63.4	57.2	53.5	47.4	46.2	45.0	58.6	0.0	58.6
	12	56.3	65.7	45.5	65.4	64.8	62.3	60.5	56.4	53.4	48.1	46.8	45.7	56.3	0.0	56.3
	13	55.9	65.0	44.8	64.5	63.8	61.9	60.5	56.3	53.2	47.4	46.3	45.0	55.9	0.0	55.9
	14	56.2	64.6	44.7	64.3	63.8	61.9	60.7	56.9	53.2	47.1	46.0	44.9	56.2	0.0	56.2
	15	57.9	68.0	46.5	67.5	66.8	64.8	62.5	57.4	54.4	49.1	47.8	46.7	57.9	0.0	57.9
	16	58.0	65.9	48.3	65.5	64.9	63.4	62.4	58.7	55.6	50.7	49.5	48.5	58.0	0.0	58.0
	17	57.9	66.7	47.3	66.4	65.8	63.8	62.2	58.4	55.2	49.8	48.5	47.5	57.9	0.0	57.9
	18	56.6	65.6	45.9	65.3	64.8	63.0	61.1	56.7	53.7	47.9	46.9	46.0	56.6	0.0	56.6
	19	55.6	65.4	45.0	64.9	64.2	61.9	60.1	55.6	52.4	46.8	46.1	45.2	55.6	5.0	60.6
	20	54.3	63.1	42.8	62.8	62.2	60.4	58.9	54.8	51.4	44.7	43.7	42.9	54.3	5.0	59.3
	21	53.3	63.0	41.4	62.7	62.1	60.0	57.9	53.4	49.3	43.2	42.3	41.6	53.3	5.0	58.3
Night	22	51.9	62.2	41.5	61.9	61.4	58.8	56.6	51.5	47.4	42.5	41.9	41.6	51.9	10.0	61.9
Night	23	51.9	62.6	42.9	62.3	61.9	59.6	56.9	49.9	46.7	43.6	43.4	43.0	51.9	10.0	61.9
Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	24-Hour CNEL		
Day	Min	53.3	63.0	41.4	62.7	62.1	60.0	57.9	53.4	49.3	43.2	42.3	41.6	58.9	57.2	50.0
	Max	59.3	69.6	48.3	69.2	68.8	65.9	63.6	59.6	56.4	50.7	49.5	48.5			
Energy Average		57.2	Average:		65.7	65.1	63.0	61.4	57.1	53.8	48.0	46.9	45.9			
Night	Min	41.1	52.1	33.6	51.7	51.3	48.6	46.1	38.1	35.2	33.9	33.8	33.7			
	Max	54.5	63.9	42.9	63.6	63.1	60.9	59.2	54.8	51.0	44.7	43.8	43.0			
Energy Average		50.0	Average:		57.9	57.4	54.9	52.6	46.3	42.6	39.0	38.7	38.3			

24-Hour Noise Level Measurement Summary

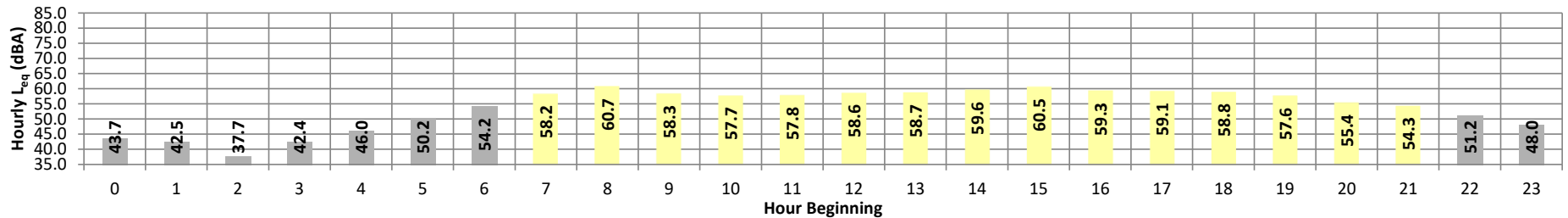
Date: Thursday, December 5, 2024
Project: Town Center at Moreno Valley

Location: L9 - Located east of the site near the Moreno Elementary
Source: School at 13700 Nason Street.

Meter: Piccolo II

JN: 14556
Analyst: Z. Ibrahim

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}	
Night	0	43.7	54.4	39.2	54.0	53.3	50.0	47.5	41.3	40.3	39.5	39.4	39.3	43.7	10.0	53.7	
	1	42.5	51.6	38.3	51.3	50.9	48.7	46.6	40.9	39.2	38.6	38.5	38.4	42.5	10.0	52.5	
	2	37.7	39.1	37.1	39.0	38.9	38.6	38.4	37.9	37.6	37.3	37.3	37.2	37.7	10.0	47.7	
	3	42.4	52.5	38.3	52.2	51.8	49.0	46.2	39.8	39.1	38.5	38.4	38.3	42.4	10.0	52.4	
	4	46.0	56.2	41.2	55.9	55.3	53.1	50.8	43.2	41.9	41.5	41.5	41.4	41.3	46.0	10.0	56.0
	5	50.2	61.5	42.5	61.2	60.7	58.1	55.4	46.1	44.1	44.1	42.9	42.7	42.6	50.2	10.0	60.2
Day	6	54.2	65.1	42.8	64.8	64.4	61.6	59.2	52.7	47.0	43.3	43.1	42.9	54.2	10.0	64.2	
	7	58.2	66.8	48.8	66.5	66.1	64.2	62.8	58.6	55.2	50.7	49.8	49.1	58.2	0.0	58.2	
	8	60.7	73.7	50.2	72.5	71.2	66.9	64.3	58.9	55.4	51.8	51.2	50.5	60.7	0.0	60.7	
	9	58.3	67.8	47.2	67.6	67.2	65.0	63.5	58.2	53.6	48.9	48.3	47.4	58.3	0.0	58.3	
	10	57.7	68.2	43.7	67.8	67.3	65.0	63.3	56.6	50.5	45.1	44.5	43.9	57.7	0.0	57.7	
	11	57.8	67.2	45.3	66.9	66.5	64.6	63.0	57.8	53.1	46.7	46.1	45.5	57.8	0.0	57.8	
	12	58.6	68.9	45.1	68.6	68.0	65.6	63.8	58.0	53.0	47.0	46.2	45.3	58.6	0.0	58.6	
	13	58.7	69.0	43.7	68.4	67.8	65.9	64.4	58.1	52.6	45.5	44.6	43.9	58.7	0.0	58.7	
	14	59.6	70.6	49.6	69.4	68.3	65.6	63.3	59.3	56.4	51.9	51.1	50.1	59.6	0.0	59.6	
	15	60.5	71.8	48.8	71.1	70.0	66.7	64.7	60.1	56.2	51.1	50.1	49.2	60.5	0.0	60.5	
	16	59.3	67.9	45.9	67.5	67.1	65.4	64.3	60.1	55.4	47.9	46.9	46.2	59.3	0.0	59.3	
	17	59.1	67.2	47.3	66.8	66.5	65.1	63.9	60.0	56.1	49.2	48.2	47.4	59.1	0.0	59.1	
	18	58.8	67.0	49.5	66.8	66.4	64.7	63.5	59.5	55.9	51.0	50.2	49.6	58.8	0.0	58.8	
	19	57.6	67.0	46.1	66.7	66.3	64.3	63.0	57.7	52.7	47.5	47.0	46.3	57.6	5.0	62.6	
	20	55.4	65.6	42.4	65.3	65.0	62.7	60.9	54.5	48.7	43.4	42.9	42.5	55.4	5.0	60.4	
21	54.3	65.4	43.1	64.9	64.4	62.0	60.0	52.2	46.7	43.8	43.5	43.2	54.3	5.0	59.3		
Night	22	51.2	62.4	42.7	62.1	61.8	59.1	56.3	47.6	44.4	43.1	42.9	42.8	51.2	10.0	61.2	
Night	23	48.0	58.1	42.4	57.8	57.5	55.0	52.1	46.0	43.7	42.8	42.6	42.5	48.0	10.0	58.0	
Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	24-Hour CNEL			
Day	Min	54.3	65.4	42.4	64.9	64.4	62.0	60.0	52.2	46.7	43.4	42.9	42.5	59.2	58.6	48.7	
	Max	60.7	73.7	50.2	72.5	71.2	66.9	64.7	60.1	56.4	51.9	51.2	50.5				
Energy Average		58.6	Average:		67.8	67.2	64.9	63.2	58.0	53.4	48.1	47.4	46.7				
Night	Min	37.7	39.1	37.1	39.0	38.9	38.6	38.4	37.9	37.6	37.3	37.3	37.2				
	Max	54.2	65.1	42.8	64.8	64.4	61.6	59.2	52.7	47.0	43.3	43.1	42.9				
Energy Average		48.7	Average:		55.4	55.0	52.6	50.3	43.9	41.9	40.8	40.7	40.6				

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APPENDIX 7.1:
OFF-SITE TRAFFIC NOISE LEVEL CALCULATIONS

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Perris Blvd. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,004 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,036 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.65	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-15.59	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-19.55	0.32	-1.20	-5.38	0.000	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	66.4	64.7	58.6	67.2	67.8	
Medium Trucks:	61.3	60.8	54.4	52.9	61.4	61.6	
Heavy Trucks:	62.6	62.2	53.2	54.4	62.8	62.9	
Vehicle Noise:	69.3	68.6	65.3	60.8	69.3	69.8	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			50	107	230	495	
CNEL:			53	114	246	530	

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Perris Blvd. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,748 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,173 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.93	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-15.31	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-19.26	0.32	-1.20	-5.38	0.000	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	66.7	64.9	58.9	67.5	68.1	
Medium Trucks:	61.5	61.1	54.7	53.2	61.6	61.9	
Heavy Trucks:	62.9	62.5	53.5	54.7	63.1	63.2	
Vehicle Noise:	69.6	68.9	65.6	61.1	69.6	70.0	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			52	111	240	517	
CNEL:			55	119	257	554	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Kitching St. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 7,359 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 576 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-3.83	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	77.72	-21.07	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-25.03	1.31	-1.20	-5.50	0.000	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	61.9	60.2	54.1	62.7	63.3	
Medium Trucks:	56.8	56.3	49.9	48.4	56.9	57.1	
Heavy Trucks:	58.1	57.7	48.7	49.9	58.3	58.4	
Vehicle Noise:	64.8	64.1	60.8	56.3	64.8	65.3	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			20	43	92	198	
CNEL:			21	46	99	212	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Kitching St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 8,873 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 695 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-3.02	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	77.72	-20.26	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-24.22	1.31	-1.20	-5.50	0.000	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	62.7	61.0	54.9	63.5	64.1	
Medium Trucks:	57.6	57.1	50.8	49.2	57.7	57.9	
Heavy Trucks:	58.9	58.5	49.5	50.7	59.1	59.2	
Vehicle Noise:	65.6	64.9	61.6	57.1	65.6	66.1	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			22	48	104	225	
CNEL:			24	52	112	241	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Lasselle St. Road Segment: n/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 9,962 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 780 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-2.52	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-19.76	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-23.71	0.73	-1.20	-5.43	0.000	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	62.7	60.9	54.8	63.5	64.1	
Medium Trucks:	57.5	57.1	50.7	49.1	57.6	58.3	
Heavy Trucks:	58.8	58.5	49.4	50.7	59.0	59.2	
Vehicle Noise:	65.5	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:			25	54	117	253	
CNEL:			27	58	126	271	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Lasselle St. Road Segment: s/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 10,972 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 859 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-2.10	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-19.34	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-23.29	0.73	-1.20	-5.43	0.000	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	63.1	61.3	55.3	63.9	64.5	
Medium Trucks:	57.9	57.5	51.1	49.6	58.0	58.3	
Heavy Trucks:	59.2	58.9	49.8	51.1	59.4	59.6	
Vehicle Noise:	65.9	65.3	62.0	57.4	66.0	66.4	
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	

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Lasselle St. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 8,899 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 697 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-3.01	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-20.25	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-24.20	0.73	-1.20	-5.43	0.000	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	62.2	60.4	54.4	63.0	63.6	
Medium Trucks:	57.0	56.6	50.2	48.7	57.1	57.3	
Heavy Trucks:	58.3	58.0	48.9	50.2	58.5	58.7	
Vehicle Noise:	65.0	64.4	61.1	56.5	65.1	65.5	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			23	51	109	235	
CNEL:			25	54	117	251	

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Lasselle St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 14,438 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,131 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.91	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-18.14	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-22.10	0.73	-1.20	-5.43	0.000	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	64.3	62.5	56.5	65.1	65.7	
Medium Trucks:	59.1	58.7	52.3	50.8	59.2	59.4	
Heavy Trucks:	60.4	60.1	51.0	52.3	60.6	60.8	
Vehicle Noise:	67.1	66.5	63.2	58.6	67.2	67.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			32	70	150	324	
CNEL:			35	75	161	347	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Nason St. Road Segment: n/o Fir Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,207 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,052 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.68	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-15.56	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-19.51	0.32	-1.20	-5.38	0.000	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	66.5	64.7	58.6	67.3	67.9	
Medium Trucks:	61.3	60.8	54.5	52.9	61.4	61.6	
Heavy Trucks:	62.6	62.2	53.2	54.5	62.8	62.9	
Vehicle Noise:	69.3	68.6	65.4	60.8	69.3	69.8	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				50	107	231	498
CNEL:				53	115	247	533

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Nason St. Road Segment: s/o Fir Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 21,040 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,647 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	0.73	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-16.51	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-20.47	0.32	-1.20	-5.38	0.000	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	65.5	63.7	57.7	66.3	66.9	
Medium Trucks:	60.3	59.9	53.5	52.0	60.4	60.7	
Heavy Trucks:	61.7	61.3	52.3	53.5	61.9	62.0	
Vehicle Noise:	68.4	67.7	64.4	59.9	68.4	68.8	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				43	93	200	430
CNEL:				46	99	214	460

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Nason St. Road Segment: n/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 21,784 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,706 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.37	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-16.87	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-20.83	0.32	-1.20	-5.38	0.000	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	67.1	65.3	59.3	67.9	68.5	
Medium Trucks:	61.7	61.3	54.9	53.4	61.8	62.0	
Heavy Trucks:	62.5	62.2	53.2	54.4	62.8	62.9	
Vehicle Noise:	69.8	69.1	65.9	61.3	69.8	70.3	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				53	115	248	534
CNEL:				57	123	266	573

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Nason St. Road Segment: s/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 19,791 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,550 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.05	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-17.29	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-21.24	0.32	-1.20	-5.38	0.000	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	66.7	64.9	58.9	67.5	68.1	
Medium Trucks:	61.3	60.8	54.5	52.9	61.4	61.6	
Heavy Trucks:	62.1	61.8	52.7	54.0	62.3	62.5	
Vehicle Noise:	69.4	68.7	65.5	60.8	69.4	69.8	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				50	108	232	501
CNEL:				54	116	249	537

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Nason St. Road Segment: n/o Bay Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 19,898 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,558 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				50 108 233 503			
CNEL:				54 116 250 539			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Nason St. Road Segment: s/o Bay Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 19,924 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,560 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				50 108 233 503			
CNEL:				54 116 250 539			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Nason St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 19,446 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,523 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				49 107 230 495			
CNEL:				53 114 246 531			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Nason St. Road Segment: s/o Cactus				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,862 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 929 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				36 77 165 356			
CNEL:				38 82 177 382			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Eucalyptus Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 8,647 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 677 vehicles Vehicle Speed: 35 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-2.55	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	75.75	-19.79	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-23.75	0.73	-1.20	-5.43	0.000	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	60.4	58.7	52.6	61.2	61.8	
Medium Trucks:	55.5	55.0	48.7	47.1	55.6	55.8	
Heavy Trucks:	57.4	57.0	48.0	49.2	57.6	57.7	
Vehicle Noise:	63.5	62.8	59.4	55.0	63.5	64.0	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			19	40	86	185	
CNEL:			20	43	92	198	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Cottonwood Av. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 8,581 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 672 vehicles Vehicle Speed: 45 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-3.68	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-20.92	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-24.87	1.31	-1.20	-5.50	0.000	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	64.0	62.3	56.2	64.8	65.4	
Medium Trucks:	58.6	58.2	51.8	50.3	58.8	59.0	
Heavy Trucks:	59.5	59.1	50.1	51.3	59.7	59.8	
Vehicle Noise:	66.7	66.0	58.2	56.7	66.7	67.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			27	57	124	267	
CNEL:			29	62	133	286	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Bay Av. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 1,634 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 128 vehicles Vehicle Speed: 30 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: 39.0 feet Centerline Dist. to Observer: 39.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 37.443 Medium Trucks: 37.206 Heavy Trucks: 37.230				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	-9.12	1.78	-1.20	-4.58	0.000	0.000
Medium Trucks:	73.48	-26.36	1.82	-1.20	-4.87	0.000	0.000
Heavy Trucks:	79.92	-30.31	1.82	-1.20	-5.57	0.000	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	52.4	50.6	44.6	53.2	53.8	
Medium Trucks:	47.7	47.3	40.9	39.4	47.9	48.1	
Heavy Trucks:	50.2	49.9	40.8	42.1	50.4	50.6	
Vehicle Noise:	55.7	55.1	51.4	47.3	55.8	56.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			4	9	20	44	
CNEL:			5	10	22	47	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Alessandro Blvd. Road Segment: w/o Perris Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS				
Highway Data			Site Conditions (Hard = 10, Soft = 15)				
Average Daily Traffic (Adt): 28,186 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,207 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%				
			Noise Source Elevations (in feet)				
			Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0				
			Lane Equivalent Distance (in feet)				
			Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076				
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.49	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	79.45	-15.75	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-19.71	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.2	67.4	65.6	59.6	68.2	68.8	
Medium Trucks:	62.0	61.6	55.2	53.7	62.1	62.3	
Heavy Trucks:	62.9	62.5	53.5	54.7	63.1	63.2	
Vehicle Noise:	70.1	69.4	66.2	61.6	70.1	70.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			68	147	316	682	
CNEL:			73	158	339	731	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL								
Scenario: Existing Without Project Road Name: Alessandro Blvd. Road Segment: w/o Kitching St.				Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS					
Highway Data			Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 20,562 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,610 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
			Noise Source Elevations (in feet)					
			Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
			Lane Equivalent Distance (in feet)					
			Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076					
FHWA Noise Model Calculations								
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten	
Autos:	68.46	0.12	-0.51	-1.20	-4.71	0.000	0.000	
Medium Trucks:	79.45	-17.12	-0.49	-1.20	-4.88	0.000	0.000	
Heavy Trucks:	84.25	-21.08	-0.49	-1.20	-5.29	0.000	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	66.0	64.3	58.2	66.8	67.4		
Medium Trucks:	60.6	60.2	53.8	52.3	60.7	61.0		
Heavy Trucks:	61.5	61.1	52.1	53.3	61.7	61.8		
Vehicle Noise:	68.7	68.0	64.9	60.2	68.7	69.2		
Centerline Distance to Noise Contour (in feet)								
			70 dBA	65 dBA	60 dBA	55 dBA		
Ldn:			55	119	256	552		
CNEL:			59	128	275	593		

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL								
Scenario: Existing Without Project Road Name: Alessandro Blvd. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS					
Highway Data			Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 14,040 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,099 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
			Noise Source Elevations (in feet)					
			Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
			Lane Equivalent Distance (in feet)					
			Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076					
FHWA Noise Model Calculations								
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten	
Autos:	68.46	-1.54	-0.51	-1.20	-4.71	0.000	0.000	
Medium Trucks:	79.45	-18.78	-0.49	-1.20	-4.88	0.000	0.000	
Heavy Trucks:	84.25	-22.73	-0.49	-1.20	-5.29	0.000	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	64.4	62.6	56.6	65.2	65.8		
Medium Trucks:	59.0	58.5	52.2	50.6	59.1	59.3		
Heavy Trucks:	59.8	59.5	50.4	51.7	60.0	60.2		
Vehicle Noise:	67.1	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:			43	92	199	428		
CNEL:			46	99	213	459		

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL								
Scenario: Existing Without Project Road Name: Alessandro Blvd. Road Segment: e/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS					
Highway Data			Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 11,290 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 884 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
			Noise Source Elevations (in feet)					
			Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
			Lane Equivalent Distance (in feet)					
			Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076					
FHWA Noise Model Calculations								
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten	
Autos:	70.20	-2.94	-0.51	-1.20	-4.71	0.000	0.000	
Medium Trucks:	81.00	-20.18	-0.49	-1.20	-4.88	0.000	0.000	
Heavy Trucks:	85.38	-24.14	-0.49	-1.20	-5.29	0.000	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	64.7	62.9	56.9	65.5	66.1		
Medium Trucks:	59.1	58.7	52.3	50.8	59.2	59.5		
Heavy Trucks:	59.5	59.2	50.2	51.4	59.8	60.0		
Vehicle Noise:	67.2	66.6	63.5	58.7	67.3	67.7		
Centerline Distance to Noise Contour (in feet)								
			70 dBA	65 dBA	60 dBA	55 dBA		
Ldn:			44	95	205	441		
CNEL:			47	102	220	474		

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL								
Scenario: Existing Without Project Road Name: Alessandro Blvd. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS					
Highway Data			Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 8,886 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 696 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
			Noise Source Elevations (in feet)					
			Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
			Lane Equivalent Distance (in feet)					
			Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830					
FHWA Noise Model Calculations								
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten	
Autos:	68.46	-3.53	0.30	-1.20	-4.67	0.000	0.000	
Medium Trucks:	79.45	-20.76	0.33	-1.20	-4.87	0.000	0.000	
Heavy Trucks:	84.25	-24.72	0.32	-1.20	-5.38	0.000	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	63.2	61.4	55.4	64.0	64.6		
Medium Trucks:	57.8	57.4	51.0	49.5	57.9	58.2		
Heavy Trucks:	58.7	58.3	49.3	50.5	58.9	59.0		
Vehicle Noise:	65.9	65.2	62.0	57.4	65.9	66.4		
Centerline Distance to Noise Contour (in feet)								
			70 dBA	65 dBA	60 dBA	55 dBA		
Ldn:			29	63	136	294		
CNEL:			31	68	146	315		

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Cactus Av. Road Segment: w/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 16,059 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,257 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.96	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-18.19	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-22.15	1.31	-1.20	-5.50	0.000	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	66.7	65.0	58.9	67.5	68.2	
Medium Trucks:	61.4	60.9	54.6	53.0	61.5	61.7	
Heavy Trucks:	62.2	61.9	52.8	54.1	62.4	62.5	
Vehicle Noise:	69.4	68.7	65.6	60.9	69.5	69.9	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			41	87	188	405	
CNEL:			43	94	202	434	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Cactus Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,689 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 915 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-2.34	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-19.57	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-23.53	1.31	-1.20	-5.50	0.000	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	65.4	63.6	57.5	66.2	66.8	
Medium Trucks:	60.0	59.5	53.2	51.6	60.1	60.3	
Heavy Trucks:	60.8	60.5	51.4	52.7	61.0	61.2	
Vehicle Noise:	68.0	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:			33	71	152	328	
CNEL:			35	76	163	352	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Iris Av. Road Segment: w/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 25,277 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,979 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	70.20	0.56	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	81.00	-16.68	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	85.38	-20.64	-0.49	-1.20	-5.29	0.000	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	68.2	66.4	60.4	69.0	69.6	
Medium Trucks:	62.6	62.2	55.8	54.3	62.7	63.0	
Heavy Trucks:	63.0	62.7	53.7	54.9	63.3	63.4	
Vehicle Noise:	70.7	70.1	67.0	62.2	70.8	71.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			76	163	350	755	
CNEL:			81	175	377	811	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing Without Project Road Name: Iris Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 21,571 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,689 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	70.20	-0.13	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	81.00	-17.37	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	85.38	-21.33	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.4	67.5	65.8	59.7	68.3	68.9	
Medium Trucks:	61.9	61.5	55.1	53.6	62.0	62.3	
Heavy Trucks:	62.4	62.0	53.0	54.2	62.6	62.7	
Vehicle Noise:	70.1	69.4	66.3	61.5	70.1	70.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			68	146	315	679	
CNEL:			73	157	339	730	

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Perris Blvd. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,404 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,067 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				50 108 232 500			
CNEL:				54 115 249 536			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Perris Blvd. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,148 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,204 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				52 112 242 522			
CNEL:				56 120 259 559			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Kitching St. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 7,477 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				20 43 93 201			
CNEL:				21 46 100 215			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Kitching St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 8,991 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 704 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				23 49 105 227			
CNEL:				24 52 113 243			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Lasselle St. Road Segment: n/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 10,080 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 789 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-2.47	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-19.71	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-23.66	0.73	-1.20	-5.43	0.000	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	62.7	60.9	54.9	63.5	64.1	
Medium Trucks:	57.5	57.1	50.7	49.2	57.7	57.9	
Heavy Trucks:	58.9	58.5	49.5	50.7	59.1	59.2	
Vehicle Noise:	65.6	64.9	61.6	57.1	65.6	66.1	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			25	55	118	255	
CNEL:			27	59	127	273	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Lasselle St. Road Segment: s/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,090 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 868 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-2.05	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-19.29	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-23.25	0.73	-1.20	-5.43	0.000	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	63.1	61.4	55.3	63.9	64.5	
Medium Trucks:	58.0	57.5	51.2	49.6	58.1	58.3	
Heavy Trucks:	59.3	58.9	49.9	51.1	59.5	59.6	
Vehicle Noise:	66.0	65.3	62.0	57.5	66.0	66.5	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			27	59	126	272	
CNEL:			29	63	135	291	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Lasselle St. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 9,017 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 706 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-2.95	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-20.19	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-24.15	0.73	-1.20	-5.43	0.000	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	62.2	60.5	54.4	63.0	63.6	
Medium Trucks:	57.1	56.6	50.3	48.7	57.2	57.4	
Heavy Trucks:	58.4	58.0	49.0	50.2	58.6	58.7	
Vehicle Noise:	65.1	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:			24	51	110	237	
CNEL:			25	55	118	253	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Lasselle St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 14,838 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,162 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.79	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-18.03	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-21.98	0.73	-1.20	-5.43	0.000	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	64.4	62.6	56.6	65.2	65.8	
Medium Trucks:	59.2	58.8	52.4	50.9	59.3	59.6	
Heavy Trucks:	60.5	60.2	51.2	52.4	60.8	60.9	
Vehicle Noise:	67.2	66.6	63.3	58.8	67.3	67.7	
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: Existing With Project Road Name: Nason St. Road Segment: n/o Fir Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 32,737 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,563 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.65	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-14.59	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-18.55	0.32	-1.20	-5.38	0.000	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	67.4	65.7	59.6	68.2	68.8	
Medium Trucks:	62.3	61.8	55.4	53.9	62.4	62.6	
Heavy Trucks:	63.6	63.2	54.2	55.4	63.8	63.9	
Vehicle Noise:	70.3	69.6	66.3	61.8	70.3	70.8	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			58	124	268	577	
CNEL:			62	133	287	618	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Nason St. Road Segment: s/o Fir Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,852 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,181 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.95	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-15.29	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-19.25	0.32	-1.20	-5.38	0.000	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	66.7	65.0	58.9	67.5	68.1	
Medium Trucks:	61.5	61.1	54.7	53.2	61.7	61.9	
Heavy Trucks:	62.9	62.5	53.5	54.7	63.1	63.2	
Vehicle Noise:	69.6	68.9	65.6	61.1	69.6	70.1	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			52	112	241	518	
CNEL:			56	120	258	555	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Nason St. Road Segment: n/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,996 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,270 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.61	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-15.63	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-19.58	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	69.2	68.3	66.6	60.5	69.1	69.7	
Medium Trucks:	62.9	62.5	56.1	54.6	63.1	63.3	
Heavy Trucks:	63.8	63.4	54.4	55.6	64.0	64.1	
Vehicle Noise:	71.0	70.3	67.2	62.5	71.0	71.5	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			65	139	300	646	
CNEL:			69	149	322	693	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Nason St. Road Segment: s/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 25,311 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,982 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.02	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-16.22	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-20.17	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.6	67.7	66.0	59.9	68.5	69.2	
Medium Trucks:	62.4	61.9	55.5	54.0	62.5	62.7	
Heavy Trucks:	63.2	62.8	53.8	55.1	63.4	63.5	
Vehicle Noise:	70.4	69.7	66.6	61.9	70.5	70.9	
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: Existing With Project Road Name: Nason St. Road Segment: n/o Bay Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 25,418 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,990 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.04	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-16.20	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-20.16	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.6	67.8	66.0	59.9	68.6	69.2	
Medium Trucks:	62.4	61.9	55.6	54.0	62.5	62.7	
Heavy Trucks:	63.2	62.9	53.8	55.1	63.4	63.6	
Vehicle Noise:	70.4	69.8	66.6	61.9	70.5	70.9	
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: Existing With Project Road Name: Nason St. Road Segment: s/o Bay Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 23,250 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,820 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.65	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-16.59	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-20.54	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.2	67.4	65.6	59.6	68.2	68.8	
Medium Trucks:	62.0	61.5	55.2	53.6	62.1	62.3	
Heavy Trucks:	62.8	62.5	53.4	54.7	63.0	63.2	
Vehicle Noise:	70.1	69.4	66.2	61.5	70.1	70.5	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			56	120	259	558	
CNEL:			60	129	278	598	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Nason St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 20,202 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,582 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.04	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-17.20	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-21.15	0.32	-1.20	-5.38	0.000	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	66.8	65.0	58.9	67.6	68.2	
Medium Trucks:	61.4	60.9	54.6	53.0	61.5	61.7	
Heavy Trucks:	62.2	61.9	52.8	54.1	62.4	62.6	
Vehicle Noise:	69.4	68.8	65.6	60.9	69.5	69.9	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			51	109	236	508	
CNEL:			54	117	253	545	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Nason St. Road Segment: s/o Cactus				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 12,382 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 969 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-2.09	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-19.32	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-23.28	0.32	-1.20	-5.38	0.000	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	64.6	62.9	56.8	65.4	66.0	
Medium Trucks:	59.3	58.8	52.4	50.9	59.4	59.6	
Heavy Trucks:	60.1	59.7	50.7	52.0	60.3	60.4	
Vehicle Noise:	67.3	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:			37	79	170	366	
CNEL:			39	85	182	393	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Eucalyptus Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 9,047 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 708 vehicles Vehicle Speed: 35 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-2.36	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	75.75	-19.60	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-23.55	0.73	-1.20	-5.43	0.000	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	60.6	58.9	52.8	61.4	62.0	
Medium Trucks:	55.7	55.2	48.9	47.3	55.8	56.0	
Heavy Trucks:	57.6	57.2	48.2	49.4	57.8	57.9	
Vehicle Noise:	63.7	63.0	59.6	55.2	63.7	64.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			19	41	89	191	
CNEL:			20	44	95	204	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Cottonwood Av. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 8,981 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 703 vehicles Vehicle Speed: 45 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-3.48	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-20.72	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-24.67	1.31	-1.20	-5.50	0.000	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	64.2	62.5	56.4	65.0	65.6	
Medium Trucks:	58.8	58.4	52.0	50.5	59.0	59.2	
Heavy Trucks:	59.7	59.3	50.3	51.5	59.9	60.0	
Vehicle Noise:	66.9	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:			27	59	128	275	
CNEL:			29	64	137	295	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Bay Av. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,212 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 173 vehicles Vehicle Speed: 30 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: 39.0 feet Centerline Dist. to Observer: 39.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 37.443 Medium Trucks: 37.206 Heavy Trucks: 37.230			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	-7.81	1.78	-1.20	-4.58	0.000	0.000
Medium Trucks:	73.48	-25.04	1.82	-1.20	-4.87	0.000	0.000
Heavy Trucks:	79.92	-29.00	1.82	-1.20	-5.57	0.000	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	53.7	51.9	45.9	54.5	55.1	
Medium Trucks:	49.1	48.6	42.3	40.7	49.2	49.4	
Heavy Trucks:	51.5	51.2	42.1	43.4	51.7	51.9	
Vehicle Noise:	57.0	56.4	52.8	48.6	57.1	57.5	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			5	12	25	54	
CNEL:			6	12	27	57	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Alessandro Blvd. Road Segment: w/o Perris Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,654 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,244 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.56	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	79.45	-15.68	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-19.64	-0.49	-1.20	-5.29	0.000	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	67.5	65.7	59.7	68.3	68.9	
Medium Trucks:	62.1	61.6	55.3	53.7	62.2	62.4	
Heavy Trucks:	62.9	62.6	53.5	54.8	63.1	63.3	
Vehicle Noise:	70.1	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:			69	148	320	689	
CNEL:			74	159	343	739	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing With Project Road Name: Alessandro Blvd. Road Segment: w/o Kitching St.					Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 21,830 vehicles				Autos: 15					
Peak Hour Percentage: 7.83%				Medium Trucks (2 Axles): 15					
Peak Hour Volume: 1,709 vehicles				Heavy Trucks (3+ Axles): 15					
Vehicle Speed: 45 mph				Vehicle Mix					
Near/Far Lane Distance: 82 feet				VehicleType		Day	Evening	Night	Daily
Site Data				Autos: 77.5% 12.9% 9.6% 97.42%					
Barrier Height: 0.0 feet				Medium Trucks: 84.8% 4.9% 10.3% 1.84%					
Barrier Type (0-Wall, 1-Berm): 0.0				Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
Centerline Dist. to Barrier: 67.0 feet				Noise Source Elevations (in feet)					
Centerline Dist. to Observer: 67.0 feet				Autos: 0.000					
Barrier Distance to Observer: 0.0 feet				Medium Trucks: 2.297					
Observer Height (Above Pad): 5.0 feet				Heavy Trucks: 8.006 Grade Adjustment: 0.0					
Pad Elevation: 0.0 feet				Lane Equivalent Distance (in feet)					
Road Elevation: 0.0 feet				Autos: 53.226					
Road Grade: 0.0%				Medium Trucks: 53.059					
Left View: -90.0 degrees				Heavy Trucks: 53.076					
Right View: 90.0 degrees									
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	0.38	-0.51	-1.20	-4.71	0.000	0.000		
Medium Trucks:	79.45	-16.86	-0.49	-1.20	-4.88	0.000	0.000		
Heavy Trucks:	84.25	-20.82	-0.49	-1.20	-5.29	0.000	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	66.3	64.5	58.5	67.1	67.7			
Medium Trucks:	60.9	60.5	54.1	52.5	61.0	61.2			
Heavy Trucks:	61.7	61.4	52.3	53.6	62.0	62.1			
Vehicle Noise:	69.0	68.3	65.1	60.5	69.0	69.5			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			57	124	267	575			
CNEL:			62	133	286	617			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing With Project Road Name: Alessandro Blvd. Road Segment: w/o Lasselle St.					Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 15,546 vehicles				Autos: 15					
Peak Hour Percentage: 7.83%				Medium Trucks (2 Axles): 15					
Peak Hour Volume: 1,217 vehicles				Heavy Trucks (3+ Axles): 15					
Vehicle Speed: 45 mph				Vehicle Mix					
Near/Far Lane Distance: 82 feet				VehicleType		Day	Evening	Night	Daily
Site Data				Autos: 77.5% 12.9% 9.6% 97.42%					
Barrier Height: 0.0 feet				Medium Trucks: 84.8% 4.9% 10.3% 1.84%					
Barrier Type (0-Wall, 1-Berm): 0.0				Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
Centerline Dist. to Barrier: 67.0 feet				Noise Source Elevations (in feet)					
Centerline Dist. to Observer: 67.0 feet				Autos: 0.000					
Barrier Distance to Observer: 0.0 feet				Medium Trucks: 2.297					
Observer Height (Above Pad): 5.0 feet				Heavy Trucks: 8.006 Grade Adjustment: 0.0					
Pad Elevation: 0.0 feet				Lane Equivalent Distance (in feet)					
Road Elevation: 0.0 feet				Autos: 53.226					
Road Grade: 0.0%				Medium Trucks: 53.059					
Left View: -90.0 degrees				Heavy Trucks: 53.076					
Right View: 90.0 degrees									
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	-1.10	-0.51	-1.20	-4.71	0.000	0.000		
Medium Trucks:	79.45	-18.34	-0.49	-1.20	-4.88	0.000	0.000		
Heavy Trucks:	84.25	-22.29	-0.49	-1.20	-5.29	0.000	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	64.8	63.0	57.0	65.6	66.2			
Medium Trucks:	59.4	59.0	52.6	51.1	59.5	59.8			
Heavy Trucks:	60.3	59.9	50.9	52.1	60.5	60.6			
Vehicle Noise:	67.5	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:			46	99	213	458			
CNEL:			49	106	228	492			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing With Project Road Name: Alessandro Blvd. Road Segment: e/o Lasselle St.					Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 13,314 vehicles				Autos: 15					
Peak Hour Percentage: 7.83%				Medium Trucks (2 Axles): 15					
Peak Hour Volume: 1,043 vehicles				Heavy Trucks (3+ Axles): 15					
Vehicle Speed: 50 mph				Vehicle Mix					
Near/Far Lane Distance: 82 feet				VehicleType		Day	Evening	Night	Daily
Site Data				Autos: 77.5% 12.9% 9.6% 97.42%					
Barrier Height: 0.0 feet				Medium Trucks: 84.8% 4.9% 10.3% 1.84%					
Barrier Type (0-Wall, 1-Berm): 0.0				Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
Centerline Dist. to Barrier: 67.0 feet				Noise Source Elevations (in feet)					
Centerline Dist. to Observer: 67.0 feet				Autos: 0.000					
Barrier Distance to Observer: 0.0 feet				Medium Trucks: 2.297					
Observer Height (Above Pad): 5.0 feet				Heavy Trucks: 8.006 Grade Adjustment: 0.0					
Pad Elevation: 0.0 feet				Lane Equivalent Distance (in feet)					
Road Elevation: 0.0 feet				Autos: 53.226					
Road Grade: 0.0%				Medium Trucks: 53.059					
Left View: -90.0 degrees				Heavy Trucks: 53.076					
Right View: 90.0 degrees									
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	70.20	-2.23	-0.51	-1.20	-4.71	0.000	0.000		
Medium Trucks:	81.00	-19.47	-0.49	-1.20	-4.88	0.000	0.000		
Heavy Trucks:	85.38	-23.42	-0.49	-1.20	-5.29	0.000	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	65.4	63.7	57.6	66.2	66.8			
Medium Trucks:	59.8	59.4	53.0	51.5	60.0	60.2			
Heavy Trucks:	60.3	59.9	50.9	52.1	60.5	60.6			
Vehicle Noise:	68.0	67.3	64.2	59.4	68.0	68.5			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			49	106	229	493			
CNEL:			53	114	246	529			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: Existing With Project Road Name: Alessandro Blvd. Road Segment: e/o Nason St.					Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 9,924 vehicles				Autos: 15					
Peak Hour Percentage: 7.83%				Medium Trucks (2 Axles): 15					
Peak Hour Volume: 777 vehicles				Heavy Trucks (3+ Axles): 15					
Vehicle Speed: 45 mph				Vehicle Mix					
Near/Far Lane Distance: 58 feet				VehicleType		Day	Evening	Night	Daily
Site Data				Autos: 77.5% 12.9% 9.6% 97.42%					
Barrier Height: 0.0 feet				Medium Trucks: 84.8% 4.9% 10.3% 1.84%					
Barrier Type (0-Wall, 1-Berm): 0.0				Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
Centerline Dist. to Barrier: 55.0 feet				Noise Source Elevations (in feet)					
Centerline Dist. to Observer: 55.0 feet				Autos: 0.000					
Barrier Distance to Observer: 0.0 feet				Medium Trucks: 2.297					
Observer Height (Above Pad): 5.0 feet				Heavy Trucks: 8.006 Grade Adjustment: 0.0					
Pad Elevation: 0.0 feet				Lane Equivalent Distance (in feet)					
Road Elevation: 0.0 feet				Autos: 47.000					
Road Grade: 0.0%				Medium Trucks: 46.811					
Left View: -90.0 degrees				Heavy Trucks: 46.830					
Right View: 90.0 degrees									
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	-3.05	0.30	-1.20	-4.67	0.000	0.000		
Medium Trucks:	79.45	-20.28	0.33	-1.20	-4.87	0.000	0.000		
Heavy Trucks:	84.25	-24.24	0.32	-1.20	-5.38	0.000	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	63.7	61.9	55.9	64.5	65.1			
Medium Trucks:	58.3	57.8	51.5	49.9	58.4	58.6			
Heavy Trucks:	59.1	58.8	49.7	51.0	59.3	59.5			
Vehicle Noise:	66.4	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:			32	68	147	316			
CNEL:			34	73	157	339			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Cactus Av. Road Segment: w/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 16,177 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,267 vehicles Vehicle Speed: 45 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.92	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-18.16	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-22.12	1.31	-1.20	-5.50	0.000	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	66.8	65.0	59.0	67.6	68.2	
Medium Trucks:	61.4	61.0	54.6	53.0	61.5	61.7	
Heavy Trucks:	62.2	61.9	52.8	54.1	62.5	62.6	
Vehicle Noise:	69.5	68.8	65.6	61.0	69.5	69.9	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			41	88	189	407	
CNEL:			44	94	203	437	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Cactus Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,807 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 924 vehicles Vehicle Speed: 45 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-2.29	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-19.53	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-23.49	1.31	-1.20	-5.50	0.000	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	65.4	63.6	57.6	66.2	66.8	
Medium Trucks:	60.0	59.6	53.2	51.7	60.1	60.4	
Heavy Trucks:	60.9	60.5	51.5	52.7	61.1	61.2	
Vehicle Noise:	68.1	67.4	64.3	59.6	68.1	68.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			33	71	153	330	
CNEL:			35	76	164	354	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Iris Av. Road Segment: w/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 25,677 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,011 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	70.20	0.62	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	81.00	-16.61	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	85.38	-20.57	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	69.1	68.3	66.5	60.5	69.1	69.7	
Medium Trucks:	62.7	62.3	55.9	54.3	62.8	63.0	
Heavy Trucks:	63.1	62.8	53.7	55.0	63.3	63.5	
Vehicle Noise:	70.8	70.1	67.1	62.3	70.8	71.3	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			76	164	354	763	
CNEL:			82	177	381	820	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: Existing With Project Road Name: Iris Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 21,689 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,698 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	70.20	-0.11	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	81.00	-17.35	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	85.38	-21.30	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.4	67.5	65.8	59.7	68.3	69.0	
Medium Trucks:	62.0	61.5	55.2	53.6	62.1	62.3	
Heavy Trucks:	62.4	62.0	53.0	54.2	62.6	62.7	
Vehicle Noise:	70.1	69.4	66.3	61.6	70.1	70.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			68	147	316	682	
CNEL:			73	158	340	733	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Perris Blvd. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,860 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,260 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				53 114 246 531			
CNEL:				57 122 264 568			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Perris Blvd. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,802 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,412 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				55 119 257 554			
CNEL:				59 128 275 594			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Kitching St. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 7,809 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 611 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				21 44 96 206			
CNEL:				22 48 103 221			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Kitching St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 9,416 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 737 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				23 50 109 234			
CNEL:				25 54 116 250			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Lasselle St. Road Segment: n/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 12,766 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,000 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-1.44	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-18.68	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-22.64	0.73	-1.20	-5.43	0.000	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	63.7	62.0	55.9	64.5	65.1	
Medium Trucks:	58.6	58.1	51.8	50.2	58.7	58.9	
Heavy Trucks:	59.9	59.5	50.5	51.7	60.1	60.2	
Vehicle Noise:	66.6	65.9	62.6	58.1	66.6	67.1	
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: EAC (2025) Road Name: Lasselle St. Road Segment: s/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 14,025 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,098 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-1.03	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-18.27	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-22.23	0.73	-1.20	-5.43	0.000	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	64.2	62.4	56.3	65.0	65.6	
Medium Trucks:	59.0	58.5	52.2	50.6	59.1	59.3	
Heavy Trucks:	60.3	59.9	50.9	52.2	60.5	60.6	
Vehicle Noise:	67.0	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:			32	68	147	318	
CNEL:			34	73	158	340	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Lasselle St. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,366 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 890 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-1.95	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-19.18	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-23.14	0.73	-1.20	-5.43	0.000	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	63.2	61.5	55.4	64.0	64.6	
Medium Trucks:	58.1	57.6	51.3	49.7	58.2	58.4	
Heavy Trucks:	59.4	59.0	50.0	51.2	59.6	59.7	
Vehicle Noise:	66.1	65.4	62.1	57.6	66.1	66.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			28	59	128	276	
CNEL:			30	64	137	296	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Lasselle St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 17,318 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,356 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.12	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-17.36	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-21.31	0.73	-1.20	-5.43	0.000	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	65.1	63.3	57.2	65.9	66.5	
Medium Trucks:	59.9	59.5	53.1	51.5	60.0	60.2	
Heavy Trucks:	61.2	60.9	51.8	53.1	61.4	61.6	
Vehicle Noise:	67.9	67.3	64.0	59.4	68.0	68.4	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			37	79	170	366	
CNEL:			39	84	182	391	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Nason St. Road Segment: n/o Fir Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 46,829 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 3,667 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	4.20	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-13.04	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-16.99	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	69.8	69.0	67.2	61.2	69.8	70.4	
Medium Trucks:	63.8	63.4	57.0	55.5	63.9	64.1	
Heavy Trucks:	65.1	64.8	55.7	57.0	65.3	65.5	
Vehicle Noise:	71.8	71.2	67.9	63.3	71.9	72.3	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				73	158	340	733
CNEL:				78	169	364	785

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Nason St. Road Segment: s/o Fir Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 41,322 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 3,235 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.66	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-13.58	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-17.53	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	69.3	68.4	66.7	60.6	69.2	69.8	
Medium Trucks:	63.3	62.8	56.5	54.9	63.4	63.6	
Heavy Trucks:	64.6	64.2	55.2	56.4	64.8	64.9	
Vehicle Noise:	71.3	70.6	67.3	62.8	71.3	71.8	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				67	145	313	674
CNEL:				72	156	335	722

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Nason St. Road Segment: n/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 42,733 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 3,346 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.29	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-13.94	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-17.90	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.9	70.0	68.3	62.2	70.8	71.4	
Medium Trucks:	64.6	64.2	57.8	56.3	64.7	65.0	
Heavy Trucks:	65.5	65.1	56.1	57.3	65.7	65.8	
Vehicle Noise:	72.7	72.0	68.9	64.2	72.7	73.2	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				84	180	388	837
CNEL:				90	193	416	897

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Nason St. Road Segment: s/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 38,005 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,976 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.79	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-14.45	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-18.41	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.3	69.5	67.7	61.7	70.3	70.9	
Medium Trucks:	64.1	63.7	57.3	55.8	64.2	64.5	
Heavy Trucks:	65.0	64.6	55.6	56.8	65.2	65.3	
Vehicle Noise:	72.2	71.5	68.4	63.7	72.2	72.7	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				77	167	359	774
CNEL:				83	179	385	830

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Nason St. Road Segment: n/o Bay Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 35,157 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,753 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.45	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-14.79	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-18.75	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.0	69.2	67.4	61.3	70.0	70.6	
Medium Trucks:	63.8	63.3	57.0	55.4	63.9	64.1	
Heavy Trucks:	64.6	64.3	55.2	56.5	64.8	65.0	
Vehicle Noise:	71.8	71.2	68.0	63.3	71.9	72.3	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			73	158	341	734	
CNEL:			79	170	366	788	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Nason St. Road Segment: s/o Bay Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,917 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,656 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.29	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-14.95	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-18.90	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	69.9	69.0	67.2	61.2	69.8	70.4	
Medium Trucks:	63.6	63.2	56.8	55.3	63.7	64.0	
Heavy Trucks:	64.5	64.1	55.1	56.3	64.7	64.8	
Vehicle Noise:	71.7	71.0	67.9	63.2	71.7	72.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			72	154	333	717	
CNEL:			77	166	357	769	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Nason St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 25,322 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,983 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.02	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-16.22	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-20.17	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.6	67.7	66.0	59.9	68.5	69.2	
Medium Trucks:	62.4	61.9	55.6	54.0	62.5	62.7	
Heavy Trucks:	63.2	62.8	53.8	55.1	63.4	63.5	
Vehicle Noise:	70.4	69.7	66.6	61.9	70.5	70.9	
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: EAC (2025) Road Name: Nason St. Road Segment: s/o Cactus				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 15,012 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,175 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-1.25	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-18.49	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-22.44	0.32	-1.20	-5.38	0.000	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	65.5	63.7	57.7	66.3	66.9	
Medium Trucks:	60.1	59.6	53.3	51.7	60.2	60.4	
Heavy Trucks:	60.9	60.6	51.5	52.8	61.1	61.3	
Vehicle Noise:	68.2	67.5	64.3	59.6	68.2	68.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			42	90	193	416	
CNEL:			45	96	207	447	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Eucalyptus Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 9,722 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 761 vehicles Vehicle Speed: 35 mph Near/Far Lane Distance: 48 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-2.04	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	75.75	-19.28	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-23.24	0.73	-1.20	-5.43	0.000	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	60.9	59.2	53.1	61.7	62.3	
Medium Trucks:	56.0	55.6	49.2	47.7	56.1	56.3	
Heavy Trucks:	57.9	57.5	48.5	49.7	58.1	58.2	
Vehicle Noise:	64.0	63.3	59.9	55.5	64.0	64.5	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			20	43	93	201	
CNEL:			21	46	99	214	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Cottonwood Av. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 12,378 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 969 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-2.09	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-19.33	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-23.28	1.31	-1.20	-5.50	0.000	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	65.6	63.8	57.8	66.4	67.0	
Medium Trucks:	60.2	59.8	53.4	51.9	60.3	60.6	
Heavy Trucks:	61.1	60.7	51.7	52.9	61.3	61.4	
Vehicle Noise:	68.3	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:			34	73	158	340	
CNEL:			37	79	170	365	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Bay Av. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,290 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 179 vehicles Vehicle Speed: 30 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 39.0 feet Centerline Dist. to Observer: 39.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 37.443 Medium Trucks: 37.206 Heavy Trucks: 37.230			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	-7.65	1.78	-1.20	-4.58	0.000	0.000
Medium Trucks:	73.48	-24.89	1.82	-1.20	-4.87	0.000	0.000
Heavy Trucks:	79.92	-28.85	1.82	-1.20	-5.57	0.000	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	53.8	52.1	46.0	54.6	55.2	
Medium Trucks:	49.2	48.8	42.4	40.9	49.3	49.6	
Heavy Trucks:	51.7	51.3	42.3	43.5	51.9	52.0	
Vehicle Noise:	57.2	56.6	52.9	48.7	57.3	57.7	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			6	12	26	55	
CNEL:			6	13	27	59	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Alessandro Blvd. Road Segment: w/o Perris Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 34,887 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,732 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 82 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.41	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	79.45	-14.83	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-18.78	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	69.2	68.3	66.6	60.5	69.1	69.7	
Medium Trucks:	62.9	62.5	56.1	54.6	63.0	63.3	
Heavy Trucks:	63.8	63.4	54.4	55.6	64.0	64.1	
Vehicle Noise:	71.0	70.3	67.2	62.5	71.0	71.5	
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: EAC (2025) Road Name: Alessandro Blvd. Road Segment: w/o Kitching St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,416 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,303 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 82 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.67	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	79.45	-15.57	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-19.52	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.4	67.6	65.8	59.8	68.4	69.0	
Medium Trucks:	62.2	61.7	55.4	53.8	62.3	62.5	
Heavy Trucks:	63.0	62.7	53.6	54.9	63.2	63.4	
Vehicle Noise:	70.3	69.6	66.4	61.8	70.3	70.8	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			70	151	326	701	
CNEL:			75	162	349	752	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Alessandro Blvd. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 22,495 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,761 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 82 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.51	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	79.45	-16.73	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-20.69	-0.49	-1.20	-5.29	0.000	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	66.4	64.7	58.6	67.2	67.8	
Medium Trucks:	61.0	60.6	54.2	52.7	61.1	61.4	
Heavy Trucks:	61.9	61.5	52.5	53.7	62.1	62.2	
Vehicle Noise:	69.1	68.4	65.3	60.6	69.1	69.6	
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	

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Alessandro Blvd. Road Segment: e/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 19,759 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,547 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	70.20	-0.51	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	81.00	-17.75	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	85.38	-21.71	-0.49	-1.20	-5.29	0.000	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	67.1	65.4	59.3	67.9	68.6	
Medium Trucks:	61.6	61.1	54.8	53.2	61.7	61.9	
Heavy Trucks:	62.0	61.6	52.6	53.8	62.2	62.3	
Vehicle Noise:	69.7	69.0	65.9	61.2	69.7	70.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			64	138	297	641	
CNEL:			69	148	320	688	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Alessandro Blvd. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 22,030 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,725 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.42	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-16.82	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-20.78	0.32	-1.20	-5.38	0.000	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	67.1	65.4	59.3	67.9	68.5	
Medium Trucks:	61.8	61.3	54.9	53.4	61.9	62.1	
Heavy Trucks:	62.6	62.2	53.2	54.5	62.8	62.9	
Vehicle Noise:	69.8	69.1	66.0	61.3	69.9	70.3	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			54	116	250	538	
CNEL:			58	124	268	577	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Cactus Av. Road Segment: w/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 17,894 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,401 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.49	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-17.72	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-21.68	1.31	-1.20	-5.50	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.1	67.2	65.4	59.4	68.0	68.6	
Medium Trucks:	61.8	61.4	55.0	53.5	61.9	62.2	
Heavy Trucks:	62.7	62.3	53.3	54.5	62.9	63.0	
Vehicle Noise:	69.9	69.2	66.1	61.4	69.9	70.4	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			44	94	202	435	
CNEL:			47	101	217	467	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Cactus Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 12,494 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 978 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-2.05	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-19.28	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-23.24	1.31	-1.20	-5.50	0.000	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	65.7	63.9	57.8	66.5	67.1	
Medium Trucks:	60.3	59.8	53.5	51.9	60.4	60.6	
Heavy Trucks:	61.1	60.8	51.7	53.0	61.3	61.5	
Vehicle Noise:	68.3	67.7	64.5	59.8	68.4	68.8	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			34	74	159	343	
CNEL:			37	79	171	368	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Iris Av. Road Segment: w/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,064 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,589 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	70.20	1.72	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	81.00	-15.52	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	85.38	-19.47	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.2	69.4	67.6	61.6	70.2	70.8	
Medium Trucks:	63.8	63.3	57.0	55.4	63.9	64.1	
Heavy Trucks:	64.2	63.9	54.8	56.1	64.4	64.6	
Vehicle Noise:	71.9	71.2	68.2	63.4	71.9	72.4	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			90	195	419	903	
CNEL:			97	209	450	970	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAC (2025) Road Name: Iris Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,496 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,231 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	70.20	1.08	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	81.00	-16.16	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	85.38	-20.12	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	69.6	68.7	67.0	60.9	69.5	70.1	
Medium Trucks:	63.1	62.7	56.3	54.8	63.3	63.5	
Heavy Trucks:	63.6	63.2	54.2	55.4	63.8	63.9	
Vehicle Noise:	71.3	70.6	67.5	62.8	71.3	71.8	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			82	176	380	818	
CNEL:			88	189	408	879	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Perris Blvd. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 29,260 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,291 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.16	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-15.08	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-19.03	0.32	-1.20	-5.38	0.000	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	66.9	65.2	59.1	67.7	68.3	
Medium Trucks:	61.8	61.3	55.0	53.4	61.9	62.1	
Heavy Trucks:	63.1	62.7	53.7	54.9	63.3	63.4	
Vehicle Noise:	69.8	69.1	65.8	61.3	69.8	70.3	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			54	115	249	536	
CNEL:			57	124	266	574	

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Perris Blvd. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,202 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,443 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.44	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-14.80	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-18.75	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.1	67.2	65.4	59.4	68.0	68.6	
Medium Trucks:	62.0	61.6	55.2	53.7	62.2	62.4	
Heavy Trucks:	63.4	63.0	54.0	55.2	63.6	63.7	
Vehicle Noise:	70.1	69.4	66.1	61.6	70.1	70.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			56	120	260	559	
CNEL:			60	129	278	599	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Kitching St. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 7,927 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 621 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-3.51	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	77.72	-20.75	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-24.70	1.31	-1.20	-5.50	0.000	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	62.2	60.5	54.4	63.0	63.6	
Medium Trucks:	57.1	56.6	50.3	48.7	57.2	57.4	
Heavy Trucks:	58.4	58.0	49.0	50.3	58.6	58.7	
Vehicle Noise:	65.1	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:			21	45	97	209	
CNEL:			22	48	104	223	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Kitching St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 9,534 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 747 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-2.71	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	77.72	-19.95	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-23.90	1.31	-1.20	-5.50	0.000	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	63.0	61.3	55.2	63.8	64.4	
Medium Trucks:	57.9	57.4	51.1	49.5	58.0	58.2	
Heavy Trucks:	59.2	58.8	49.8	51.1	59.4	59.5	
Vehicle Noise:	65.9	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:			24	51	109	236	
CNEL:			25	54	117	253	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Lasselle St. Road Segment: n/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 12,884 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,009 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-1.40	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-18.64	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-22.60	0.73	-1.20	-5.43	0.000	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	63.8	62.0	56.0	64.6	65.2	
Medium Trucks:	58.6	58.2	51.8	50.3	58.7	59.0	
Heavy Trucks:	59.9	59.6	50.5	51.8	60.1	60.3	
Vehicle Noise:	66.6	66.0	62.7	58.1	66.7	67.1	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			30	65	139	300	
CNEL:			32	69	149	321	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Lasselle St. Road Segment: s/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 14,143 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,107 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-1.00	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-18.23	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-22.19	0.73	-1.20	-5.43	0.000	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	64.2	62.4	56.4	65.0	65.6	
Medium Trucks:	59.0	58.6	52.2	50.7	59.1	59.4	
Heavy Trucks:	60.3	60.0	50.9	52.2	60.5	60.7	
Vehicle Noise:	67.0	66.4	63.1	58.5	67.1	67.5	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			32	69	148	319	
CNEL:			34	74	159	342	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Lasselle St. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,484 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 899 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-1.90	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-19.14	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-23.10	0.73	-1.20	-5.43	0.000	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	63.3	61.5	55.5	64.1	64.7	
Medium Trucks:	58.1	57.7	51.3	49.8	58.2	58.5	
Heavy Trucks:	59.4	59.1	50.0	51.3	59.6	59.8	
Vehicle Noise:	66.1	65.5	62.2	57.6	66.2	66.6	
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: EAPC (2025) Road Name: Lasselle St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 17,718 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,387 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-0.02	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-17.26	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-21.21	0.73	-1.20	-5.43	0.000	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	65.2	63.4	57.3	66.0	66.6	
Medium Trucks:	60.0	59.6	53.2	51.6	60.1	60.3	
Heavy Trucks:	61.3	61.0	51.9	53.2	61.5	61.7	
Vehicle Noise:	68.0	67.4	64.1	59.5	68.1	68.5	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			37	80	172	371	
CNEL:			40	86	184	397	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Nason St. Road Segment: n/o Fir Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 53,359 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,178 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				80 172 371 800			
CNEL:				86 184 397 856			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Nason St. Road Segment: s/o Fir Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 48,134 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 3,769 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				75 161 347 747			
CNEL:				80 172 371 799			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Nason St. Road Segment: n/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 49,945 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 3,911 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				93 200 431 928			
CNEL:				100 214 462 996			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Nason St. Road Segment: s/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 43,525 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 3,408 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA			
				65 dBA			
				60 dBA			
				55 dBA			
Ldn:				85 182 393 847			
CNEL:				91 196 422 908			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Nason St. Road Segment: n/o Bay Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 40,677 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 3,185 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	3.08	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-14.16	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-18.11	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.6	69.8	68.0	62.0	70.6	71.2	
Medium Trucks:	64.4	64.0	57.6	56.1	64.5	64.8	
Heavy Trucks:	65.3	64.9	55.9	57.1	65.5	65.6	
Vehicle Noise:	72.5	71.8	68.6	64.0	72.5	73.0	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				81	174	376	809
CNEL:				87	187	403	868

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Nason St. Road Segment: s/o Bay Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 37,243 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,916 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.70	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-14.54	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-18.50	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.3	69.4	67.7	61.6	70.2	70.8	
Medium Trucks:	64.0	63.6	57.2	55.7	64.1	64.4	
Heavy Trucks:	64.9	64.5	55.5	56.7	65.1	65.2	
Vehicle Noise:	72.1	71.4	68.3	63.6	72.1	72.6	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				76	164	354	763
CNEL:				82	176	380	819

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Nason St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,078 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,042 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.15	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-16.09	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-20.04	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.7	67.9	66.1	60.1	68.7	69.3	
Medium Trucks:	62.5	62.0	55.7	54.1	62.6	62.8	
Heavy Trucks:	63.3	63.0	53.9	55.2	63.5	63.7	
Vehicle Noise:	70.6	69.9	66.7	62.0	70.6	71.0	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				60	130	279	602
CNEL:				65	139	300	646

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Nason St. Road Segment: s/o Cactus				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 15,532 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,216 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-1.10	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-18.34	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-22.30	0.32	-1.20	-5.38	0.000	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	65.6	63.9	57.8	66.4	67.0	
Medium Trucks:	60.2	59.8	53.4	51.9	60.3	60.6	
Heavy Trucks:	61.1	60.7	51.7	52.9	61.3	61.4	
Vehicle Noise:	68.3	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:				43	92	198	426
CNEL:				46	98	212	457

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Eucalyptus Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 10,122 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 793 vehicles Vehicle Speed: 35 mph Near/Far Lane Distance: 48 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-1.87	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	75.75	-19.11	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-23.06	0.73	-1.20	-5.43	0.000	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	61.1	59.3	53.3	61.9	62.5	
Medium Trucks:	56.2	55.7	49.4	47.8	56.3	56.5	
Heavy Trucks:	58.0	57.7	48.6	49.9	58.2	58.4	
Vehicle Noise:	64.2	63.5	60.1	55.7	64.2	64.7	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			21	44	96	206	
CNEL:			22	47	102	220	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Cottonwood Av. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 12,778 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,001 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-1.95	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-19.19	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-23.14	1.31	-1.20	-5.50	0.000	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	65.8	64.0	57.9	66.6	67.2	
Medium Trucks:	60.4	59.9	53.6	52.0	60.5	60.7	
Heavy Trucks:	61.2	60.9	51.8	53.1	61.4	61.6	
Vehicle Noise:	68.4	67.8	64.6	59.9	68.5	68.9	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			35	75	161	348	
CNEL:			37	80	173	373	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Bay Av. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,868 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 225 vehicles Vehicle Speed: 30 mph Near/Far Lane Distance: 24 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 39.0 feet Centerline Dist. to Observer: 39.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 37.443 Medium Trucks: 37.206 Heavy Trucks: 37.230			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	-6.68	1.78	-1.20	-4.58	0.000	0.000
Medium Trucks:	73.48	-23.92	1.82	-1.20	-4.87	0.000	0.000
Heavy Trucks:	79.92	-27.87	1.82	-1.20	-5.57	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	55.7	54.8	53.1	47.0	55.6	56.2	
Medium Trucks:	50.2	49.7	43.4	41.8	50.3	50.5	
Heavy Trucks:	52.7	52.3	43.3	44.5	52.9	53.0	
Vehicle Noise:	58.2	57.5	53.9	49.7	58.2	58.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			6	14	30	64	
CNEL:			7	15	32	68	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Alessandro Blvd. Road Segment: w/o Perris Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 35,355 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,768 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 82 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.47	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	79.45	-14.77	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-18.72	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	69.2	68.4	66.6	60.6	69.2	69.8	
Medium Trucks:	63.0	62.5	56.2	54.6	63.1	63.3	
Heavy Trucks:	63.8	63.5	54.4	55.7	64.0	64.2	
Vehicle Noise:	71.1	70.4	67.2	62.6	71.1	71.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			79	171	368	793	
CNEL:			85	183	395	850	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Alessandro Blvd. Road Segment: w/o Kitching St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 30,684 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,403 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.86	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	79.45	-15.38	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-19.34	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.6	67.8	66.0	59.9	68.6	69.2	
Medium Trucks:	62.4	61.9	55.6	54.0	62.5	62.7	
Heavy Trucks:	63.2	62.9	53.8	55.1	63.4	63.6	
Vehicle Noise:	70.4	69.8	66.6	61.9	70.5	70.9	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			72	155	335	721	
CNEL:			77	167	359	774	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Alessandro Blvd. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 24,001 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,879 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.79	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	79.45	-16.45	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-20.41	-0.49	-1.20	-5.29	0.000	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	66.7	64.9	58.9	67.5	68.1	
Medium Trucks:	61.3	60.9	54.5	53.0	61.4	61.7	
Heavy Trucks:	62.2	61.8	52.8	54.0	62.4	62.5	
Vehicle Noise:	69.4	68.7	65.5	60.9	69.4	69.9	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			61	132	284	612	
CNEL:			66	142	305	657	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Alessandro Blvd. Road Segment: e/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 21,783 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,706 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	70.20	-0.09	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	81.00	-17.33	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	85.38	-21.28	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.4	67.6	65.8	59.7	68.4	69.0	
Medium Trucks:	62.0	61.5	55.2	53.6	62.1	62.3	
Heavy Trucks:	62.4	62.0	53.0	54.3	62.6	62.7	
Vehicle Noise:	70.1	69.4	66.4	61.6	70.1	70.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			68	147	317	684	
CNEL:			73	158	341	735	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Alessandro Blvd. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 23,068 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,806 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	0.62	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-16.62	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-20.58	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.2	67.3	65.6	59.5	68.1	68.7	
Medium Trucks:	62.0	61.5	55.1	53.6	62.1	62.3	
Heavy Trucks:	62.8	62.4	53.4	54.7	63.0	63.1	
Vehicle Noise:	70.0	69.3	66.2	61.5	70.1	70.5	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			55	119	257	555	
CNEL:			59	128	276	595	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Cactus Av. Road Segment: w/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 18,012 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,410 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.46	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-17.70	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-21.65	1.31	-1.20	-5.50	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.1	67.2	65.5	59.4	68.0	68.6	
Medium Trucks:	61.9	61.4	55.1	53.5	62.0	62.2	
Heavy Trucks:	62.7	62.3	53.3	54.6	62.9	63.0	
Vehicle Noise:	69.9	69.2	66.1	61.4	70.0	70.4	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			44	94	203	437	
CNEL:			47	101	218	469	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Cactus Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 12,612 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 988 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-2.01	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-19.24	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-23.20	1.31	-1.20	-5.50	0.000	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	65.7	63.9	57.9	66.5	67.1	
Medium Trucks:	60.3	59.9	53.5	52.0	60.4	60.7	
Heavy Trucks:	61.2	60.8	51.8	53.0	61.4	61.5	
Vehicle Noise:	68.4	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:			34	74	160	345	
CNEL:			37	80	172	370	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Iris Av. Road Segment: w/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 33,464 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,620 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	70.20	1.77	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	81.00	-15.46	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	85.38	-19.42	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.3	69.4	67.7	61.6	70.2	70.8	
Medium Trucks:	63.8	63.4	57.0	55.5	64.0	64.2	
Heavy Trucks:	64.3	63.9	54.9	56.1	64.5	64.6	
Vehicle Noise:	72.0	71.3	68.2	63.4	72.0	72.5	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			91	196	423	910	
CNEL:			98	211	454	978	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: EAPC (2025) Road Name: Iris Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,614 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,240 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Vehicle Mix			
				VehicleType	Day	Evening	Night
				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	70.20	1.09	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	81.00	-16.14	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	85.38	-20.10	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	69.6	68.8	67.0	60.9	69.6	70.2	
Medium Trucks:	63.2	62.7	56.4	54.8	63.3	63.5	
Heavy Trucks:	63.6	63.2	54.2	55.4	63.8	63.9	
Vehicle Noise:	71.3	70.6	67.6	62.8	71.3	71.8	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			82	177	381	820	
CNEL:			88	190	409	881	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Perris Blvd. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 37,658 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,949 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.26	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-13.98	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-17.94	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.9	68.0	66.3	60.2	68.8	69.4	
Medium Trucks:	62.9	62.4	56.1	54.5	63.0	63.2	
Heavy Trucks:	64.2	63.8	54.8	56.0	64.4	64.5	
Vehicle Noise:	70.9	70.2	66.9	62.4	70.9	71.4	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				63	137	294	634
CNEL:				68	146	315	679

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Perris Blvd. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 47,980 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 3,757 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	4.31	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-12.93	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-16.89	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	69.9	69.1	67.3	61.3	69.9	70.5	
Medium Trucks:	63.9	63.5	57.1	55.6	64.0	64.3	
Heavy Trucks:	65.2	64.9	55.8	57.1	65.4	65.6	
Vehicle Noise:	71.9	71.3	68.0	63.4	72.0	72.4	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				74	160	346	745
CNEL:				80	172	370	798

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Kitching St. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,814 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,178 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.94	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	77.72	-15.30	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-19.25	1.31	-1.20	-5.50	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.5	67.7	65.9	59.9	68.5	69.1	
Medium Trucks:	62.5	62.1	55.7	54.2	62.6	62.9	
Heavy Trucks:	63.8	63.5	54.5	55.7	64.1	64.2	
Vehicle Noise:	70.5	69.9	66.6	62.1	70.6	71.0	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				48	104	224	482
CNEL:				52	111	239	516

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Kitching St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,647 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 912 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-1.84	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	77.72	-19.08	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-23.03	1.31	-1.20	-5.50	0.000	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	63.9	62.1	56.1	64.7	65.3	
Medium Trucks:	58.7	58.3	51.9	50.4	58.9	59.1	
Heavy Trucks:	60.1	59.7	50.7	51.9	60.3	60.4	
Vehicle Noise:	66.8	66.1	62.8	58.3	66.8	67.3	
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

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Lasselle St. Road Segment: n/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,106 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,044 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA 65 dBA 60 dBA 55 dBA			
Ldn: 48 104 223 481				Ldn: 59 128 275 593			
CNEL: 51 111 239 515				CNEL: 63 137 295 635			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Lasselle St. Road Segment: s/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 35,755 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,800 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA 65 dBA 60 dBA 55 dBA			
Ldn: 48 104 223 481				Ldn: 59 128 275 593			
CNEL: 51 111 239 515				CNEL: 63 137 295 635			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Lasselle St. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,121 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,437 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA 65 dBA 60 dBA 55 dBA			
Ldn: 54 116 251 540				Ldn: 51 109 235 507			
CNEL: 58 125 269 579				CNEL: 54 117 252 542			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Lasselle St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
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: 7.83% Peak Hour Volume: 2,212 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
Unmitigated Noise Levels (without Topo and barrier attenuation)				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
Centerline Distance to Noise Contour (in feet)				Centerline Distance to Noise Contour (in feet)			
				70 dBA 65 dBA 60 dBA 55 dBA			
Ldn: 54 116 251 540				Ldn: 51 109 235 507			
CNEL: 58 125 269 579				CNEL: 54 117 252 542			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Nason St. Road Segment: n/o Fir Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 51,512 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,033 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	4.62	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-12.62	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-16.58	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.2	69.4	67.6	61.6	70.2	70.8	
Medium Trucks:	64.2	63.8	57.4	55.9	64.3	64.6	
Heavy Trucks:	65.5	65.2	56.1	57.4	65.7	65.9	
Vehicle Noise:	72.2	71.6	68.3	63.7	72.3	72.7	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				78	168	363	781
CNEL:				84	180	388	836

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Nason St. Road Segment: s/o Fir Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 45,454 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 3,559 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	4.07	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-13.16	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-17.12	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	69.7	68.8	67.1	61.0	69.7	70.3	
Medium Trucks:	63.7	63.2	56.9	55.3	63.8	64.0	
Heavy Trucks:	65.0	64.6	55.6	56.9	65.2	65.3	
Vehicle Noise:	71.7	71.0	67.8	63.2	71.7	72.2	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				72	155	334	719
CNEL:				77	166	357	769

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Nason St. Road Segment: n/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 66,593 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 5,214 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	5.22	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-12.02	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-15.97	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	72.8	71.9	70.2	64.1	72.7	73.4	
Medium Trucks:	66.6	66.1	59.8	58.2	66.7	66.9	
Heavy Trucks:	67.4	67.0	58.0	59.3	67.6	67.7	
Vehicle Noise:	74.6	73.9	70.8	66.1	74.7	75.1	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				112	242	522	1,124
CNEL:				121	260	560	1,206

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Nason St. Road Segment: s/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 57,461 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,499 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.58	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-12.66	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-16.61	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	72.1	71.3	69.5	63.5	72.1	72.7	
Medium Trucks:	65.9	65.5	59.1	57.6	66.0	66.3	
Heavy Trucks:	66.8	66.4	57.4	58.6	67.0	67.1	
Vehicle Noise:	74.0	73.3	70.1	65.5	74.0	74.5	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				102	220	473	1,019
CNEL:				109	236	507	1,093

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Nason St. Road Segment: n/o Bay Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 57,461 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,499 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.58	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-12.66	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-16.61	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	72.1	71.3	69.5	63.5	72.1	72.7	
Medium Trucks:	65.9	65.5	59.1	57.6	66.0	66.3	
Heavy Trucks:	66.8	66.4	57.4	58.6	67.0	67.1	
Vehicle Noise:	74.0	73.3	70.1	65.5	74.0	74.5	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				102	220	473	1,019
CNEL:				109	236	507	1,093

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Nason St. Road Segment: s/o Bay Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 37,308 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,921 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.70	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-14.53	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-18.49	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.3	69.4	67.7	61.6	70.2	70.8	
Medium Trucks:	64.0	63.6	57.2	55.7	64.2	64.4	
Heavy Trucks:	64.9	64.5	55.5	56.7	65.1	65.2	
Vehicle Noise:	72.1	71.4	68.3	63.6	72.1	72.6	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				76	165	355	764
CNEL:				82	177	380	820

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Nason St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,854 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,181 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	1.44	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-15.80	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-19.76	0.32	-1.20	-5.38	0.000	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	68.2	66.4	60.3	69.0	69.6	
Medium Trucks:	62.8	62.3	56.0	54.4	62.9	63.1	
Heavy Trucks:	63.6	63.3	54.2	55.5	63.8	64.0	
Vehicle Noise:	70.8	70.2	67.0	62.3	70.9	71.3	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				63	135	292	629
CNEL:				67	145	313	675

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Nason St. Road Segment: s/o Cactus				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 17,079 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,337 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.69	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-17.93	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-21.88	0.32	-1.20	-5.38	0.000	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	66.0	64.3	58.2	66.8	67.4	
Medium Trucks:	60.6	60.2	53.8	52.3	60.8	61.0	
Heavy Trucks:	61.5	61.1	52.1	53.3	61.7	61.8	
Vehicle Noise:	68.7	68.0	64.9	60.2	68.7	69.2	
Centerline Distance to Noise Contour (in feet)							
				70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				45	98	211	454
CNEL:				49	105	226	487

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Eucalyptus Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 24,492 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,918 vehicles Vehicle Speed: 35 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	1.97	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	75.75	-15.27	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-19.23	0.73	-1.20	-5.43	0.000	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	64.9	63.2	57.1	65.7	66.3	
Medium Trucks:	60.0	59.6	53.2	51.7	60.1	60.4	
Heavy Trucks:	61.9	61.5	52.5	53.7	62.1	62.2	
Vehicle Noise:	68.0	67.4	63.9	59.5	68.1	68.5	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			37	80	172	371	
CNEL:			40	85	184	397	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Cottonwood Av. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 34,723 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,719 vehicles Vehicle Speed: 45 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.39	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-14.85	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-18.80	1.31	-1.20	-5.50	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.9	70.1	68.3	62.3	70.9	71.5	
Medium Trucks:	64.7	64.3	57.9	56.4	64.8	65.1	
Heavy Trucks:	65.6	65.2	56.2	57.4	65.8	65.9	
Vehicle Noise:	72.8	72.1	68.9	64.3	72.8	73.3	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			68	146	314	677	
CNEL:			73	157	337	726	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Bay Av. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 2,832 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 222 vehicles Vehicle Speed: 30 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: 39.0 feet Centerline Dist. to Observer: 39.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 37.443 Medium Trucks: 37.206 Heavy Trucks: 37.230			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	-6.73	1.78	-1.20	-4.58	0.000	0.000
Medium Trucks:	73.48	-23.97	1.82	-1.20	-4.87	0.000	0.000
Heavy Trucks:	79.92	-27.93	1.82	-1.20	-5.57	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	55.6	54.8	53.0	46.9	55.6	56.2	
Medium Trucks:	50.1	49.7	43.3	41.8	50.2	50.5	
Heavy Trucks:	52.6	52.3	43.2	44.5	52.8	52.9	
Vehicle Noise:	58.1	57.5	53.8	49.7	58.2	58.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			6	14	29	64	
CNEL:			7	15	31	68	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Alessandro Blvd. Road Segment: w/o Perris Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 65,227 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 5,107 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	5.13	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	79.45	-12.11	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-16.06	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	71.9	71.0	69.3	63.2	71.8	72.5	
Medium Trucks:	65.7	65.2	58.8	57.3	65.8	66.0	
Heavy Trucks:	66.5	66.1	57.1	58.4	66.7	66.8	
Vehicle Noise:	73.7	73.0	69.9	65.2	73.8	74.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			119	257	554	1,193	
CNEL:			128	276	594	1,279	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: GP (2040) Without Project Road Name: Alessandro Blvd. Road Segment: w/o Kitching St.					Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 60,883 vehicles			Autos: 15						
Peak Hour Percentage: 7.83%			Medium Trucks (2 Axles): 15						
Peak Hour Volume: 4,767 vehicles			Heavy Trucks (3+ Axles): 15						
Vehicle Speed: 45 mph			Vehicle Mix						
Near/Far Lane Distance: 82 feet			VehicleType Day Evening Night Daily						
Site Data			Autos: 77.5% 12.9% 9.6% 97.42%						
Barrier Height: 0.0 feet			Medium Trucks: 84.8% 4.9% 10.3% 1.84%						
Barrier Type (0-Wall, 1-Berm): 0.0			Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
Centerline Dist. to Barrier: 67.0 feet			Noise Source Elevations (in feet)						
Centerline Dist. to Observer: 67.0 feet			Autos: 0.000						
Barrier Distance to Observer: 0.0 feet			Medium Trucks: 2.297						
Observer Height (Above Pad): 5.0 feet			Heavy Trucks: 8.006 Grade Adjustment: 0.0						
Pad Elevation: 0.0 feet			Lane Equivalent Distance (in feet)						
Road Elevation: 0.0 feet			Autos: 53.226						
Road Grade: 0.0%			Medium Trucks: 53.059						
Left View: -90.0 degrees			Heavy Trucks: 53.076						
Right View: 90.0 degrees									
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	4.83	-0.51	-1.20	-4.71	0.000	0.000		
Medium Trucks:	79.45	-12.41	-0.49	-1.20	-4.88	0.000	0.000		
Heavy Trucks:	84.25	-16.36	-0.49	-1.20	-5.29	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	71.6	70.7	69.0	62.9	71.5	72.2			
Medium Trucks:	65.4	64.9	58.5	57.0	65.5	65.7			
Heavy Trucks:	66.2	65.8	56.8	58.1	66.4	66.5			
Vehicle Noise:	73.4	72.7	69.6	64.9	73.5	73.9			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			114	245	529	1,139			
CNEL:			122	263	567	1,222			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: GP (2040) Without Project Road Name: Alessandro Blvd. Road Segment: w/o Lasselle St.					Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 55,913 vehicles			Autos: 15						
Peak Hour Percentage: 7.83%			Medium Trucks (2 Axles): 15						
Peak Hour Volume: 4,378 vehicles			Heavy Trucks (3+ Axles): 15						
Vehicle Speed: 45 mph			Vehicle Mix						
Near/Far Lane Distance: 82 feet			VehicleType Day Evening Night Daily						
Site Data			Autos: 77.5% 12.9% 9.6% 97.42%						
Barrier Height: 0.0 feet			Medium Trucks: 84.8% 4.9% 10.3% 1.84%						
Barrier Type (0-Wall, 1-Berm): 0.0			Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
Centerline Dist. to Barrier: 67.0 feet			Noise Source Elevations (in feet)						
Centerline Dist. to Observer: 67.0 feet			Autos: 0.000						
Barrier Distance to Observer: 0.0 feet			Medium Trucks: 2.297						
Observer Height (Above Pad): 5.0 feet			Heavy Trucks: 8.006 Grade Adjustment: 0.0						
Pad Elevation: 0.0 feet			Lane Equivalent Distance (in feet)						
Road Elevation: 0.0 feet			Autos: 53.226						
Road Grade: 0.0%			Medium Trucks: 53.059						
Left View: -90.0 degrees			Heavy Trucks: 53.076						
Right View: 90.0 degrees									
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	4.46	-0.51	-1.20	-4.71	0.000	0.000		
Medium Trucks:	79.45	-12.78	-0.49	-1.20	-4.88	0.000	0.000		
Heavy Trucks:	84.25	-16.73	-0.49	-1.20	-5.29	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	71.2	70.4	68.6	62.6	71.2	71.8			
Medium Trucks:	65.0	64.5	58.2	56.6	65.1	65.3			
Heavy Trucks:	65.8	65.5	56.4	57.7	66.0	66.2			
Vehicle Noise:	73.1	72.4	69.2	64.5	73.1	73.5			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			108	232	500	1,076			
CNEL:			115	249	536	1,154			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: GP (2040) Without Project Road Name: Alessandro Blvd. Road Segment: e/o Lasselle St.					Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 41,277 vehicles			Autos: 15						
Peak Hour Percentage: 7.83%			Medium Trucks (2 Axles): 15						
Peak Hour Volume: 3,232 vehicles			Heavy Trucks (3+ Axles): 15						
Vehicle Speed: 50 mph			Vehicle Mix						
Near/Far Lane Distance: 82 feet			VehicleType Day Evening Night Daily						
Site Data			Autos: 77.5% 12.9% 9.6% 97.42%						
Barrier Height: 0.0 feet			Medium Trucks: 84.8% 4.9% 10.3% 1.84%						
Barrier Type (0-Wall, 1-Berm): 0.0			Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
Centerline Dist. to Barrier: 67.0 feet			Noise Source Elevations (in feet)						
Centerline Dist. to Observer: 67.0 feet			Autos: 0.000						
Barrier Distance to Observer: 0.0 feet			Medium Trucks: 2.297						
Observer Height (Above Pad): 5.0 feet			Heavy Trucks: 8.006 Grade Adjustment: 0.0						
Pad Elevation: 0.0 feet			Lane Equivalent Distance (in feet)						
Road Elevation: 0.0 feet			Autos: 53.226						
Road Grade: 0.0%			Medium Trucks: 53.059						
Left View: -90.0 degrees			Heavy Trucks: 53.076						
Right View: 90.0 degrees									
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	70.20	2.69	-0.51	-1.20	-4.71	0.000	0.000		
Medium Trucks:	81.00	-14.55	-0.49	-1.20	-4.88	0.000	0.000		
Heavy Trucks:	85.38	-18.51	-0.49	-1.20	-5.29	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	71.2	70.3	68.6	62.5	71.1	71.7			
Medium Trucks:	64.8	64.3	58.0	56.4	64.9	65.1			
Heavy Trucks:	65.2	64.8	55.8	57.0	65.4	65.5			
Vehicle Noise:	72.9	72.2	69.1	64.4	72.9	73.4			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			105	226	486	1,047			
CNEL:			112	242	522	1,125			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: GP (2040) Without Project Road Name: Alessandro Blvd. Road Segment: e/o Nason St.					Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 24,233 vehicles			Autos: 15						
Peak Hour Percentage: 7.83%			Medium Trucks (2 Axles): 15						
Peak Hour Volume: 1,897 vehicles			Heavy Trucks (3+ Axles): 15						
Vehicle Speed: 45 mph			Vehicle Mix						
Near/Far Lane Distance: 58 feet			VehicleType Day Evening Night Daily						
Site Data			Autos: 77.5% 12.9% 9.6% 97.42%						
Barrier Height: 0.0 feet			Medium Trucks: 84.8% 4.9% 10.3% 1.84%						
Barrier Type (0-Wall, 1-Berm): 0.0			Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
Centerline Dist. to Barrier: 55.0 feet			Noise Source Elevations (in feet)						
Centerline Dist. to Observer: 55.0 feet			Autos: 0.000						
Barrier Distance to Observer: 0.0 feet			Medium Trucks: 2.297						
Observer Height (Above Pad): 5.0 feet			Heavy Trucks: 8.006 Grade Adjustment: 0.0						
Pad Elevation: 0.0 feet			Lane Equivalent Distance (in feet)						
Road Elevation: 0.0 feet			Autos: 47.000						
Road Grade: 0.0%			Medium Trucks: 46.811						
Left View: -90.0 degrees			Heavy Trucks: 46.830						
Right View: 90.0 degrees									
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	0.83	0.30	-1.20	-4.67	0.000	0.000		
Medium Trucks:	79.45	-16.41	0.33	-1.20	-4.87	0.000	0.000		
Heavy Trucks:	84.25	-20.36	0.32	-1.20	-5.38	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	68.4	67.6	65.8	59.7	68.4	69.0			
Medium Trucks:	62.2	61.7	55.4	53.8	62.3	62.5			
Heavy Trucks:	63.0	62.7	53.6	54.9	63.2	63.3			
Vehicle Noise:	70.2	69.6	66.4	61.7	70.3	70.7			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			57	123	266	573			
CNEL:			61	132	285	615			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Cactus Av. Road Segment: w/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 19,683 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,541 vehicles Vehicle Speed: 45 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.07	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-17.31	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-21.27	1.31	-1.20	-5.50	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.5	67.6	65.9	59.8	68.4	69.0	
Medium Trucks:	62.2	61.8	55.4	53.9	62.4	62.6	
Heavy Trucks:	63.1	62.7	53.7	54.9	63.3	63.4	
Vehicle Noise:	70.3	69.6	66.5	61.8	70.3	70.8	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			46	100	215	464	
CNEL:			50	107	231	498	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Cactus Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 16,935 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,326 vehicles Vehicle Speed: 45 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.73	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-17.96	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-21.92	1.31	-1.20	-5.50	0.000	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	67.0	65.2	59.2	67.8	68.4	
Medium Trucks:	61.6	61.2	54.8	53.2	61.7	61.9	
Heavy Trucks:	62.4	62.1	53.0	54.3	62.6	62.8	
Vehicle Noise:	69.7	69.0	65.8	61.1	69.7	70.1	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			42	90	195	420	
CNEL:			45	97	209	450	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Iris Av. Road Segment: w/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 40,959 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 3,207 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	70.20	2.65	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	81.00	-14.59	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	85.38	-18.54	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	71.1	70.3	68.5	62.5	71.1	71.7	
Medium Trucks:	64.7	64.3	57.9	56.4	64.8	65.1	
Heavy Trucks:	65.1	64.8	55.7	57.0	65.4	65.5	
Vehicle Noise:	72.8	72.2	69.1	64.3	72.9	73.3	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			104	224	484	1,042	
CNEL:			112	241	519	1,119	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) Without Project Road Name: Iris Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,345 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,454 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	70.20	1.49	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	81.00	-15.75	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	85.38	-19.70	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.0	69.1	67.4	61.3	69.9	70.6	
Medium Trucks:	63.6	63.1	56.8	55.2	63.7	63.9	
Heavy Trucks:	64.0	63.6	54.6	55.8	64.2	64.3	
Vehicle Noise:	71.7	71.0	67.9	63.2	71.7	72.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			87	188	405	872	
CNEL:			94	202	435	936	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Perris Blvd. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 38,058 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,980 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.30	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-13.94	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-17.89	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.9	68.1	66.3	60.3	68.9	69.5	
Medium Trucks:	62.9	62.5	56.1	54.6	63.0	63.2	
Heavy Trucks:	64.2	63.9	54.8	56.1	64.4	64.6	
Vehicle Noise:	70.9	70.3	67.0	62.4	71.0	71.4	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			64	138	296	638	
CNEL:			68	147	317	683	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Perris Blvd. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 48,380 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 3,788 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	4.34	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-12.89	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-16.85	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.0	69.1	67.4	61.3	69.9	70.5	
Medium Trucks:	63.9	63.5	57.1	55.6	64.1	64.3	
Heavy Trucks:	65.3	64.9	55.9	57.1	65.5	65.6	
Vehicle Noise:	72.0	71.3	68.0	63.5	72.0	72.5	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			75	161	348	749	
CNEL:			80	173	372	802	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Kitching St. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 27,932 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,187 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.96	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	77.72	-15.28	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-19.24	1.31	-1.20	-5.50	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.5	67.7	65.9	59.9	68.5	69.1	
Medium Trucks:	62.5	62.1	55.7	54.2	62.7	62.9	
Heavy Trucks:	63.9	63.5	54.5	55.7	64.1	64.2	
Vehicle Noise:	70.6	69.9	66.6	62.1	70.6	71.1	
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: GP (2040) With Project Road Name: Kitching St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 11,765 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 921 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-1.80	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	77.72	-19.03	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-22.99	1.31	-1.20	-5.50	0.000	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	64.0	62.2	56.1	64.8	65.4	
Medium Trucks:	58.8	58.3	52.0	50.4	58.9	59.1	
Heavy Trucks:	60.1	59.8	50.7	52.0	60.3	60.4	
Vehicle Noise:	66.8	66.1	62.9	58.3	66.9	67.3	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			27	58	126	271	
CNEL:			29	63	135	291	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Lasselle St. Road Segment: n/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 26,224 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,053 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	1.69	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-15.55	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-19.51	0.73	-1.20	-5.43	0.000	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	66.9	65.1	59.0	67.7	68.3	
Medium Trucks:	61.7	61.3	54.9	53.3	61.8	62.0	
Heavy Trucks:	63.0	62.7	53.6	54.9	63.2	63.4	
Vehicle Noise:	69.7	69.1	65.8	61.2	69.8	70.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			48	104	224	482	
CNEL:			52	111	240	516	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Lasselle St. Road Segment: s/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 35,873 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,809 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	3.05	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-14.19	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-18.15	0.73	-1.20	-5.43	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	69.1	68.2	66.5	60.4	69.0	69.6	
Medium Trucks:	63.1	62.6	56.3	54.7	63.2	63.4	
Heavy Trucks:	64.4	64.0	55.0	56.2	64.6	64.7	
Vehicle Noise:	71.1	70.4	67.1	62.6	71.1	71.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			59	128	276	594	
CNEL:			64	137	295	636	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Lasselle St. Road Segment: n/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,239 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,446 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.45	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-14.79	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-18.75	0.73	-1.20	-5.43	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.5	67.6	65.9	59.8	68.4	69.0	
Medium Trucks:	62.5	62.0	55.7	54.1	62.6	62.8	
Heavy Trucks:	63.8	63.4	54.4	55.6	64.0	64.1	
Vehicle Noise:	70.5	69.8	66.5	62.0	70.5	71.0	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			54	117	251	542	
CNEL:			58	125	269	580	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Lasselle St. Road Segment: s/o Alessandro Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 28,655 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,244 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	2.07	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-15.17	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-19.12	0.73	-1.20	-5.43	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.1	67.3	65.5	59.4	68.1	68.7	
Medium Trucks:	62.1	61.6	55.3	53.7	62.2	62.4	
Heavy Trucks:	63.4	63.0	54.0	55.3	63.6	63.7	
Vehicle Noise:	70.1	69.4	66.2	61.6	70.1	70.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			51	110	237	511	
CNEL:			55	118	254	548	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Nason St. Road Segment: n/o Fir Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 58,042 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,545 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	5.14	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-12.10	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-16.06	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.7	69.9	68.1	62.1	70.7	71.3	
Medium Trucks:	64.7	64.3	57.9	56.4	64.8	65.1	
Heavy Trucks:	66.1	65.7	56.7	57.9	66.3	66.4	
Vehicle Noise:	72.8	72.1	68.8	64.3	72.8	73.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			85	182	393	846	
CNEL:			91	195	420	906	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Nason St. Road Segment: s/o Fir Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 52,266 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,092 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	4.68	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	77.72	-12.56	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-16.51	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.3	69.5	67.7	61.6	70.3	70.9	
Medium Trucks:	64.3	63.8	57.5	55.9	64.4	64.6	
Heavy Trucks:	65.6	65.2	56.2	57.5	65.8	65.9	
Vehicle Noise:	72.3	71.6	68.4	63.8	72.3	72.8	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			79	170	366	789	
CNEL:			84	182	392	844	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Nason St. Road Segment: n/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 73,805 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 5,779 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	5.67	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-11.57	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-15.53	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	73.2	72.4	70.6	64.6	73.2	73.8	
Medium Trucks:	67.0	66.6	60.2	58.7	67.1	67.3	
Heavy Trucks:	67.8	67.5	58.5	59.7	68.1	68.2	
Vehicle Noise:	75.1	74.4	71.2	66.6	75.1	75.6	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			120	259	559	1,204	
CNEL:			129	278	600	1,292	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Nason St. Road Segment: s/o Cottonwood Av.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 62,981 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,931 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	4.98	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-12.26	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-16.22	0.32	-1.20	-5.38	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	72.5	71.7	69.9	63.9	72.5	73.1	
Medium Trucks:	66.3	65.9	59.5	58.0	66.4	66.7	
Heavy Trucks:	67.2	66.8	57.8	59.0	67.4	67.5	
Vehicle Noise:	74.4	73.7	70.5	65.9	74.4	74.9	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			108	233	503	1,083	
CNEL:			116	250	539	1,162	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL										
Scenario: GP (2040) With Project Road Name: Nason St. Road Segment: n/o Bay Av.					Project Name: Town Center at MV Job Number: 14556					
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 62,981 vehicles				Autos: 15						
Peak Hour Percentage: 7.83%				Medium Trucks (2 Axles): 15						
Peak Hour Volume: 4,931 vehicles				Heavy Trucks (3+ Axles): 15						
Vehicle Speed: 45 mph				Vehicle Mix						
Near/Far Lane Distance: 58 feet				VehicleType		Day	Evening	Night	Daily	
Site Data				Autos: 77.5% 12.9% 9.6% 97.42%						
Barrier Height: 0.0 feet				Medium Trucks: 84.8% 4.9% 10.3% 1.84%						
Barrier Type (0-Wall, 1-Berm): 0.0				Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
Centerline Dist. to Barrier: 55.0 feet				Noise Source Elevations (in feet)						
Centerline Dist. to Observer: 55.0 feet				Autos: 0.000						
Barrier Distance to Observer: 0.0 feet				Medium Trucks: 2.297						
Observer Height (Above Pad): 5.0 feet				Heavy Trucks: 8.006 Grade Adjustment: 0.0						
Pad Elevation: 0.0 feet				Lane Equivalent Distance (in feet)						
Road Elevation: 0.0 feet				Autos: 47.000						
Road Grade: 0.0%				Medium Trucks: 46.811						
Left View: -90.0 degrees				Heavy Trucks: 46.830						
Right View: 90.0 degrees										
FHWA Noise Model Calculations										
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten			
Autos:	68.46	4.98	0.30	-1.20	-4.67	0.000	0.000			
Medium Trucks:	79.45	-12.26	0.33	-1.20	-4.87	0.000	0.000			
Heavy Trucks:	84.25	-16.22	0.32	-1.20	-5.38	0.000	0.000			
Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	72.5	71.7	69.9	63.9	72.5	73.1				
Medium Trucks:	66.3	65.9	59.5	58.0	66.4	67.7				
Heavy Trucks:	67.2	66.8	57.8	59.0	67.4	67.5				
Vehicle Noise:	74.4	73.7	70.5	65.9	74.4	74.9				
Centerline Distance to Noise Contour (in feet)										
			70 dBA	65 dBA	60 dBA	55 dBA				
Ldn:			108	233	503	1,083				
CNEL:			116	250	539	1,162				

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL										
Scenario: GP (2040) With Project Road Name: Nason St. Road Segment: s/o Bay Av.					Project Name: Town Center at MV Job Number: 14556					
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 40,634 vehicles				Autos: 15						
Peak Hour Percentage: 7.83%				Medium Trucks (2 Axles): 15						
Peak Hour Volume: 3,182 vehicles				Heavy Trucks (3+ Axles): 15						
Vehicle Speed: 45 mph				Vehicle Mix						
Near/Far Lane Distance: 58 feet				VehicleType		Day	Evening	Night	Daily	
Site Data				Autos: 77.5% 12.9% 9.6% 97.42%						
Barrier Height: 0.0 feet				Medium Trucks: 84.8% 4.9% 10.3% 1.84%						
Barrier Type (0-Wall, 1-Berm): 0.0				Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
Centerline Dist. to Barrier: 55.0 feet				Noise Source Elevations (in feet)						
Centerline Dist. to Observer: 55.0 feet				Autos: 0.000						
Barrier Distance to Observer: 0.0 feet				Medium Trucks: 2.297						
Observer Height (Above Pad): 5.0 feet				Heavy Trucks: 8.006 Grade Adjustment: 0.0						
Pad Elevation: 0.0 feet				Lane Equivalent Distance (in feet)						
Road Elevation: 0.0 feet				Autos: 47.000						
Road Grade: 0.0%				Medium Trucks: 46.811						
Left View: -90.0 degrees				Heavy Trucks: 46.830						
Right View: 90.0 degrees										
FHWA Noise Model Calculations										
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten			
Autos:	68.46	3.08	0.30	-1.20	-4.67	0.000	0.000			
Medium Trucks:	79.45	-14.16	0.33	-1.20	-4.87	0.000	0.000			
Heavy Trucks:	84.25	-18.12	0.32	-1.20	-5.38	0.000	0.000			
Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	70.6	69.8	68.0	62.0	70.6	71.2				
Medium Trucks:	64.4	64.0	57.6	56.1	64.5	64.8				
Heavy Trucks:	65.3	64.9	55.9	57.1	65.5	65.6				
Vehicle Noise:	72.5	71.8	68.6	64.0	72.5	73.0				
Centerline Distance to Noise Contour (in feet)										
			70 dBA	65 dBA	60 dBA	55 dBA				
Ldn:			81	174	375	809				
CNEL:			87	187	403	868				

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL										
Scenario: GP (2040) With Project Road Name: Nason St. Road Segment: s/o Alessandro Blvd.					Project Name: Town Center at MV Job Number: 14556					
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 28,610 vehicles				Autos: 15						
Peak Hour Percentage: 7.83%				Medium Trucks (2 Axles): 15						
Peak Hour Volume: 2,240 vehicles				Heavy Trucks (3+ Axles): 15						
Vehicle Speed: 45 mph				Vehicle Mix						
Near/Far Lane Distance: 58 feet				VehicleType		Day	Evening	Night	Daily	
Site Data				Autos: 77.5% 12.9% 9.6% 97.42%						
Barrier Height: 0.0 feet				Medium Trucks: 84.8% 4.9% 10.3% 1.84%						
Barrier Type (0-Wall, 1-Berm): 0.0				Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
Centerline Dist. to Barrier: 55.0 feet				Noise Source Elevations (in feet)						
Centerline Dist. to Observer: 55.0 feet				Autos: 0.000						
Barrier Distance to Observer: 0.0 feet				Medium Trucks: 2.297						
Observer Height (Above Pad): 5.0 feet				Heavy Trucks: 8.006 Grade Adjustment: 0.0						
Pad Elevation: 0.0 feet				Lane Equivalent Distance (in feet)						
Road Elevation: 0.0 feet				Autos: 47.000						
Road Grade: 0.0%				Medium Trucks: 46.811						
Left View: -90.0 degrees				Heavy Trucks: 46.830						
Right View: 90.0 degrees										
FHWA Noise Model Calculations										
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten			
Autos:	68.46	1.55	0.30	-1.20	-4.67	0.000	0.000			
Medium Trucks:	79.45	-15.69	0.33	-1.20	-4.87	0.000	0.000			
Heavy Trucks:	84.25	-19.64	0.32	-1.20	-5.38	0.000	0.000			
Unmitigated Noise Levels (without Topo and barrier attenuation)										
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	69.1	68.3	66.5	60.5	69.1	69.7				
Medium Trucks:	62.9	62.4	56.1	54.5	63.0	63.2				
Heavy Trucks:	63.7	63.4	54.3	55.6	63.9	64.1				
Vehicle Noise:	71.0	70.3	67.1	62.4	71.0	71.4				
Centerline Distance to Noise Contour (in feet)										
			70 dBA	65 dBA	60 dBA	55 dBA				
Ldn:			64	138	297	640				
CNEL:			69	148	319	687				

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL										
Scenario: GP (2040) With Project Road Name: Nason St. Road Segment: s/o Cactus					Project Name: Town Center at MV Job Number: 14556					
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 17,599 vehicles				Autos: 15						
Peak Hour Percentage: 7.83%				Medium Trucks (2 Axles): 15						
Peak Hour Volume: 1,378 vehicles				Heavy Trucks (3+ Axles): 15						
Vehicle Speed: 45 mph				Vehicle Mix						
Near/Far Lane Distance: 58 feet				VehicleType		Day	Evening	Night	Daily	
Site Data				Autos: 77.5% 12.9% 9.6% 97.42%						
Barrier Height: 0.0 feet				Medium Trucks: 84.8% 4.9% 10.3% 1.84%						
Barrier Type (0-Wall, 1-Berm): 0.0				Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
Centerline Dist. to Barrier: 55.0 feet				Noise Source Elevations (in feet)						
Centerline Dist. to Observer: 55.0 feet				Autos: 0.000						
Barrier Distance to Observer: 0.0 feet				Medium Trucks: 2.297						
Observer Height (Above Pad): 5.0 feet				Heavy Trucks: 8.006 Grade Adjustment: 0.0						
Pad Elevation: 0.0 feet				Lane Equivalent Distance (in feet)						
Road Elevation: 0.0 feet				Autos: 47.000						
Road Grade: 0.0%				Medium Trucks: 46.811						
Left View: -90.0 degrees				Heavy Trucks: 46.830						
Right View: 90.0 degrees										
FHWA Noise Model Calculations										
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten			
Autos:	68.46	-0.56	0.30	-1.20	-4.67	0.000	0.000			
Medium Trucks:	79.45	-17.80	0.33	-1.20	-4.87	0.000	0.000			
Heavy Trucks:	84.25	-21.75	0.32	-1.20	-5.38	0.000	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	66.2	64.4	58.3	67.0	67.6				
Medium Trucks:	60.8	60.3	54.0	52.4	60.9	61.1				
Heavy Trucks:	61.6	61.3	52.2	53.5	61.8	62.0				
Vehicle Noise:	68.8	68.2	65.0	60.3	68.9	69.3				
Centerline Distance to Noise Contour (in feet)										
			70 dBA	65 dBA	60 dBA	55 dBA				
Ldn:			46	100	215	463				
CNEL:			50	107	231	497				

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Eucalyptus Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 24,892 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,949 vehicles Vehicle Speed: 35 mph Near/Far Lane Distance: 48 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: 50.0 feet Centerline Dist. to Observer: 50.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 44.147 Medium Trucks: 43.947 Heavy Trucks: 43.966			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	2.04	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	75.75	-15.20	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-19.16	0.73	-1.20	-5.43	0.000	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	65.0	63.2	57.2	65.8	66.4
Medium Trucks:	60.1	59.6	53.3	51.7	60.2	60.4
Heavy Trucks:	61.9	61.6	52.6	53.8	62.2	62.3
Vehicle Noise:	68.1	67.4	64.0	59.6	68.1	68.6

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	38	81	174	375	
CNEL:	40	86	186	401	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Cottonwood Av. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 35,123 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,750 vehicles Vehicle Speed: 45 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	2.44	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-14.80	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-18.75	1.31	-1.20	-5.50	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	71.0	70.1	68.4	62.3	70.9	71.5
Medium Trucks:	64.8	64.3	58.0	56.4	64.9	65.1
Heavy Trucks:	65.6	65.2	56.2	57.5	65.8	65.9
Vehicle Noise:	72.8	72.1	69.0	64.3	72.9	73.3

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	68	147	317	682	
CNEL:	73	158	340	732	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Bay Av. Road Segment: w/o Lasselle St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 3,410 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 267 vehicles Vehicle Speed: 30 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: 39.0 feet Centerline Dist. to Observer: 39.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 37.443 Medium Trucks: 37.206 Heavy Trucks: 37.230			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	-5.92	1.78	-1.20	-4.58	0.000	0.000
Medium Trucks:	73.48	-23.16	1.82	-1.20	-4.87	0.000	0.000
Heavy Trucks:	79.92	-27.12	1.82	-1.20	-5.57	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.4	55.6	53.8	47.8	56.4	57.0
Medium Trucks:	50.9	50.5	44.1	42.6	51.0	51.3
Heavy Trucks:	53.4	53.1	44.0	45.3	53.6	53.8
Vehicle Noise:	58.9	58.3	54.6	50.5	59.0	59.4

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	7	15	33	72	
CNEL:	8	17	36	77	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Alessandro Blvd. Road Segment: w/o Perris Blvd.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 65,695 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 5,144 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
FHWA Noise Model Calculations				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
FHWA Noise Model Calculations				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	5.16	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	79.45	-12.08	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	84.25	-16.03	-0.49	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	71.9	71.1	69.3	63.3	71.9	72.5
Medium Trucks:	65.7	65.2	58.9	57.3	65.8	66.0
Heavy Trucks:	66.5	66.2	57.1	58.4	66.7	66.9
Vehicle Noise:	73.8	73.1	69.9	65.2	73.8	74.2

Centerline Distance to Noise Contour (in feet)					
	70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:	120	258	556	1,198	
CNEL:	129	277	597	1,285	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: GP (2040) With Project Road Name: Alessandro Blvd. Road Segment: w/o Kitching St.					Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 62,151 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,866 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	4.92	-0.51	-1.20	-4.71	0.000	0.000		
Medium Trucks:	79.45	-12.32	-0.49	-1.20	-4.88	0.000	0.000		
Heavy Trucks:	84.25	-16.27	-0.49	-1.20	-5.29	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	71.7	70.8	69.1	63.0	71.6	72.2			
Medium Trucks:	65.4	65.0	58.6	57.1	65.6	65.8			
Heavy Trucks:	66.3	65.9	56.9	58.1	66.5	66.6			
Vehicle Noise:	73.5	72.8	69.7	65.0	73.5	74.0			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			115	249	536	1,155			
CNEL:			124	267	575	1,239			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: GP (2040) With Project Road Name: Alessandro Blvd. Road Segment: w/o Lasselle St.					Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 57,419 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,496 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	4.58	-0.51	-1.20	-4.71	0.000	0.000		
Medium Trucks:	79.45	-12.66	-0.49	-1.20	-4.88	0.000	0.000		
Heavy Trucks:	84.25	-16.62	-0.49	-1.20	-5.29	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	71.3	70.5	68.7	62.7	71.3	71.9			
Medium Trucks:	65.1	64.7	58.3	56.7	65.2	65.4			
Heavy Trucks:	65.9	65.6	56.5	57.8	66.2	66.3			
Vehicle Noise:	73.2	72.5	69.3	64.7	73.2	73.7			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			110	236	508	1,095			
CNEL:			117	253	545	1,175			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: GP (2040) With Project Road Name: Alessandro Blvd. Road Segment: e/o Lasselle St.					Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 43,301 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 3,390 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	70.20	2.89	-0.51	-1.20	-4.71	0.000	0.000		
Medium Trucks:	81.00	-14.34	-0.49	-1.20	-4.88	0.000	0.000		
Heavy Trucks:	85.38	-18.30	-0.49	-1.20	-5.29	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	71.4	70.6	68.8	62.7	71.4	72.0			
Medium Trucks:	65.0	64.5	58.2	56.6	65.1	65.3			
Heavy Trucks:	65.4	65.0	56.0	57.2	65.6	65.7			
Vehicle Noise:	73.1	72.4	69.4	64.6	73.1	73.6			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			108	233	502	1,081			
CNEL:			116	250	539	1,161			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL									
Scenario: GP (2040) With Project Road Name: Alessandro Blvd. Road Segment: e/o Nason St.					Project Name: Town Center at MV Job Number: 14556				
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS					
Highway Data				Site Conditions (Hard = 10, Soft = 15)					
Average Daily Traffic (Adt): 25,271 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,979 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 55.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%					
				Noise Source Elevations (in feet)					
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0					
				Lane Equivalent Distance (in feet)					
				Autos: 47.000 Medium Trucks: 46.811 Heavy Trucks: 46.830					
FHWA Noise Model Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	68.46	1.01	0.30	-1.20	-4.67	0.000	0.000		
Medium Trucks:	79.45	-16.23	0.33	-1.20	-4.87	0.000	0.000		
Heavy Trucks:	84.25	-20.18	0.32	-1.20	-5.38	0.000	0.000		
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	68.6	67.7	66.0	59.9	68.5	69.1			
Medium Trucks:	62.3	61.9	55.5	54.0	62.5	62.7			
Heavy Trucks:	63.2	62.8	53.8	55.0	63.4	63.5			
Vehicle Noise:	70.4	69.7	66.6	61.9	70.5	70.9			
Centerline Distance to Noise Contour (in feet)									
			70 dBA	65 dBA	60 dBA	55 dBA			
Ldn:			59	127	274	589			
CNEL:			63	136	293	632			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Cactus Av. Road Segment: w/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 19,801 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,550 vehicles Vehicle Speed: 45 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.05	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-17.28	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-21.24	1.31	-1.20	-5.50	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	68.5	67.7	65.9	59.8	68.5	69.1	
Medium Trucks:	62.3	61.8	55.5	53.9	62.4	62.6	
Heavy Trucks:	63.1	62.8	53.7	55.0	63.3	63.5	
Vehicle Noise:	70.3	69.7	66.5	61.8	70.4	70.8	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			47	100	216	466	
CNEL:			50	108	232	500	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Cactus Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 17,053 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 1,335 vehicles Vehicle Speed: 45 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: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 40.460 Medium Trucks: 40.241 Heavy Trucks: 40.262			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.70	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	79.45	-17.93	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-21.89	1.31	-1.20	-5.50	0.000	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	67.0	65.2	59.2	67.8	68.4	
Medium Trucks:	61.6	61.2	54.8	53.3	61.7	62.0	
Heavy Trucks:	62.5	62.1	53.1	54.3	62.7	62.8	
Vehicle Noise:	69.7	69.0	61.2	69.7	70.2	70.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			42	91	196	422	
CNEL:			45	97	210	452	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Iris Av. Road Segment: w/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 41,359 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 3,238 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	70.20	2.69	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	81.00	-14.54	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	85.38	-18.50	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	71.2	70.4	68.6	62.5	71.2	71.8	
Medium Trucks:	64.8	64.3	58.0	56.4	64.9	65.1	
Heavy Trucks:	65.2	64.8	55.8	57.0	65.4	65.5	
Vehicle Noise:	72.9	72.2	69.2	64.4	72.9	73.4	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			105	226	487	1,049	
CNEL:			113	243	523	1,126	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL							
Scenario: GP (2040) With Project Road Name: Iris Av. Road Segment: e/o Nason St.				Project Name: Town Center at MV Job Number: 14556			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 31,463 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,464 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 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: 67.0 feet Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: -90.0 degrees Right View: 90.0 degrees				Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 53.226 Medium Trucks: 53.059 Heavy Trucks: 53.076			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	70.20	1.51	-0.51	-1.20	-4.71	0.000	0.000
Medium Trucks:	81.00	-15.73	-0.49	-1.20	-4.88	0.000	0.000
Heavy Trucks:	85.38	-19.69	-0.49	-1.20	-5.29	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	70.0	69.2	67.4	61.3	70.0	70.6	
Medium Trucks:	63.6	63.1	56.8	55.2	63.7	63.9	
Heavy Trucks:	64.0	63.6	54.6	55.9	64.2	64.3	
Vehicle Noise:	71.7	71.0	68.0	63.2	71.7	72.2	
Centerline Distance to Noise Contour (in feet)							
			70 dBA	65 dBA	60 dBA	55 dBA	
Ldn:			87	188	406	874	
CNEL:			94	202	436	939	

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APPENDIX 8.1:
ON-SITE TRAFFIC NOISE LEVEL CALCULATIONS

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013							
Scenario: Backyard With Wall Road Name: Cottonwood Av. Lot No: ON1				Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 10,500 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 822 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 36 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 6.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Observer: 54.0 feet Barrier Distance to Observer: 10.0 feet Observer Height (Above Pad): 3.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%				Vehicle Mix			
				VehicleType Day Evening Night Daily Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.00 Medium Trucks: 2.30 Heavy Trucks: 8.01 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 51.036 Medium Trucks: 50.760 Heavy Trucks: 50.640			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	69.34	-2.80	-0.24	-1.20	0.75	-9.500	-12.500
Medium Trucks:	77.62	-20.04	-0.20	-1.20	0.58	-8.900	-11.900
Heavy Trucks:	82.14	-24.00	-0.19	-1.20	0.25	-7.150	-10.150
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	65.1	64.3	62.5	56.4	65.1	65.7	
Medium Trucks:	56.2	55.7	49.4	47.8	56.3	56.5	
Heavy Trucks:	56.8	56.4	47.4	48.6	57.0	57.1	
Vehicle Noise:	66.2	65.4	62.8	57.6	66.2	66.7	
Mitigated Noise Levels (with Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	55.6	54.8	53.0	46.9	55.6	56.2	
Medium Trucks:	47.3	46.8	40.5	38.9	47.4	47.6	
Heavy Trucks:	49.6	49.3	40.2	41.5	49.8	49.9	
Vehicle Noise:	57.1	56.4	53.5	48.5	57.1	57.6	
Centerline Distance to Noise Contour (in feet)			70 dBA	65 dBA	60 dBA	55 dBA	
CNEL:			32	70	151	324	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013							
Scenario: Backyard With Wall Road Name: Nason St. Lot No: ON2				Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 63,000 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,933 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 6.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 55.0 feet Centerline Dist. to Observer: 65.0 feet Barrier Distance to Observer: 10.0 feet Observer Height (Above Pad): 3.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%				Vehicle Mix			
				VehicleType Day Evening Night Daily Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.00 Medium Trucks: 2.30 Heavy Trucks: 8.01 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 57.557 Medium Trucks: 57.320 Heavy Trucks: 57.217			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	69.34	4.98	-1.02	-1.20	0.68	-9.240	-12.240
Medium Trucks:	77.62	-12.26	-0.99	-1.20	0.55	-8.750	-11.750
Heavy Trucks:	82.14	-16.21	-0.98	-1.20	0.28	-7.360	-10.360
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	72.1	71.3	69.5	63.4	72.1	72.7	
Medium Trucks:	63.2	62.7	56.4	54.8	63.3	63.5	
Heavy Trucks:	63.7	63.4	54.4	55.6	64.0	64.1	
Vehicle Noise:	73.2	72.4	69.8	64.6	73.2	73.7	
Mitigated Noise Levels (with Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	62.9	62.0	60.3	54.2	62.8	63.4	
Medium Trucks:	54.4	54.0	47.6	46.1	54.5	54.8	
Heavy Trucks:	56.4	56.0	47.0	48.2	56.6	56.7	
Vehicle Noise:	64.2	63.5	60.7	55.7	64.2	64.7	
Centerline Distance to Noise Contour (in feet)			70 dBA	65 dBA	60 dBA	55 dBA	
CNEL:			114	246	531	1,143	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013							
Scenario: Backyard With Wall Road Name: Nason St. Lot No: ON3				Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 63,000 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,933 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 6.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 55.0 feet Centerline Dist. to Observer: 65.0 feet Barrier Distance to Observer: 10.0 feet Observer Height (Above Pad): 3.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%				Vehicle Mix			
				VehicleType Day Evening Night Daily Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.00 Medium Trucks: 2.30 Heavy Trucks: 8.01 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 57.557 Medium Trucks: 57.320 Heavy Trucks: 57.217			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	69.34	4.98	-1.02	-1.20	0.68	-9.240	-12.240
Medium Trucks:	77.62	-12.26	-0.99	-1.20	0.55	-8.750	-11.750
Heavy Trucks:	82.14	-16.21	-0.98	-1.20	0.28	-7.360	-10.360
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	72.1	71.3	69.5	63.4	72.1	72.7	
Medium Trucks:	63.2	62.7	56.4	54.8	63.3	63.5	
Heavy Trucks:	63.7	63.4	54.4	55.6	64.0	64.1	
Vehicle Noise:	73.2	72.4	69.8	64.6	73.2	73.7	
Mitigated Noise Levels (with Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	62.9	62.0	60.3	54.2	62.8	63.4	
Medium Trucks:	54.4	54.0	47.6	46.1	54.5	54.8	
Heavy Trucks:	56.4	56.0	47.0	48.2	56.6	56.7	
Vehicle Noise:	64.2	63.5	60.7	55.7	64.2	64.7	
Centerline Distance to Noise Contour (in feet)			70 dBA	65 dBA	60 dBA	55 dBA	
CNEL:			114	246	531	1,143	

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013							
Scenario: Backyard With Wall Road Name: Nason St. Lot No: ON4				Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson			
SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS			
Highway Data				Site Conditions (Hard = 10, Soft = 15)			
Average Daily Traffic (Adt): 63,000 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,933 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 feet				Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15			
Site Data Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 55.0 feet Centerline Dist. to Observer: 65.0 feet Barrier Distance to Observer: 10.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%				Vehicle Mix			
				VehicleType Day Evening Night Daily Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%			
				Noise Source Elevations (in feet)			
				Autos: 0.00 Medium Trucks: 2.30 Heavy Trucks: 8.01 Grade Adjustment: 0.0			
				Lane Equivalent Distance (in feet)			
				Autos: 58.387 Medium Trucks: 58.235 Heavy Trucks: 58.250			
FHWA Noise Model Calculations							
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	69.34	4.98	-1.11	-1.20	-0.97	0.000	0.000
Medium Trucks:	77.62	-12.26	-1.10	-1.20	-1.15	0.000	0.000
Heavy Trucks:	82.14	-16.21	-1.10	-1.20	-1.65	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	72.0	71.2	69.4	63.4	72.0	72.6	
Medium Trucks:	63.1	62.6	56.3	54.7	63.2	63.4	
Heavy Trucks:	63.6	63.3	54.2	55.5	63.8	64.0	
Vehicle Noise:	73.1	72.3	69.7	64.5	73.1	73.6	
Mitigated Noise Levels (with Topo and barrier attenuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	72.0	71.2	69.4	63.4	72.0	72.6	
Medium Trucks:	63.1	62.6	56.3	54.7	63.2	63.4	
Heavy Trucks:	63.6	63.3	54.2	55.5	63.8	64.0	
Vehicle Noise:	73.1	72.3	69.7	64.5	73.1	73.6	
Centerline Distance to Noise Contour (in feet)			70 dBA	65 dBA	60 dBA	55 dBA	
CNEL:			113	243	523	1,126	

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																																												
Scenario: Backyard With Wall Road Name: Nason St. Lot No: ON5					Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																																							
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																																									
Highway Data			Site Conditions (Hard = 10, Soft = 15)																																									
Average Daily Traffic (Adt): 63,000 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,933 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15																																									
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FHWA Noise Model Calculations			Lane Equivalent Distance (in feet)																																									
			Autos: 58.387 Medium Trucks: 58.235 Heavy Trucks: 58.250																																									
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Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																																												
Scenario: Backyard With Wall Road Name: Alessandro Blvd. Lot No: ON6					Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																																							
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																																									
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FHWA Noise Model Calculations			Lane Equivalent Distance (in feet)																																									
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Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																																												
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Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																																												
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SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																																									
Highway Data			Site Conditions (Hard = 10, Soft = 15)																																									
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Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																																											
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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																																											
Scenario: First Floor With Wall Road Name: Cottonwood Av. Lot No: ON1			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																																								
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Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																																											
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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																																											
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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																																											
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VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																																					
Autos	67.7	66.8	65.1	59.0	67.6	68.3																																					
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Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																																											
Scenario: First Floor With Wall Road Name: Alessandro Blvd. Lot No: ON7			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																																								
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																																								
Highway Data			Site Conditions (Hard = 10, Soft = 15)																																								
Average Daily Traffic (Adt): 25,950 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,032 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15																																								
Site Data			Vehicle Mix																																								
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Barrier Height: 6.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 67.0 feet Centerline Dist. to Observer: 87.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0																																								
FHWA Noise Model Calculations			Lane Equivalent Distance (in feet)																																								
			Autos: 73.354 Medium Trucks: 73.145 Heavy Trucks: 73.054																																								
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VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																																					
Autos	61.6	60.8	59.0	52.9	61.6	62.2																																					
Medium Trucks	52.6	52.2	45.8	44.3	52.8	53.0																																					
Heavy Trucks	53.8	53.5	44.4	45.7	54.0	54.2																																					
Vehicle Noise	62.7	62.0	59.3	54.2	62.7	63.2																																					

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																									
Scenario: First Floor With Wall Road Name: Bay Av. Lot No: ON8			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																						
Highway Data			Site Conditions (Hard = 10, Soft = 15)																						
Average Daily Traffic (Adt): 3,200 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 251 vehicles Vehicle Speed: 30 mph Near/Far Lane Distance: 24 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15																						
Site Data			Vehicle Mix																						
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VehicleType	Day	Evening	Night	Daily																					
Autos	77.5%	12.9%	9.6%	97.42%																					
Medium Trucks	84.8%	4.9%	10.3%	1.84%																					
Heavy Trucks	86.5%	2.7%	10.8%	0.74%																					
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 39.0 feet Centerline Dist. to Observer: 59.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0																						
			Lane Equivalent Distance (in feet) Autos: 57.983 Medium Trucks: 57.830 Heavy Trucks: 57.845																						
FHWA Noise Model Calculations																									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten																		
Autos	62.51	-6.20	-1.07	-1.20	-0.40	0.000	0.000																		
Medium Trucks	73.11	-23.44	-1.05	-1.20	-0.61	0.000	0.000																		
Heavy Trucks	78.76	-27.40	-1.05	-1.20	-1.32	0.000	0.000																		
Unmitigated Noise Levels (without Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	54.0	53.2	51.4	45.4	54.0	54.6																			
Medium Trucks	47.4	47.0	40.6	39.1	47.5	47.8																			
Heavy Trucks	49.1	48.8	39.7	41.0	49.3	49.4																			
Vehicle Noise:	55.9	55.2	52.0	47.4	56.0	56.4																			
Mitigated Noise Levels (with Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	54.0	53.2	51.4	45.4	54.0	54.6																			
Medium Trucks	47.4	47.0	40.6	39.1	47.5	47.8																			
Heavy Trucks	49.1	48.8	39.7	41.0	49.3	49.4																			
Vehicle Noise:	55.9	55.2	52.0	47.4	56.0	56.4																			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																									
Scenario: First Floor With Wall Road Name: Street A Lot No: ON9			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																						
Highway Data			Site Conditions (Hard = 10, Soft = 15)																						
Average Daily Traffic (Adt): 2,050 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 161 vehicles Vehicle Speed: 30 mph Near/Far Lane Distance: 24 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15																						
Site Data			Vehicle Mix																						
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VehicleType	Day	Evening	Night	Daily																					
Autos	77.5%	12.9%	9.6%	97.42%																					
Medium Trucks	84.8%	4.9%	10.3%	1.84%																					
Heavy Trucks	86.5%	2.7%	10.8%	0.74%																					
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 39.0 feet Centerline Dist. to Observer: 59.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0																						
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FHWA Noise Model Calculations																									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten																		
Autos	62.51	-8.13	-1.07	-1.20	-0.40	0.000	0.000																		
Medium Trucks	73.11	-25.37	-1.05	-1.20	-0.61	0.000	0.000																		
Heavy Trucks	78.76	-29.33	-1.05	-1.20	-1.32	0.000	0.000																		
Unmitigated Noise Levels (without Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	52.1	51.3	49.5	43.5	52.1	52.7																			
Medium Trucks	45.5	45.0	38.7	37.1	45.6	45.8																			
Heavy Trucks	47.2	46.8	37.8	39.0	47.4	47.5																			
Vehicle Noise:	54.0	53.3	50.1	45.5	54.0	54.5																			
Mitigated Noise Levels (with Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	52.1	51.3	49.5	43.5	52.1	52.7																			
Medium Trucks	45.5	45.0	38.7	37.1	45.6	45.8																			
Heavy Trucks	47.2	46.8	37.8	39.0	47.4	47.5																			
Vehicle Noise:	54.0	53.3	50.1	45.5	54.0	54.5																			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																									
Scenario: Second Floor With Wall Road Name: Cottonwood Av. Lot No: ON1			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																						
Highway Data			Site Conditions (Hard = 10, Soft = 15)																						
Average Daily Traffic (Adt): 10,500 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 822 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15																						
Site Data			Vehicle Mix																						
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VehicleType	Day	Evening	Night	Daily																					
Autos	77.5%	12.9%	9.6%	97.42%																					
Medium Trucks	84.8%	4.9%	10.3%	1.84%																					
Heavy Trucks	86.5%	2.7%	10.8%	0.74%																					
Barrier Height: 6.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Observer: 64.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 15.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0																						
			Lane Equivalent Distance (in feet) Autos: 63.222 Medium Trucks: 62.717 Heavy Trucks: 61.814																						
FHWA Noise Model Calculations																									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten																		
Autos	69.34	-2.80	-1.63	-1.20	-0.59	0.000	0.000																		
Medium Trucks	77.62	-20.04	-1.58	-1.20	-0.82	0.000	0.000																		
Heavy Trucks	82.14	-24.00	-1.49	-1.20	-1.56	0.000	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	62.9	61.1	55.1	63.7	64.3																			
Medium Trucks	54.8	54.4	48.0	46.5	54.9	55.1																			
Heavy Trucks	55.5	55.1	46.1	47.3	55.7	55.8																			
Vehicle Noise:	64.8	64.0	61.4	56.2	64.8	65.3																			
Mitigated Noise Levels (with Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	63.7	62.9	61.1	55.1	63.7	64.3																			
Medium Trucks	54.8	54.4	48.0	46.5	54.9	55.1																			
Heavy Trucks	55.5	55.1	46.1	47.3	55.7	55.8																			
Vehicle Noise:	64.8	64.0	61.4	56.2	64.8	65.3																			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																									
Scenario: Second Floor With Wall Road Name: Nason St. Lot No: ON2			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																						
Highway Data			Site Conditions (Hard = 10, Soft = 15)																						
Average Daily Traffic (Adt): 63,000 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,933 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15																						
Site Data			Vehicle Mix																						
			<table border="1"> <thead> <tr> <th>VehicleType</th> <th>Day</th> <th>Evening</th> <th>Night</th> <th>Daily</th> </tr> </thead> <tbody> <tr> <td>Autos</td> <td>77.5%</td> <td>12.9%</td> <td>9.6%</td> <td>97.42%</td> </tr> <tr> <td>Medium Trucks</td> <td>84.8%</td> <td>4.9%</td> <td>10.3%</td> <td>1.84%</td> </tr> <tr> <td>Heavy Trucks</td> <td>86.5%</td> <td>2.7%</td> <td>10.8%</td> <td>0.74%</td> </tr> </tbody> </table>						VehicleType	Day	Evening	Night	Daily	Autos	77.5%	12.9%	9.6%	97.42%	Medium Trucks	84.8%	4.9%	10.3%	1.84%	Heavy Trucks	86.5%
VehicleType	Day	Evening	Night	Daily																					
Autos	77.5%	12.9%	9.6%	97.42%																					
Medium Trucks	84.8%	4.9%	10.3%	1.84%																					
Heavy Trucks	86.5%	2.7%	10.8%	0.74%																					
Barrier Height: 6.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 55.0 feet Centerline Dist. to Observer: 75.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 15.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0																						
			Lane Equivalent Distance (in feet) Autos: 70.774 Medium Trucks: 70.323 Heavy Trucks: 69.519																						
FHWA Noise Model Calculations																									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten																		
Autos	69.34	4.98	-2.37	-1.20	-0.76	0.000	0.000																		
Medium Trucks	77.62	-12.26	-2.33	-1.20	-0.97	0.000	0.000																		
Heavy Trucks	82.14	-16.21	-2.25	-1.20	-1.61	0.000	0.000																		
Unmitigated Noise Levels (without Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	70.8	69.9	68.2	62.1	70.7	71.3																			
Medium Trucks	61.8	61.4	55.0	53.5	61.9	62.2																			
Heavy Trucks	62.5	62.1	53.1	54.3	62.7	62.8																			
Vehicle Noise:	71.8	71.1	68.5	63.3	71.8	72.3																			
Mitigated Noise Levels (with Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
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Medium Trucks	61.8	61.4	55.0	53.5	61.9	62.2																			
Heavy Trucks	62.5	62.1	53.1	54.3	62.7	62.8																			
Vehicle Noise:	71.8	71.1	68.5	63.3	71.8	72.3																			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																									
Scenario: Second Floor With Wall Road Name: Nason St. Lot No: ON3			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																						
Highway Data			Site Conditions (Hard = 10, Soft = 15)																						
Average Daily Traffic (Adt): 63,000 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,933 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15																						
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VehicleType	Day	Evening	Night	Daily																					
Autos	77.5%	12.9%	9.6%	97.42%																					
Medium Trucks	84.8%	4.9%	10.3%	1.84%																					
Heavy Trucks	86.5%	2.7%	10.8%	0.74%																					
Barrier Height: 6.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 55.0 feet Centerline Dist. to Observer: 75.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 15.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0																						
			Lane Equivalent Distance (in feet) Autos: 70.774 Medium Trucks: 70.323 Heavy Trucks: 69.519																						
FHWA Noise Model Calculations																									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten																		
Autos	69.34	4.98	-2.37	-1.20	-0.76	0.000	0.000																		
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Vehicle Noise	71.8	71.1	68.5	63.3	71.8	72.3																			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																									
Scenario: Second Floor With Wall Road Name: Nason St. Lot No: ON4			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																						
Highway Data			Site Conditions (Hard = 10, Soft = 15)																						
Average Daily Traffic (Adt): 63,000 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,933 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15																						
Site Data			Vehicle Mix																						
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VehicleType	Day	Evening	Night	Daily																					
Autos	77.5%	12.9%	9.6%	97.42%																					
Medium Trucks	84.8%	4.9%	10.3%	1.84%																					
Heavy Trucks	86.5%	2.7%	10.8%	0.74%																					
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 55.0 feet Centerline Dist. to Observer: 75.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 15.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0																						
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FHWA Noise Model Calculations																									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten																		
Autos	69.34	4.98	-2.37	-1.20	-3.44	0.000	0.000																		
Medium Trucks	77.62	-12.26	-2.33	-1.20	-3.89	0.000	0.000																		
Heavy Trucks	82.14	-16.21	-2.25	-1.20	-5.14	0.000	0.000																		
Unmitigated Noise Levels (without Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
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Medium Trucks	61.8	61.4	55.0	53.5	61.9	62.2																			
Heavy Trucks	62.5	62.1	53.1	54.3	62.7	62.8																			
Vehicle Noise	71.8	71.1	68.5	63.3	71.8	72.3																			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																									
Scenario: Second Floor With Wall Road Name: Nason St. Lot No: ON5			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																						
Highway Data			Site Conditions (Hard = 10, Soft = 15)																						
Average Daily Traffic (Adt): 63,000 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,933 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15																						
Site Data			Vehicle Mix																						
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VehicleType	Day	Evening	Night	Daily																					
Autos	77.5%	12.9%	9.6%	97.42%																					
Medium Trucks	84.8%	4.9%	10.3%	1.84%																					
Heavy Trucks	86.5%	2.7%	10.8%	0.74%																					
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 55.0 feet Centerline Dist. to Observer: 75.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 15.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0																						
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FHWA Noise Model Calculations																									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten																		
Autos	69.34	4.98	-2.37	-1.20	-3.44	0.000	0.000																		
Medium Trucks	77.62	-12.26	-2.33	-1.20	-3.89	0.000	0.000																		
Heavy Trucks	82.14	-16.21	-2.25	-1.20	-5.14	0.000	0.000																		
Unmitigated Noise Levels (without Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	70.8	69.9	68.2	62.1	70.7	71.3																			
Medium Trucks	61.8	61.4	55.0	53.5	61.9	62.2																			
Heavy Trucks	62.5	62.1	53.1	54.3	62.7	62.8																			
Vehicle Noise	71.8	71.1	68.5	63.3	71.8	72.3																			
Mitigated Noise Levels (with Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	70.8	69.9	68.2	62.1	70.7	71.3																			
Medium Trucks	61.8	61.4	55.0	53.5	61.9	62.2																			
Heavy Trucks	62.5	62.1	53.1	54.3	62.7	62.8																			
Vehicle Noise	71.8	71.1	68.5	63.3	71.8	72.3																			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																									
Scenario: Second Floor With Wall Road Name: Alessandro Blvd. Lot No: ON6			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																						
Highway Data			Site Conditions (Hard = 10, Soft = 15)																						
Average Daily Traffic (Adt): 25,950 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 2,032 vehicles Vehicle Speed: 50 mph Near/Far Lane Distance: 82 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15																						
Site Data			Vehicle Mix																						
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VehicleType	Day	Evening	Night	Daily																					
Autos	77.5%	12.9%	9.6%	97.42%																					
Medium Trucks	84.8%	4.9%	10.3%	1.84%																					
Heavy Trucks	86.5%	2.7%	10.8%	0.74%																					
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 67.0 feet Centerline Dist. to Observer: 87.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 15.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0																						
			Lane Equivalent Distance (in feet) Autos: 78.186 Medium Trucks: 77.778 Heavy Trucks: 77.051																						
FHWA Noise Model Calculations																									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten																		
Autos	71.12	0.67	-3.02	-1.20	-3.64	0.000	0.000																		
Medium Trucks	78.79	-16.57	-2.98	-1.20	-4.03	0.000	0.000																		
Heavy Trucks	83.02	-20.52	-2.92	-1.20	-5.08	0.000	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	66.7	65.0	58.9	67.5	68.1																			
Medium Trucks	58.0	57.6	51.2	49.7	58.2	58.4																			
Heavy Trucks	58.4	58.0	49.0	50.2	58.6	58.7																			
Vehicle Noise	68.5	67.7	65.3	59.9	68.5	69.0																			
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VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	67.6	66.7	65.0	58.9	67.5	68.1																			
Medium Trucks	58.0	57.6	51.2	49.7	58.2	58.4																			
Heavy Trucks	58.4	58.0	49.0	50.2	58.6	58.7																			
Vehicle Noise	68.5	67.7	65.3	59.9	68.5	69.0																			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																									
Scenario: Second Floor With Wall Road Name: Alessandro Blvd. Lot No: ON7			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																						
Highway Data			Site Conditions (Hard = 10, Soft = 15)																						
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VehicleType	Day	Evening	Night	Daily																					
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Heavy Trucks	86.5%	2.7%	10.8%	0.74%																					
Barrier Height: 6.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 67.0 feet Centerline Dist. to Observer: 87.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 15.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0																						
			Lane Equivalent Distance (in feet) Autos: 78.186 Medium Trucks: 77.778 Heavy Trucks: 77.051																						
FHWA Noise Model Calculations																									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten																		
Autos	71.12	0.67	-3.02	-1.20	-0.90	0.000	0.000																		
Medium Trucks	78.79	-16.57	-2.98	-1.20	-1.09	0.000	0.000																		
Heavy Trucks	83.02	-20.52	-2.92	-1.20	-1.64	0.000	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	66.7	65.0	58.9	67.5	68.1																			
Medium Trucks	58.0	57.6	51.2	49.7	58.2	58.4																			
Heavy Trucks	58.4	58.0	49.0	50.2	58.6	58.7																			
Vehicle Noise:	68.5	67.7	65.3	59.9	68.5	69.0																			
Mitigated Noise Levels (with Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	67.6	66.7	65.0	58.9	67.5	68.1																			
Medium Trucks	58.0	57.6	51.2	49.7	58.2	58.4																			
Heavy Trucks	58.4	58.0	49.0	50.2	58.6	58.7																			
Vehicle Noise:	68.5	67.7	65.3	59.9	68.5	69.0																			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																									
Scenario: Second Floor With Wall Road Name: Bay Av. Lot No: ON8			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																						
Highway Data			Site Conditions (Hard = 10, Soft = 15)																						
Average Daily Traffic (Adt): 3,200 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 251 vehicles Vehicle Speed: 30 mph Near/Far Lane Distance: 24 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15																						
Site Data			Vehicle Mix																						
			<table border="1"> <thead> <tr> <th>VehicleType</th> <th>Day</th> <th>Evening</th> <th>Night</th> <th>Daily</th> </tr> </thead> <tbody> <tr> <td>Autos</td> <td>77.5%</td> <td>12.9%</td> <td>9.6%</td> <td>97.42%</td> </tr> <tr> <td>Medium Trucks</td> <td>84.8%</td> <td>4.9%</td> <td>10.3%</td> <td>1.84%</td> </tr> <tr> <td>Heavy Trucks</td> <td>86.5%</td> <td>2.7%</td> <td>10.8%</td> <td>0.74%</td> </tr> </tbody> </table>						VehicleType	Day	Evening	Night	Daily	Autos	77.5%	12.9%	9.6%	97.42%	Medium Trucks	84.8%	4.9%	10.3%	1.84%	Heavy Trucks	86.5%
VehicleType	Day	Evening	Night	Daily																					
Autos	77.5%	12.9%	9.6%	97.42%																					
Medium Trucks	84.8%	4.9%	10.3%	1.84%																					
Heavy Trucks	86.5%	2.7%	10.8%	0.74%																					
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 39.0 feet Centerline Dist. to Observer: 59.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 15.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0																						
			Lane Equivalent Distance (in feet) Autos: 59.682 Medium Trucks: 59.147 Heavy Trucks: 58.189																						
FHWA Noise Model Calculations																									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten																		
Autos	62.51	-6.20	-1.26	-1.20	-3.06	0.000	0.000																		
Medium Trucks	73.11	-23.44	-1.20	-1.20	-3.64	0.000	0.000																		
Heavy Trucks	78.76	-27.40	-1.09	-1.20	-5.28	0.000	0.000																		
Unmitigated Noise Levels (without Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	53.9	53.0	51.3	45.2	53.8	54.4																			
Medium Trucks	47.3	46.8	40.5	38.9	47.4	47.6																			
Heavy Trucks	49.1	48.7	39.7	40.9	49.3	49.4																			
Vehicle Noise:	55.8	55.1	51.9	47.3	55.8	56.3																			
Mitigated Noise Levels (with Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	53.9	53.0	51.3	45.2	53.8	54.4																			
Medium Trucks	47.3	46.8	40.5	38.9	47.4	47.6																			
Heavy Trucks	49.1	48.7	39.7	40.9	49.3	49.4																			
Vehicle Noise:	55.8	55.1	51.9	47.3	55.8	56.3																			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																									
Scenario: Second Floor With Wall Road Name: Street A Lot No: ON9			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																						
Highway Data			Site Conditions (Hard = 10, Soft = 15)																						
Average Daily Traffic (Adt): 2,050 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 161 vehicles Vehicle Speed: 30 mph Near/Far Lane Distance: 24 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15																						
Site Data			Vehicle Mix																						
			<table border="1"> <thead> <tr> <th>VehicleType</th> <th>Day</th> <th>Evening</th> <th>Night</th> <th>Daily</th> </tr> </thead> <tbody> <tr> <td>Autos</td> <td>77.5%</td> <td>12.9%</td> <td>9.6%</td> <td>97.42%</td> </tr> <tr> <td>Medium Trucks</td> <td>84.8%</td> <td>4.9%</td> <td>10.3%</td> <td>1.84%</td> </tr> <tr> <td>Heavy Trucks</td> <td>86.5%</td> <td>2.7%</td> <td>10.8%</td> <td>0.74%</td> </tr> </tbody> </table>						VehicleType	Day	Evening	Night	Daily	Autos	77.5%	12.9%	9.6%	97.42%	Medium Trucks	84.8%	4.9%	10.3%	1.84%	Heavy Trucks	86.5%
VehicleType	Day	Evening	Night	Daily																					
Autos	77.5%	12.9%	9.6%	97.42%																					
Medium Trucks	84.8%	4.9%	10.3%	1.84%																					
Heavy Trucks	86.5%	2.7%	10.8%	0.74%																					
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 39.0 feet Centerline Dist. to Observer: 59.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 15.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0																						
			Lane Equivalent Distance (in feet) Autos: 59.682 Medium Trucks: 59.147 Heavy Trucks: 58.189																						
FHWA Noise Model Calculations																									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten																		
Autos	62.51	-8.13	-1.26	-1.20	-3.06	0.000	0.000																		
Medium Trucks	73.11	-25.37	-1.20	-1.20	-3.64	0.000	0.000																		
Heavy Trucks	78.76	-29.33	-1.09	-1.20	-5.28	0.000	0.000																		
Unmitigated Noise Levels (without Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	51.9	51.1	49.3	43.3	51.9	52.5																			
Medium Trucks	45.3	44.9	38.5	37.0	45.5	45.7																			
Heavy Trucks	47.1	46.8	37.7	39.0	47.3	47.5																			
Vehicle Noise:	53.8	53.2	49.9	45.3	53.9	54.3																			
Mitigated Noise Levels (with Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	51.9	51.1	49.3	43.3	51.9	52.5																			
Medium Trucks	45.3	44.9	38.5	37.0	45.5	45.7																			
Heavy Trucks	47.1	46.8	37.7	39.0	47.3	47.5																			
Vehicle Noise:	53.8	53.2	49.9	45.3	53.9	54.3																			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																									
Scenario: Third Floor With Wall Road Name: Cottonwood Av. Lot No: ON1			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																						
Highway Data			Site Conditions (Hard = 10, Soft = 15)																						
Average Daily Traffic (Adt): 10,500 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 822 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 36 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15																						
Site Data			Vehicle Mix																						
			<table border="1"> <thead> <tr> <th>VehicleType</th> <th>Day</th> <th>Evening</th> <th>Night</th> <th>Daily</th> </tr> </thead> <tbody> <tr> <td>Autos</td> <td>77.5%</td> <td>12.9%</td> <td>9.6%</td> <td>97.42%</td> </tr> <tr> <td>Medium Trucks</td> <td>84.8%</td> <td>4.9%</td> <td>10.3%</td> <td>1.84%</td> </tr> <tr> <td>Heavy Trucks</td> <td>86.5%</td> <td>2.7%</td> <td>10.8%</td> <td>0.74%</td> </tr> </tbody> </table>						VehicleType	Day	Evening	Night	Daily	Autos	77.5%	12.9%	9.6%	97.42%	Medium Trucks	84.8%	4.9%	10.3%	1.84%	Heavy Trucks	86.5%
VehicleType	Day	Evening	Night	Daily																					
Autos	77.5%	12.9%	9.6%	97.42%																					
Medium Trucks	84.8%	4.9%	10.3%	1.84%																					
Heavy Trucks	86.5%	2.7%	10.8%	0.74%																					
Barrier Height: 6.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Observer: 64.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 25.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0																						
			Lane Equivalent Distance (in feet) Autos: 66.310 Medium Trucks: 65.478 Heavy Trucks: 63.724																						
FHWA Noise Model Calculations																									
VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten																		
Autos	69.34	-2.80	-1.94	-1.20	-3.21	0.000	0.000																		
Medium Trucks	77.62	-20.04	-1.86	-1.20	-3.75	0.000	0.000																		
Heavy Trucks	82.14	-24.00	-1.68	-1.20	-5.30	0.000	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	62.6	60.8	54.7	63.4	64.0																			
Medium Trucks	54.5	54.1	47.7	46.2	54.6	54.9																			
Heavy Trucks	55.3	54.9	45.9	47.1	55.5	55.6																			
Vehicle Noise:	64.5	63.7	61.1	55.9	64.5	65.0																			
Mitigated Noise Levels (with Topo and barrier attenuation)																									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL																			
Autos	63.4	62.6	60.8	54.7	63.4	64.0																			
Medium Trucks	54.5	54.1	47.7	46.2	54.6	54.9																			
Heavy Trucks	55.3	54.9	45.9	47.1	55.5	55.6																			
Vehicle Noise:	64.5	63.7	61.1	55.9	64.5	65.0																			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013									
Scenario: Third Floor With Wall Road Name: Nason St. Lot No: ON2			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 63,000 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,933 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 6.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 55.0 feet Centerline Dist. to Observer: 75.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 25.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
Noise Source Elevations (in feet)			Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
FHWA Noise Model Calculations			Autos: 73.546 Medium Trucks: 72.797 Heavy Trucks: 71.224						
			VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten
Autos: 69.34 4.98 -2.62 -1.20 -3.77 0.000 0.000									
Medium Trucks: 77.62 -12.26 -2.55 -1.20 -4.26 0.000 0.000									
Heavy Trucks: 82.14 -16.21 -2.41 -1.20 -5.60 0.000 0.000									
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	70.5	69.7	67.9	61.9	70.5	71.1			
Medium Trucks:	61.6	61.2	54.8	53.3	61.7	62.0			
Heavy Trucks:	62.3	62.0	52.9	54.2	62.5	62.7			
Vehicle Noise:	71.6	70.8	68.2	63.0	71.6	72.1			
Mitigated Noise Levels (with Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	70.5	69.7	67.9	61.9	70.5	71.1			
Medium Trucks:	61.6	61.2	54.8	53.3	61.7	62.0			
Heavy Trucks:	62.3	62.0	52.9	54.2	62.5	62.7			
Vehicle Noise:	71.6	70.8	68.2	63.0	71.6	72.1			

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013									
Scenario: Third Floor With Wall Road Name: Nason St. Lot No: ON3			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 63,000 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,933 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15						
Site Data			Vehicle Mix						
			VehicleType	Day	Evening	Night	Daily		
Barrier Height: 6.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 55.0 feet Centerline Dist. to Observer: 75.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 25.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
Noise Source Elevations (in feet)			Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
FHWA Noise Model Calculations			Autos: 73.546 Medium Trucks: 72.797 Heavy Trucks: 71.224						
			VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten
Autos: 69.34 4.98 -2.62 -1.20 -3.77 0.000 0.000									
Medium Trucks: 77.62 -12.26 -2.55 -1.20 -4.26 0.000 0.000									
Heavy Trucks: 82.14 -16.21 -2.41 -1.20 -5.60 0.000 0.000									
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	70.5	69.7	67.9	61.9	70.5	71.1			
Medium Trucks:	61.6	61.2	54.8	53.3	61.7	62.0			
Heavy Trucks:	62.3	62.0	52.9	54.2	62.5	62.7			
Vehicle Noise:	71.6	70.8	68.2	63.0	71.6	72.1			
Mitigated Noise Levels (with Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	70.5	69.7	67.9	61.9	70.5	71.1			
Medium Trucks:	61.6	61.2	54.8	53.3	61.7	62.0			
Heavy Trucks:	62.3	62.0	52.9	54.2	62.5	62.7			
Vehicle Noise:	71.6	70.8	68.2	63.0	71.6	72.1			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013									
Scenario: Third Floor With Wall Road Name: Nason St. Lot No: ON4			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 63,000 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,933 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 75.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 25.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
Noise Source Elevations (in feet)			Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
FHWA Noise Model Calculations			Autos: 73.546 Medium Trucks: 72.797 Heavy Trucks: 71.224						
			VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten
Autos: 69.34 4.98 -2.62 -1.20 -7.79 0.000 0.000									
Medium Trucks: 77.62 -12.26 -2.55 -1.20 -8.51 0.000 0.000									
Heavy Trucks: 82.14 -16.21 -2.41 -1.20 -10.46 0.000 0.000									
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	70.5	69.7	67.9	61.9	70.5	71.1			
Medium Trucks:	61.6	61.2	54.8	53.3	61.7	62.0			
Heavy Trucks:	62.3	62.0	52.9	54.2	62.5	62.7			
Vehicle Noise:	71.6	70.8	68.2	63.0	71.6	72.1			
Mitigated Noise Levels (with Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	70.5	69.7	67.9	61.9	70.5	71.1			
Medium Trucks:	61.6	61.2	54.8	53.3	61.7	62.0			
Heavy Trucks:	62.3	62.0	52.9	54.2	62.5	62.7			
Vehicle Noise:	71.6	70.8	68.2	63.0	71.6	72.1			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013									
Scenario: Third Floor With Wall Road Name: Nason St. Lot No: ON5			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson						
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS						
Highway Data			Site Conditions (Hard = 10, Soft = 15)						
Average Daily Traffic (Adt): 63,000 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 4,933 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 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: 55.0 feet Centerline Dist. to Observer: 75.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 25.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Autos: 77.5% 12.9% 9.6% 97.42% Medium Trucks: 84.8% 4.9% 10.3% 1.84% Heavy Trucks: 86.5% 2.7% 10.8% 0.74%						
Noise Source Elevations (in feet)			Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0						
			Lane Equivalent Distance (in feet)						
FHWA Noise Model Calculations			Autos: 73.546 Medium Trucks: 72.797 Heavy Trucks: 71.224						
			VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten
Autos: 69.34 4.98 -2.62 -1.20 -7.79 0.000 0.000									
Medium Trucks: 77.62 -12.26 -2.55 -1.20 -8.51 0.000 0.000									
Heavy Trucks: 82.14 -16.21 -2.41 -1.20 -10.46 0.000 0.000									
Unmitigated Noise Levels (without Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	70.5	69.7	67.9	61.9	70.5	71.1			
Medium Trucks:	61.6	61.2	54.8	53.3	61.7	62.0			
Heavy Trucks:	62.3	62.0	52.9	54.2	62.5	62.7			
Vehicle Noise:	71.6	70.8	68.2	63.0	71.6	72.1			
Mitigated Noise Levels (with Topo and barrier attenuation)									
VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	70.5	69.7	67.9	61.9	70.5	71.1			
Medium Trucks:	61.6	61.2	54.8	53.3	61.7	62.0			
Heavy Trucks:	62.3	62.0	52.9	54.2	62.5	62.7			
Vehicle Noise:	71.6	70.8	68.2	63.0	71.6	72.1			

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																																											
Scenario: Third Floor With Wall Road Name: Alessandro Blvd. Lot No: ON6			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																																								
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																																								
Highway Data			Site Conditions (Hard = 10, Soft = 15)																																								
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Tuesday, June 14, 2022

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO) - 6/2/2013																																											
Scenario: Third Floor With Wall Road Name: Street A Lot No: ON9			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson																																								
SITE SPECIFIC INPUT DATA			NOISE MODEL INPUTS																																								
Highway Data			Site Conditions (Hard = 10, Soft = 15)																																								
Average Daily Traffic (Adt): 2,050 vehicles Peak Hour Percentage: 7.83% Peak Hour Volume: 161 vehicles Vehicle Speed: 30 mph Near/Far Lane Distance: 24 feet			Autos: 15 Medium Trucks (2 Axles): 15 Heavy Trucks (3+ Axles): 15																																								
Site Data			Vehicle Mix																																								
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VehicleType	Day	Evening	Night	Daily																																							
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Heavy Trucks	86.5%	2.7%	10.8%	0.74%																																							
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 39.0 feet Centerline Dist. to Observer: 59.0 feet Barrier Distance to Observer: 20.0 feet Observer Height (Above Pad): 25.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%			Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.0																																								
FHWA Noise Model Calculations			Lane Equivalent Distance (in feet)																																								
			Autos: 62.944 Medium Trucks: 62.068 Heavy Trucks: 60.215																																								
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Tuesday, June 14, 2022

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APPENDIX 10.1:
CADNAA OPERATIONAL NOISE MODEL INPUTS

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14556 - Town Center at Moreno Valley

CadnaA Noise Prediction Model: 14556-14.cna

Date: 09.02.25

Analyst: B. Lawson

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius (ft)	6561.70
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (ft)	3280.80
Min. Length of Section (ft)	3.30
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	328.08
Search Radius Rcvr	328.08
Max. Distance Source - Rcvr	3280.84 3280.84
Min. Distance Rcvr - Reflector	3.28 3.28
Min. Distance Source - Reflector	0.33
Industrial (ISO 9613 (1996))	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	
	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (°F)	50
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. (mph)	6.7
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height (ft)	Coordinates			
			Day (dBA)	Night (dBA)	CNEL (dBA)	Day (dBA)	Night (dBA)	CNEL (dBA)	Type	Auto	Noise Type		X (ft)	Y (ft)	Z (ft)	
RECEIVERS		R1	35.2	31.3	38.2	65.0	60.0	0.0				5.00	a	6275307.89	2281421.37	5.00
RECEIVERS		R2	46.3	41.8	48.9	65.0	60.0	0.0				5.00	a	6276110.91	2279887.19	5.00
RECEIVERS		R3	49.9	43.8	51.4	65.0	60.0	0.0				5.00	a	6276138.70	2278988.68	5.00
RECEIVERS		R4	44.9	39.0	46.6	65.0	60.0	0.0				5.00	a	6275289.33	2278331.00	5.00
RECEIVERS		R5	39.7	33.3	41.0	65.0	60.0	0.0				5.00	a	6274814.12	2278626.53	5.00
RECEIVERS		R6	29.5	25.7	32.7	65.0	60.0	0.0				5.00	a	6274039.91	2279362.36	5.00
RECEIVERS		R7	43.0	40.5	47.2	65.0	60.0	0.0				5.00	a	6274699.80	2280117.31	5.00
RECEIVERS		R8	32.0	27.9	34.9	65.0	60.0	0.0				5.00	a	6274608.07	2281514.86	5.00
RECEIVERS		R9	40.4	35.6	42.8	65.0	60.0	0.0				5.00	a	6276170.53	2280523.90	5.00
RECEIVERS		@200	49.7	43.6	51.2	65.0	60.0	0.0				5.00	a	6276122.00	2278962.85	5.00

Point Source(s)

Name	M.	ID	Result. PWL			Lw / Li		norm. dB(A)	Operating Time			Height (ft)	Coordinates			
			Day (dBA)	Evening (dBA)	Night (dBA)	Type	Value		Day (min)	Special (min)	Night (min)		X (ft)	Y (ft)	Z (ft)	
POINTSOURCE		AC01	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275422.79	2278842.75	30.00
POINTSOURCE		AC02	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275712.83	2278951.66	30.00
POINTSOURCE		AC03	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275718.75	2278847.49	30.00
POINTSOURCE		AC04	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275862.00	2278840.38	30.00
POINTSOURCE		AC05	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275882.12	2279014.41	30.00
POINTSOURCE		AC06	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275876.20	2279323.39	30.00
POINTSOURCE		AC07	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275879.75	2279499.78	30.00
POINTSOURCE		AC08	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275891.59	2279794.56	30.00
POINTSOURCE		AC09	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275764.92	2279949.64	30.00
POINTSOURCE		AC10	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275532.89	2279923.60	30.00

Name	M.	ID	Result. PWL			Lw / Li		Operating Time			Height		Coordinates			
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)		X	Y	Z
			(dBA)	(dBA)	(dBA)		dB(A)	(min)	(min)	(min)			(ft)	(ft)	(ft)	(ft)
POINTSOURCE		HVAC583	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275560.89	2280591.22	3.00	
POINTSOURCE		HVAC584	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275560.61	2280581.15	3.00	
POINTSOURCE		HVAC585	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275560.05	2280537.23	3.00	
POINTSOURCE		HVAC586	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275441.71	2280582.55	3.00	
POINTSOURCE		HVAC587	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275441.15	2280536.95	3.00	
POINTSOURCE		HVAC588	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275441.15	2280625.63	3.00	
POINTSOURCE		HVAC589	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275440.31	2280593.46	3.00	
POINTSOURCE		HVAC590	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275442.27	2280677.11	3.00	
POINTSOURCE		HVAC591	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275441.99	2280635.14	3.00	
POINTSOURCE		HVAC592	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275400.31	2280671.51	3.00	
POINTSOURCE		HVAC593	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275398.91	2280633.46	3.00	
POINTSOURCE		HVAC594	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275398.07	2280618.64	3.00	
POINTSOURCE		HVAC595	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275397.79	2280588.14	3.00	
POINTSOURCE		HVAC596	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275398.07	2280577.23	3.00	
POINTSOURCE		HVAC597	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275399.75	2280536.11	3.00	
POINTSOURCE		HVAC598	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275402.55	2280475.12	3.00	
POINTSOURCE		HVAC599	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275402.82	2280433.15	3.00	
POINTSOURCE		HVAC600	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275402.82	2280420.29	3.00	
POINTSOURCE		HVAC601	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275402.27	2280388.11	3.00	
POINTSOURCE		HVAC602	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275401.15	2280378.04	3.00	
POINTSOURCE		HVAC603	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275402.55	2280335.24	3.00	
POINTSOURCE		HVAC604	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275442.27	2280478.48	3.00	
POINTSOURCE		HVAC605	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275441.71	2280434.55	3.00	
POINTSOURCE		HVAC606	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275441.71	2280424.48	3.00	
POINTSOURCE		HVAC607	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275440.87	2280393.71	3.00	
POINTSOURCE		HVAC608	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275441.43	2280379.72	3.00	
POINTSOURCE		HVAC609	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275441.43	2280338.31	3.00	
POINTSOURCE		HVAC610	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275552.78	2280485.47	3.00	
POINTSOURCE		HVAC611	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275560.33	2280435.11	3.00	
POINTSOURCE		HVAC612	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275560.89	2280422.24	3.00	
POINTSOURCE		HVAC613	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275560.89	2280389.51	3.00	
POINTSOURCE		HVAC614	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275560.89	2280380.00	3.00	
POINTSOURCE		HVAC615	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275562.57	2280337.76	3.00	
POINTSOURCE		HVAC616	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275578.80	2280479.32	3.00	
POINTSOURCE		HVAC617	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275578.80	2280434.55	3.00	
POINTSOURCE		HVAC618	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275578.52	2280427.28	3.00	
POINTSOURCE		HVAC619	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275578.24	2280393.15	3.00	
POINTSOURCE		HVAC620	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275577.12	2280382.80	3.00	
POINTSOURCE		HVAC621	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275577.40	2280343.07	3.00	
POINTSOURCE		HVAC622	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275702.17	2280474.28	3.00	
POINTSOURCE		HVAC623	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275699.93	2280433.71	3.00	
POINTSOURCE		HVAC624	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275700.49	2280422.24	3.00	
POINTSOURCE		HVAC625	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275698.81	2280389.51	3.00	
POINTSOURCE		HVAC626	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275698.25	2280377.20	3.00	
POINTSOURCE		HVAC627	76.0	76.0	76.0	Lw	76	585.00	0.00	252.00	3.00	a	6275699.09	2280333.84	3.00	

Barrier(s)

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height		Coordinates				
				left	right		horz.	vert.	Begin	End	x	y	z	Ground	
						(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
BARRIEREXISTING			0					6.00	a	6275948.77	2281443.08	6.00	0.00		
										6275929.39	2281422.15	6.00	0.00		
										6275664.26	2281425.25	6.00	0.00		
										6275654.95	2281440.76	6.00	0.00		
BARRIEREXISTING			0					6.00	a	6274886.69	2281446.96	6.00	0.00		
										6274912.27	2281428.35	6.00	0.00		
										6275580.53	2281425.28	6.00	0.00		
										6275593.71	2281437.66	6.00	0.00		
BARRIEREXISTING			0					6.00	a	6274721.74	2281319.79	6.00	0.00		
										6274710.65	2280367.58	6.00	0.00		
										6274678.96	2280367.58	6.00	0.00		
BARRIEREXISTING			0					6.00	a	6274710.91	2280270.88	6.00	0.00		
										6274709.65	2280128.43	6.00	0.00		
BARRIEREXISTING			0					6.00	a	6274002.53	2279985.13	6.00	0.00		
										6273998.82	2279915.63	6.00	0.00		
										6274005.31	2279906.37	6.00	0.00		
										6274005.31	2279847.06	6.00	0.00		
BARRIEREXISTING			0					6.00	a	6274047.01	2279732.16	6.00	0.00		
										6274045.16	2279568.15	6.00	0.00		
BARRIEREXISTING			0					6.00	a	6274045.15	2279446.84	6.00	0.00		
										6274042.02	2279286.30	6.00	0.00		
BARRIEREXISTING			0					6.00	a	6274043.06	2279172.67	6.00	0.00		
										6274039.94	2278823.45	6.00	0.00		
BARRIERTEMP			0					6.00	a	6274917.19	2281300.74	6.00	0.00		
										6274933.27	2281315.81	6.00	0.00		
										6275297.93	2281309.15	6.00	0.00		

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height		Coordinates					
				left	right		horz.	vert.	Begin	End	x	y	z	Ground		
						(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	
BARRIERTEMP			0						6.00	a			6275931.69	2280682.37	6.00	0.00
													6275930.13	2280318.64	6.00	0.00
BARRIERTEMP			0						6.00	a			6275282.21	2278791.93	6.00	0.00
													6274712.68	2278792.80	6.00	0.00

Building(s)

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates					
								Begin	x	y	z	Ground	
							(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
BUILDING			BUILDING00001	x	0		25.00	a	6275356.49	2278906.68	25.00	0.00	
									6275420.42	2278937.46	25.00	0.00	
									6275461.86	2278836.83	25.00	0.00	
									6275408.58	2278806.05	25.00	0.00	
BUILDING			BUILDING00002	x	0		25.00	a	6275656.01	2278886.55	25.00	0.00	
									6275744.79	2278887.74	25.00	0.00	
									6275740.06	2278820.26	25.00	0.00	
									6275656.01	2278823.81	25.00	0.00	
BUILDING			BUILDING00003	x	0		25.00	a	6275796.88	2278885.37	25.00	0.00	
									6275859.63	2278883.00	25.00	0.00	
									6275893.96	2278852.22	25.00	0.00	
									6275892.78	2278819.07	25.00	0.00	
									6275807.54	2278817.89	25.00	0.00	
									6275795.70	2278843.93	25.00	0.00	
BUILDING			BUILDING00004	x	0		25.00	a	6275837.13	2279038.08	25.00	0.00	
									6275902.25	2279038.08	25.00	0.00	
									6275903.43	2278950.48	25.00	0.00	
									6275869.10	2278950.48	25.00	0.00	
									6275844.24	2278984.81	25.00	0.00	
BUILDING			BUILDING00005	x	0		25.00	a	6275671.40	2278967.05	25.00	0.00	
									6275699.81	2278985.99	25.00	0.00	
									6275776.76	2278995.47	25.00	0.00	
									6275775.57	2278963.50	25.00	0.00	
									6275759.00	2278941.01	25.00	0.00	
									6275698.63	2278909.05	25.00	0.00	
BUILDING			BUILDING00006	x	0		25.00	a	6275825.30	2279349.44	25.00	0.00	
									6275891.59	2279364.83	25.00	0.00	
									6275906.98	2279280.77	25.00	0.00	
									6275839.50	2279266.57	25.00	0.00	
BUILDING			BUILDING00007	x	0		25.00	a	6275825.30	2279549.50	25.00	0.00	
									6275911.72	2279528.20	25.00	0.00	
									6275890.41	2279460.72	25.00	0.00	
									6275808.72	2279483.21	25.00	0.00	
BUILDING			BUILDING00008	x	0		25.00	a	6275344.66	2279506.89	25.00	0.00	
									6275452.39	2279506.89	25.00	0.00	
									6275458.30	2279312.74	25.00	0.00	
									6275345.84	2279317.47	25.00	0.00	
BUILDING			BUILDING00009	x	0		25.00	a	6275389.64	2279830.08	25.00	0.00	
									6275498.56	2279806.40	25.00	0.00	
									6275454.75	2279622.90	25.00	0.00	
									6275344.66	2279652.50	25.00	0.00	
BUILDING			BUILDING00010	x	0		25.00	a	6275347.02	2279961.48	25.00	0.00	
									6275380.17	2279988.71	25.00	0.00	
									6275569.59	2279985.16	25.00	0.00	
									6275542.36	2279849.02	25.00	0.00	
									6275349.39	2279869.14	25.00	0.00	
BUILDING			BUILDING00011	x	0		25.00	a	6275731.77	2279979.24	25.00	0.00	
									6275924.74	2279980.42	25.00	0.00	
									6275923.56	2279764.96	25.00	0.00	
									6275864.36	2279764.96	25.00	0.00	
									6275844.24	2279779.17	25.00	0.00	
									6275841.87	2279817.05	25.00	0.00	
									6275857.26	2279817.05	25.00	0.00	
									6275854.89	2279916.50	25.00	0.00	
									6275732.96	2279917.68	25.00	0.00	
BLDG_R			0	x	0		25.00	a	6274752.67	2280003.34	25.00	0.00	
									6274787.05	2280003.60	25.00	0.00	
									6274787.31	2279996.05	25.00	0.00	
									6274795.64	2279995.27	25.00	0.00	
									6274795.64	2279976.78	25.00	0.00	
									6274790.69	2279976.52	25.00	0.00	
									6274791.47	2279955.69	25.00	0.00	
									6274769.86	2279955.69	25.00	0.00	
									6274769.86	2279960.63	25.00	0.00	
									6274750.07	2279960.89	25.00	0.00	
									6274749.28	2279977.56	25.00	0.00	
									6274745.64	2279977.82	25.00	0.00	

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274745.38	2279996.83	25.00	0.00
								6274752.93	2279996.57	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274805.01	2280003.86	25.00	0.00
								6274831.06	2280004.38	25.00	0.00
								6274831.06	2279995.79	25.00	0.00
								6274835.22	2279995.27	25.00	0.00
								6274834.96	2279973.91	25.00	0.00
								6274831.06	2279973.65	25.00	0.00
								6274830.80	2279956.47	25.00	0.00
								6274805.80	2279955.16	25.00	0.00
								6274805.80	2279973.65	25.00	0.00
								6274802.15	2279973.65	25.00	0.00
								6274802.41	2279995.27	25.00	0.00
								6274805.27	2279995.53	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274903.19	2280004.38	25.00	0.00
								6274937.57	2280004.38	25.00	0.00
								6274937.57	2279995.79	25.00	0.00
								6274946.68	2279996.05	25.00	0.00
								6274946.68	2279977.56	25.00	0.00
								6274941.47	2279976.78	25.00	0.00
								6274941.21	2279956.47	25.00	0.00
								6274900.33	2279955.95	25.00	0.00
								6274900.33	2279977.04	25.00	0.00
								6274891.99	2279976.26	25.00	0.00
								6274891.47	2279981.47	25.00	0.00
								6274895.38	2279980.95	25.00	0.00
								6274894.08	2279995.53	25.00	0.00
								6274903.45	2279995.01	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274956.32	2280004.38	25.00	0.00
								6274981.32	2280004.38	25.00	0.00
								6274982.10	2279957.25	25.00	0.00
								6274957.10	2279956.21	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275000.59	2280003.86	25.00	0.00
								6275034.44	2280003.60	25.00	0.00
								6275038.87	2279957.51	25.00	0.00
								6274996.94	2279956.21	25.00	0.00
								6274996.16	2279977.56	25.00	0.00
								6274992.77	2279977.04	25.00	0.00
								6274992.25	2279995.79	25.00	0.00
								6275000.59	2279995.79	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275053.71	2280004.38	25.00	0.00
								6275078.19	2280003.60	25.00	0.00
								6275078.45	2279957.25	25.00	0.00
								6275053.97	2279957.25	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275097.72	2280004.90	25.00	0.00
								6275127.41	2280004.38	25.00	0.00
								6275127.67	2279999.44	25.00	0.00
								6275141.21	2279998.65	25.00	0.00
								6275141.21	2279989.02	25.00	0.00
								6275144.86	2279989.02	25.00	0.00
								6275144.86	2279971.83	25.00	0.00
								6275139.13	2279971.57	25.00	0.00
								6275140.17	2279959.07	25.00	0.00
								6275135.74	2279956.99	25.00	0.00
								6275095.38	2279956.21	25.00	0.00
								6275094.34	2279977.30	25.00	0.00
								6275089.91	2279977.04	25.00	0.00
								6275090.95	2279996.57	25.00	0.00
								6275097.20	2279996.57	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275186.52	2279955.95	25.00	0.00
								6275202.15	2279956.21	25.00	0.00
								6275202.67	2279951.78	25.00	0.00
								6275213.61	2279951.78	25.00	0.00
								6275214.13	2279939.02	25.00	0.00
								6275218.82	2279938.50	25.00	0.00
								6275219.34	2279908.55	25.00	0.00
								6275211.52	2279908.55	25.00	0.00
								6275211.52	2279900.22	25.00	0.00
								6275192.51	2279901.26	25.00	0.00
								6275192.25	2279905.16	25.00	0.00
								6275171.42	2279904.64	25.00	0.00
								6275171.42	2279947.09	25.00	0.00
								6275173.50	2279947.09	25.00	0.00
								6275173.24	2279950.22	25.00	0.00
								6275187.05	2279951.00	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275171.68	2279888.50	25.00	0.00
								6275219.34	2279888.76	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275219.08	2279865.06	25.00	0.00
								6275172.20	2279864.80	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275172.46	2279839.80	25.00	0.00
								6275220.12	2279840.58	25.00	0.00
								6275219.34	2279815.58	25.00	0.00
								6275172.20	2279815.32	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275173.76	2279799.44	25.00	0.00
								6275212.31	2279799.70	25.00	0.00
								6275213.35	2279796.57	25.00	0.00
								6275220.38	2279796.31	25.00	0.00
								6275219.86	2279763.24	25.00	0.00
								6275212.05	2279762.46	25.00	0.00
								6275211.78	2279757.77	25.00	0.00
								6275172.98	2279758.81	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275173.24	2279742.66	25.00	0.00
								6275220.64	2279743.45	25.00	0.00
								6275220.38	2279718.45	25.00	0.00
								6275172.72	2279718.71	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275172.72	2279703.86	25.00	0.00
								6275211.78	2279702.82	25.00	0.00
								6275212.57	2279698.91	25.00	0.00
								6275220.12	2279699.96	25.00	0.00
								6275220.38	2279665.32	25.00	0.00
								6275212.31	2279665.06	25.00	0.00
								6275212.83	2279661.15	25.00	0.00
								6275172.72	2279661.41	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275172.46	2279646.83	25.00	0.00
								6275220.12	2279646.05	25.00	0.00
								6275220.38	2279621.31	25.00	0.00
								6275172.98	2279621.05	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275172.20	2279605.69	25.00	0.00
								6275212.05	2279605.95	25.00	0.00
								6275212.31	2279602.30	25.00	0.00
								6275220.90	2279602.30	25.00	0.00
								6275220.12	2279567.92	25.00	0.00
								6275212.57	2279567.92	25.00	0.00
								6275212.31	2279564.02	25.00	0.00
								6275174.02	2279564.28	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275175.85	2279490.32	25.00	0.00
								6275215.43	2279490.32	25.00	0.00
								6275214.91	2279478.86	25.00	0.00
								6275221.16	2279478.60	25.00	0.00
								6275220.38	2279449.17	25.00	0.00
								6275213.35	2279448.91	25.00	0.00
								6275212.57	2279441.36	25.00	0.00
								6275193.82	2279440.84	25.00	0.00
								6275193.82	2279444.75	25.00	0.00
								6275173.50	2279444.75	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275174.02	2279428.34	25.00	0.00
								6275221.16	2279429.64	25.00	0.00
								6275221.94	2279405.42	25.00	0.00
								6275173.24	2279403.60	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275173.24	2279389.54	25.00	0.00
								6275212.83	2279390.32	25.00	0.00
								6275212.83	2279386.15	25.00	0.00
								6275221.16	2279385.63	25.00	0.00
								6275221.42	2279351.00	25.00	0.00
								6275212.83	2279351.52	25.00	0.00
								6275212.83	2279347.35	25.00	0.00
								6275173.50	2279347.61	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275173.50	2279332.51	25.00	0.00
								6275220.64	2279331.99	25.00	0.00
								6275221.16	2279307.77	25.00	0.00
								6275174.02	2279307.25	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275173.50	2279292.40	25.00	0.00
								6275194.60	2279292.92	25.00	0.00
								6275194.86	2279296.83	25.00	0.00
								6275213.61	2279296.83	25.00	0.00
								6275213.35	2279288.50	25.00	0.00
								6275222.20	2279288.50	25.00	0.00
								6275221.16	2279253.60	25.00	0.00
								6275213.09	2279254.12	25.00	0.00
								6275213.61	2279245.79	25.00	0.00
								6275194.34	2279246.05	25.00	0.00
								6275194.60	2279249.96	25.00	0.00
								6275174.02	2279250.22	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274749.31	2279921.04	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
								Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)	
								6274770.15	2279921.04	25.00	0.00	
								6274770.15	2279926.02	25.00	0.00	
								6274791.30	2279926.02	25.00	0.00	
								6274790.68	2279904.56	25.00	0.00	
								6274796.28	2279904.56	25.00	0.00	
								6274796.28	2279885.27	25.00	0.00	
								6274788.19	2279885.58	25.00	0.00	
								6274787.57	2279877.50	25.00	0.00	
								6274753.66	2279876.88	25.00	0.00	
								6274752.73	2279884.96	25.00	0.00	
								6274744.95	2279884.96	25.00	0.00	
								6274744.64	2279903.00	25.00	0.00	
								6274748.69	2279903.00	25.00	0.00	
BLDG_R		0		x	0		25.00	a	6274806.85	2279925.40	25.00	0.00
									6274830.80	2279925.40	25.00	0.00
									6274830.49	2279908.60	25.00	0.00
									6274834.53	2279907.98	25.00	0.00
									6274834.84	2279886.21	25.00	0.00
									6274831.42	2279886.21	25.00	0.00
									6274832.04	2279876.88	25.00	0.00
									6274806.23	2279877.81	25.00	0.00
									6274806.23	2279885.90	25.00	0.00
									6274802.50	2279886.52	25.00	0.00
									6274802.81	2279907.98	25.00	0.00
									6274806.54	2279907.98	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274753.35	2279867.23	25.00	0.00
									6274786.32	2279866.92	25.00	0.00
									6274786.94	2279860.39	25.00	0.00
									6274795.96	2279858.84	25.00	0.00
									6274795.96	2279840.17	25.00	0.00
									6274791.61	2279839.55	25.00	0.00
									6274791.92	2279819.64	25.00	0.00
									6274771.70	2279819.64	25.00	0.00
									6274771.08	2279824.31	25.00	0.00
									6274751.49	2279824.31	25.00	0.00
									6274749.62	2279841.73	25.00	0.00
									6274745.89	2279842.04	25.00	0.00
									6274745.27	2279859.15	25.00	0.00
									6274752.73	2279860.08	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274806.23	2279866.92	25.00	0.00
									6274831.73	2279866.92	25.00	0.00
									6274831.11	2279859.46	25.00	0.00
									6274834.84	2279858.84	25.00	0.00
									6274834.84	2279836.44	25.00	0.00
									6274830.80	2279836.44	25.00	0.00
									6274830.80	2279819.96	25.00	0.00
									6274806.23	2279819.96	25.00	0.00
									6274806.54	2279837.37	25.00	0.00
									6274802.81	2279837.37	25.00	0.00
									6274802.81	2279859.15	25.00	0.00
									6274806.54	2279859.15	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274722.00	2279996.88	25.00	0.00
									6274737.19	2279996.66	25.00	0.00
									6274738.28	2279971.27	25.00	0.00
									6274742.18	2279971.27	25.00	0.00
									6274742.40	2279909.21	25.00	0.00
									6274738.28	2279909.64	25.00	0.00
									6274738.06	2279884.03	25.00	0.00
									6274721.78	2279883.17	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274908.63	2279923.53	25.00	0.00
									6274950.52	2279923.75	25.00	0.00
									6274951.17	2279904.22	25.00	0.00
									6274954.64	2279902.48	25.00	0.00
									6274955.07	2279883.60	25.00	0.00
									6274946.39	2279883.60	25.00	0.00
									6274946.61	2279875.79	25.00	0.00
									6274913.62	2279876.00	25.00	0.00
									6274912.97	2279883.82	25.00	0.00
									6274904.73	2279884.47	25.00	0.00
									6274904.29	2279898.79	25.00	0.00
									6274901.47	2279898.79	25.00	0.00
									6274901.26	2279902.91	25.00	0.00
									6274908.85	2279903.13	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274967.44	2279924.40	25.00	0.00
									6275010.20	2279923.75	25.00	0.00
									6275009.98	2279903.13	25.00	0.00
									6275014.32	2279902.48	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275014.32	2279884.68	25.00	0.00
								6275005.64	2279884.25	25.00	0.00
								6275006.51	2279876.00	25.00	0.00
								6274972.65	2279876.44	25.00	0.00
								6274972.87	2279884.68	25.00	0.00
								6274963.54	2279884.47	25.00	0.00
								6274963.97	2279903.35	25.00	0.00
								6274967.66	2279902.70	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275025.39	2279923.96	25.00	0.00
								6275049.48	2279924.18	25.00	0.00
								6275049.91	2279906.17	25.00	0.00
								6275054.03	2279905.73	25.00	0.00
								6275053.82	2279884.25	25.00	0.00
								6275050.13	2279884.47	25.00	0.00
								6275050.13	2279876.65	25.00	0.00
								6275025.60	2279876.65	25.00	0.00
								6275025.60	2279884.47	25.00	0.00
								6275021.91	2279884.68	25.00	0.00
								6275021.70	2279906.39	25.00	0.00
								6275025.17	2279905.95	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275065.53	2279924.18	25.00	0.00
								6275107.20	2279924.40	25.00	0.00
								6275106.98	2279922.44	25.00	0.00
								6275111.11	2279922.01	25.00	0.00
								6275110.89	2279909.42	25.00	0.00
								6275116.32	2279908.56	25.00	0.00
								6275116.32	2279893.80	25.00	0.00
								6275112.19	2279892.93	25.00	0.00
								6275112.41	2279882.08	25.00	0.00
								6275098.74	2279882.51	25.00	0.00
								6275098.95	2279876.87	25.00	0.00
								6275069.44	2279876.65	25.00	0.00
								6275069.44	2279884.47	25.00	0.00
								6275061.41	2279884.68	25.00	0.00
								6275060.98	2279903.56	25.00	0.00
								6275064.67	2279903.35	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274984.15	2279866.24	25.00	0.00
								6275017.57	2279865.80	25.00	0.00
								6275017.79	2279858.21	25.00	0.00
								6275027.34	2279857.77	25.00	0.00
								6275026.69	2279838.46	25.00	0.00
								6275022.57	2279838.24	25.00	0.00
								6275022.78	2279817.63	25.00	0.00
								6275002.17	2279817.63	25.00	0.00
								6275001.73	2279823.05	25.00	0.00
								6274980.47	2279822.84	25.00	0.00
								6274980.25	2279839.55	25.00	0.00
								6274976.34	2279839.55	25.00	0.00
								6274976.56	2279859.29	25.00	0.00
								6274983.94	2279859.08	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275037.54	2279866.02	25.00	0.00
								6275062.71	2279866.02	25.00	0.00
								6275061.85	2279857.56	25.00	0.00
								6275065.97	2279857.34	25.00	0.00
								6275066.19	2279835.64	25.00	0.00
								6275062.06	2279835.21	25.00	0.00
								6275062.06	2279818.50	25.00	0.00
								6275037.11	2279818.28	25.00	0.00
								6275036.24	2279835.42	25.00	0.00
								6275032.98	2279835.64	25.00	0.00
								6275033.42	2279857.34	25.00	0.00
								6275037.97	2279857.34	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275081.59	2279866.24	25.00	0.00
								6275115.88	2279866.89	25.00	0.00
								6275115.45	2279858.21	25.00	0.00
								6275123.91	2279857.77	25.00	0.00
								6275124.78	2279828.26	25.00	0.00
								6275120.22	2279828.04	25.00	0.00
								6275119.57	2279817.41	25.00	0.00
								6275077.90	2279817.63	25.00	0.00
								6275077.69	2279838.89	25.00	0.00
								6275073.13	2279838.24	25.00	0.00
								6275073.78	2279857.56	25.00	0.00
								6275081.38	2279857.99	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275077.47	2279786.59	25.00	0.00
								6275119.79	2279786.38	25.00	0.00
								6275120.22	2279776.61	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275126.30	2279775.31	25.00	0.00
								6275126.95	2279761.20	25.00	0.00
								6275123.91	2279760.99	25.00	0.00
								6275123.91	2279746.66	25.00	0.00
								6275115.23	2279746.88	25.00	0.00
								6275115.45	2279738.20	25.00	0.00
								6275082.03	2279737.33	25.00	0.00
								6275081.81	2279746.23	25.00	0.00
								6275073.78	2279746.23	25.00	0.00
								6275074.00	2279765.33	25.00	0.00
								6275077.25	2279765.33	25.00	0.00
BLDG_R			0	x	0		25.00	a 6275037.32	2279784.86	25.00	0.00
								6275061.63	2279785.08	25.00	0.00
								6275062.06	2279768.80	25.00	0.00
								6275065.97	2279768.36	25.00	0.00
								6275066.84	2279746.66	25.00	0.00
								6275062.93	2279746.45	25.00	0.00
								6275062.71	2279737.98	25.00	0.00
								6275037.76	2279737.77	25.00	0.00
								6275037.54	2279746.01	25.00	0.00
								6275033.63	2279746.45	25.00	0.00
								6275034.07	2279768.15	25.00	0.00
								6275037.11	2279767.93	25.00	0.00
BLDG_R			0	x	0		25.00	a 6274980.03	2279780.73	25.00	0.00
								6275001.95	2279780.30	25.00	0.00
								6275001.52	2279785.94	25.00	0.00
								6275022.13	2279785.51	25.00	0.00
								6275022.78	2279765.11	25.00	0.00
								6275026.69	2279765.11	25.00	0.00
								6275027.12	2279746.23	25.00	0.00
								6275018.44	2279746.23	25.00	0.00
								6275018.44	2279737.55	25.00	0.00
								6274983.94	2279737.98	25.00	0.00
								6274983.72	2279744.71	25.00	0.00
								6274975.91	2279744.28	25.00	0.00
								6274976.12	2279763.81	25.00	0.00
								6274980.03	2279763.37	25.00	0.00
BLDG_R			0	x	0		25.00	a 6274984.81	2279727.78	25.00	0.00
								6275018.44	2279727.78	25.00	0.00
								6275018.88	2279719.10	25.00	0.00
								6275027.34	2279718.89	25.00	0.00
								6275027.12	2279700.22	25.00	0.00
								6275022.57	2279700.22	25.00	0.00
								6275023.22	2279679.39	25.00	0.00
								6275002.38	2279679.82	25.00	0.00
								6275001.73	2279685.25	25.00	0.00
								6274981.55	2279685.03	25.00	0.00
								6274980.47	2279701.52	25.00	0.00
								6274975.91	2279701.09	25.00	0.00
								6274976.34	2279720.40	25.00	0.00
								6274984.37	2279720.62	25.00	0.00
BLDG_R			0	x	0		25.00	a 6275037.54	2279727.78	25.00	0.00
								6275063.36	2279727.57	25.00	0.00
								6275062.71	2279719.54	25.00	0.00
								6275066.62	2279719.10	25.00	0.00
								6275066.62	2279696.97	25.00	0.00
								6275062.50	2279696.97	25.00	0.00
								6275062.28	2279679.61	25.00	0.00
								6275038.19	2279680.04	25.00	0.00
								6275037.54	2279697.40	25.00	0.00
								6275034.07	2279697.18	25.00	0.00
								6275034.28	2279718.67	25.00	0.00
								6275037.54	2279718.67	25.00	0.00
BLDG_R			0	x	0		25.00	a 6275080.94	2279727.35	25.00	0.00
								6275115.88	2279728.43	25.00	0.00
								6275116.10	2279720.62	25.00	0.00
								6275124.13	2279720.19	25.00	0.00
								6275124.56	2279706.08	25.00	0.00
								6275127.17	2279705.65	25.00	0.00
								6275126.30	2279689.37	25.00	0.00
								6275120.01	2279689.37	25.00	0.00
								6275120.22	2279679.39	25.00	0.00
								6275077.25	2279680.91	25.00	0.00
								6275077.69	2279700.01	25.00	0.00
								6275072.91	2279700.01	25.00	0.00
								6275074.22	2279719.97	25.00	0.00
								6275081.81	2279719.75	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
								Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)	
BLDG_R			0	x	0		25.00	a	6274952.04	2279857.99	25.00	0.00
									6274969.18	2279858.21	25.00	0.00
									6274969.61	2279832.60	25.00	0.00
									6274972.87	2279832.60	25.00	0.00
									6274973.74	2279770.75	25.00	0.00
									6274970.05	2279770.97	25.00	0.00
									6274969.40	2279745.14	25.00	0.00
									6274952.90	2279745.14	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274952.04	2279857.99	25.00	0.00
									6274969.18	2279858.21	25.00	0.00
									6274969.61	2279832.60	25.00	0.00
									6274972.87	2279832.60	25.00	0.00
									6274973.74	2279770.75	25.00	0.00
									6274970.05	2279770.97	25.00	0.00
									6274969.40	2279745.14	25.00	0.00
									6274952.90	2279745.14	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274894.09	2279861.03	25.00	0.00
									6274911.67	2279860.60	25.00	0.00
									6274912.32	2279864.72	25.00	0.00
									6274933.81	2279864.72	25.00	0.00
									6274933.59	2279860.60	25.00	0.00
									6274942.70	2279861.03	25.00	0.00
									6274942.05	2279835.64	25.00	0.00
									6274934.02	2279836.51	25.00	0.00
									6274934.02	2279832.17	25.00	0.00
									6274911.67	2279831.73	25.00	0.00
									6274911.45	2279836.29	25.00	0.00
									6274894.31	2279836.29	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274894.09	2279763.37	25.00	0.00
									6274911.67	2279762.94	25.00	0.00
									6274912.32	2279767.06	25.00	0.00
									6274933.81	2279767.06	25.00	0.00
									6274933.59	2279762.94	25.00	0.00
									6274942.70	2279763.37	25.00	0.00
									6274942.05	2279737.98	25.00	0.00
									6274934.02	2279738.85	25.00	0.00
									6274934.02	2279734.51	25.00	0.00
									6274911.67	2279734.08	25.00	0.00
									6274911.45	2279738.63	25.00	0.00
									6274894.31	2279738.63	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274894.74	2279666.15	25.00	0.00
									6274912.32	2279665.72	25.00	0.00
									6274912.97	2279669.84	25.00	0.00
									6274934.46	2279669.84	25.00	0.00
									6274934.24	2279665.72	25.00	0.00
									6274943.36	2279666.15	25.00	0.00
									6274942.70	2279640.76	25.00	0.00
									6274934.68	2279641.63	25.00	0.00
									6274934.68	2279637.29	25.00	0.00
									6274912.32	2279636.85	25.00	0.00
									6274912.11	2279641.41	25.00	0.00
									6274894.96	2279641.41	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274895.18	2279820.67	25.00	0.00
									6274914.71	2279820.45	25.00	0.00
									6274914.93	2279825.22	25.00	0.00
									6274934.24	2279825.66	25.00	0.00
									6274934.24	2279816.98	25.00	0.00
									6274942.05	2279816.54	25.00	0.00
									6274942.92	2279782.69	25.00	0.00
									6274934.02	2279782.25	25.00	0.00
									6274934.02	2279774.66	25.00	0.00
									6274915.14	2279775.09	25.00	0.00
									6274915.14	2279778.56	25.00	0.00
									6274894.74	2279778.35	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274895.18	2279723.01	25.00	0.00
									6274914.71	2279722.79	25.00	0.00
									6274914.93	2279727.57	25.00	0.00
									6274934.24	2279728.00	25.00	0.00
									6274934.24	2279719.32	25.00	0.00
									6274942.05	2279718.89	25.00	0.00
									6274942.92	2279685.03	25.00	0.00
									6274934.02	2279684.60	25.00	0.00
									6274934.02	2279677.00	25.00	0.00
									6274915.14	2279677.44	25.00	0.00
									6274915.14	2279680.91	25.00	0.00
									6274894.74	2279680.69	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274749.56	2279784.42	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274770.40	2279784.42	25.00	0.00
								6274770.61	2279788.98	25.00	0.00
								6274791.45	2279789.20	25.00	0.00
								6274791.45	2279768.58	25.00	0.00
								6274796.22	2279767.71	25.00	0.00
								6274795.14	2279749.92	25.00	0.00
								6274787.54	2279750.35	25.00	0.00
								6274788.41	2279740.15	25.00	0.00
								6274753.47	2279741.02	25.00	0.00
								6274753.47	2279747.75	25.00	0.00
								6274745.22	2279747.75	25.00	0.00
								6274745.66	2279766.85	25.00	0.00
								6274749.35	2279766.85	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274805.99	2279788.33	25.00	0.00
								6274831.16	2279788.98	25.00	0.00
								6274830.94	2279771.84	25.00	0.00
								6274835.07	2279771.62	25.00	0.00
								6274835.50	2279750.35	25.00	0.00
								6274831.16	2279749.92	25.00	0.00
								6274831.81	2279741.46	25.00	0.00
								6274806.42	2279740.80	25.00	0.00
								6274806.20	2279749.48	25.00	0.00
								6274802.95	2279749.70	25.00	0.00
								6274802.95	2279771.40	25.00	0.00
								6274806.64	2279770.97	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274753.69	2279730.39	25.00	0.00
								6274787.54	2279731.04	25.00	0.00
								6274787.76	2279722.58	25.00	0.00
								6274796.22	2279722.58	25.00	0.00
								6274796.65	2279703.69	25.00	0.00
								6274792.10	2279703.04	25.00	0.00
								6274792.10	2279683.51	25.00	0.00
								6274771.05	2279682.86	25.00	0.00
								6274771.05	2279687.85	25.00	0.00
								6274749.78	2279687.64	25.00	0.00
								6274750.00	2279705.00	25.00	0.00
								6274746.09	2279704.35	25.00	0.00
								6274745.44	2279723.88	25.00	0.00
								6274753.69	2279724.09	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274806.42	2279730.39	25.00	0.00
								6274832.24	2279730.82	25.00	0.00
								6274832.03	2279722.79	25.00	0.00
								6274835.72	2279722.58	25.00	0.00
								6274835.72	2279700.66	25.00	0.00
								6274832.24	2279700.44	25.00	0.00
								6274832.03	2279683.08	25.00	0.00
								6274806.85	2279683.08	25.00	0.00
								6274807.07	2279700.87	25.00	0.00
								6274803.82	2279700.66	25.00	0.00
								6274803.60	2279722.79	25.00	0.00
								6274806.64	2279723.01	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274750.00	2279647.49	25.00	0.00
								6274770.83	2279647.49	25.00	0.00
								6274771.05	2279652.05	25.00	0.00
								6274791.88	2279652.26	25.00	0.00
								6274791.88	2279631.65	25.00	0.00
								6274796.65	2279630.78	25.00	0.00
								6274795.57	2279612.98	25.00	0.00
								6274787.97	2279613.42	25.00	0.00
								6274788.84	2279603.22	25.00	0.00
								6274753.90	2279604.09	25.00	0.00
								6274753.90	2279610.81	25.00	0.00
								6274745.66	2279610.81	25.00	0.00
								6274746.09	2279629.91	25.00	0.00
								6274749.78	2279629.91	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274754.12	2279593.45	25.00	0.00
								6274787.97	2279594.10	25.00	0.00
								6274788.19	2279585.64	25.00	0.00
								6274796.65	2279585.64	25.00	0.00
								6274797.09	2279566.76	25.00	0.00
								6274792.53	2279566.11	25.00	0.00
								6274792.53	2279546.58	25.00	0.00
								6274771.48	2279545.93	25.00	0.00
								6274771.48	2279550.92	25.00	0.00
								6274750.21	2279550.70	25.00	0.00
								6274750.43	2279568.06	25.00	0.00
								6274746.52	2279567.41	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274745.87	2279586.94	25.00	0.00
								6274754.12	2279587.16	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274806.42	2279651.39	25.00	0.00
								6274831.59	2279652.05	25.00	0.00
								6274831.38	2279634.90	25.00	0.00
								6274835.50	2279634.68	25.00	0.00
								6274835.93	2279613.42	25.00	0.00
								6274831.59	2279612.98	25.00	0.00
								6274832.24	2279604.52	25.00	0.00
								6274806.85	2279603.87	25.00	0.00
								6274806.64	2279612.55	25.00	0.00
								6274803.38	2279612.77	25.00	0.00
								6274803.38	2279634.47	25.00	0.00
								6274807.07	2279634.03	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274806.85	2279593.45	25.00	0.00
								6274832.68	2279593.89	25.00	0.00
								6274832.46	2279585.86	25.00	0.00
								6274836.15	2279585.64	25.00	0.00
								6274836.15	2279563.72	25.00	0.00
								6274832.68	2279563.50	25.00	0.00
								6274832.46	2279546.14	25.00	0.00
								6274807.29	2279546.14	25.00	0.00
								6274807.51	2279563.94	25.00	0.00
								6274804.25	2279563.72	25.00	0.00
								6274804.03	2279585.86	25.00	0.00
								6274807.07	2279586.07	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274722.44	2279860.60	25.00	0.00
								6274737.63	2279860.38	25.00	0.00
								6274738.71	2279834.99	25.00	0.00
								6274742.62	2279834.99	25.00	0.00
								6274742.83	2279772.92	25.00	0.00
								6274738.71	2279773.36	25.00	0.00
								6274738.49	2279747.75	25.00	0.00
								6274722.22	2279746.88	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274722.87	2279723.88	25.00	0.00
								6274738.06	2279723.66	25.00	0.00
								6274739.15	2279698.27	25.00	0.00
								6274743.05	2279698.27	25.00	0.00
								6274743.27	2279636.20	25.00	0.00
								6274739.15	2279636.64	25.00	0.00
								6274738.93	2279611.03	25.00	0.00
								6274722.65	2279610.16	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274723.30	2279588.03	25.00	0.00
								6274738.49	2279587.81	25.00	0.00
								6274739.58	2279562.42	25.00	0.00
								6274743.49	2279562.42	25.00	0.00
								6274743.70	2279500.35	25.00	0.00
								6274739.58	2279500.79	25.00	0.00
								6274739.36	2279475.18	25.00	0.00
								6274723.09	2279474.31	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274723.30	2279450.01	25.00	0.00
								6274738.49	2279449.79	25.00	0.00
								6274739.58	2279424.40	25.00	0.00
								6274743.49	2279424.40	25.00	0.00
								6274743.70	2279362.33	25.00	0.00
								6274739.58	2279362.77	25.00	0.00
								6274739.36	2279337.16	25.00	0.00
								6274723.09	2279336.29	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274954.21	2279719.10	25.00	0.00
								6274969.40	2279718.89	25.00	0.00
								6274970.48	2279693.50	25.00	0.00
								6274974.39	2279693.50	25.00	0.00
								6274974.61	2279631.43	25.00	0.00
								6274970.48	2279631.86	25.00	0.00
								6274970.27	2279606.26	25.00	0.00
								6274953.99	2279605.39	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274894.68	2279626.16	25.00	0.00
								6274915.27	2279625.92	25.00	0.00
								6274915.62	2279631.04	25.00	0.00
								6274934.43	2279630.56	25.00	0.00
								6274934.43	2279623.18	25.00	0.00
								6274943.00	2279622.35	25.00	0.00
								6274942.76	2279592.24	25.00	0.00
								6274937.52	2279592.00	25.00	0.00
								6274937.52	2279579.15	25.00	0.00
								6274926.69	2279579.03	25.00	0.00
								6274926.81	2279575.22	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274909.55	2279575.10	25.00	0.00
								6274909.55	2279580.58	25.00	0.00
								6274897.65	2279579.98	25.00	0.00
								6274897.53	2279584.39	25.00	0.00
								6274895.15	2279584.50	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274980.96	2279642.11	25.00	0.00
								6275001.91	2279642.23	25.00	0.00
								6275002.26	2279647.46	25.00	0.00
								6275022.85	2279647.34	25.00	0.00
								6275023.33	2279626.99	25.00	0.00
								6275027.85	2279626.75	25.00	0.00
								6275027.49	2279607.47	25.00	0.00
								6275019.16	2279607.36	25.00	0.00
								6275018.69	2279599.26	25.00	0.00
								6274985.01	2279599.26	25.00	0.00
								6274984.53	2279606.05	25.00	0.00
								6274976.68	2279605.93	25.00	0.00
								6274976.80	2279625.33	25.00	0.00
								6274980.72	2279625.21	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275038.09	2279647.22	25.00	0.00
								6275063.08	2279647.46	25.00	0.00
								6275063.08	2279630.09	25.00	0.00
								6275067.13	2279629.73	25.00	0.00
								6275067.24	2279608.07	25.00	0.00
								6275063.32	2279607.59	25.00	0.00
								6275063.20	2279599.26	25.00	0.00
								6275038.32	2279599.26	25.00	0.00
								6275038.21	2279607.59	25.00	0.00
								6275034.16	2279607.59	25.00	0.00
								6275034.16	2279629.73	25.00	0.00
								6275037.97	2279629.61	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275077.84	2279646.99	25.00	0.00
								6275119.97	2279647.58	25.00	0.00
								6275120.56	2279637.58	25.00	0.00
								6275127.70	2279636.75	25.00	0.00
								6275127.58	2279622.59	25.00	0.00
								6275124.37	2279622.47	25.00	0.00
								6275124.37	2279607.95	25.00	0.00
								6275116.28	2279607.59	25.00	0.00
								6275116.04	2279599.38	25.00	0.00
								6275082.48	2279599.62	25.00	0.00
								6275082.48	2279607.71	25.00	0.00
								6275073.79	2279607.95	25.00	0.00
								6275074.03	2279626.75	25.00	0.00
								6275077.96	2279626.87	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274977.03	2279588.79	25.00	0.00
								6275006.91	2279589.03	25.00	0.00
								6275006.79	2279580.70	25.00	0.00
								6275015.71	2279580.22	25.00	0.00
								6275015.12	2279561.77	25.00	0.00
								6275011.43	2279561.42	25.00	0.00
								6275010.83	2279541.18	25.00	0.00
								6274969.06	2279541.07	25.00	0.00
								6274968.82	2279542.61	25.00	0.00
								6274965.37	2279542.85	25.00	0.00
								6274965.25	2279556.06	25.00	0.00
								6274960.13	2279555.47	25.00	0.00
								6274960.25	2279572.01	25.00	0.00
								6274963.35	2279571.89	25.00	0.00
								6274964.30	2279582.96	25.00	0.00
								6274977.75	2279582.96	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275026.42	2279588.67	25.00	0.00
								6275050.23	2279588.67	25.00	0.00
								6275051.06	2279580.82	25.00	0.00
								6275055.11	2279580.22	25.00	0.00
								6275055.22	2279558.80	25.00	0.00
								6275050.94	2279558.44	25.00	0.00
								6275051.42	2279541.42	25.00	0.00
								6275025.95	2279540.59	25.00	0.00
								6275025.95	2279558.32	25.00	0.00
								6275022.73	2279558.56	25.00	0.00
								6275022.14	2279580.70	25.00	0.00
								6275026.07	2279580.93	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275070.34	2279588.79	25.00	0.00
								6275100.45	2279589.15	25.00	0.00
								6275100.45	2279583.67	25.00	0.00
								6275114.02	2279583.67	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275113.66	2279572.84	25.00	0.00
								6275117.94	2279572.48	25.00	0.00
								6275117.47	2279556.54	25.00	0.00
								6275112.35	2279556.18	25.00	0.00
								6275112.11	2279543.56	25.00	0.00
								6275108.30	2279543.68	25.00	0.00
								6275108.07	2279541.30	25.00	0.00
								6275065.94	2279541.54	25.00	0.00
								6275065.94	2279561.89	25.00	0.00
								6275061.77	2279562.01	25.00	0.00
								6275062.60	2279581.17	25.00	0.00
								6275070.22	2279581.05	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274804.68	2279379.69	25.00	0.00
								6274829.86	2279380.34	25.00	0.00
								6274829.64	2279363.20	25.00	0.00
								6274833.76	2279362.98	25.00	0.00
								6274834.20	2279341.72	25.00	0.00
								6274829.86	2279341.28	25.00	0.00
								6274830.51	2279332.82	25.00	0.00
								6274805.12	2279332.17	25.00	0.00
								6274804.90	2279340.85	25.00	0.00
								6274801.65	2279341.06	25.00	0.00
								6274801.65	2279362.77	25.00	0.00
								6274805.33	2279362.33	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274748.26	2279375.79	25.00	0.00
								6274769.09	2279375.79	25.00	0.00
								6274769.31	2279380.34	25.00	0.00
								6274790.14	2279380.56	25.00	0.00
								6274790.14	2279359.94	25.00	0.00
								6274794.92	2279359.08	25.00	0.00
								6274793.83	2279341.28	25.00	0.00
								6274786.24	2279341.72	25.00	0.00
								6274787.11	2279331.52	25.00	0.00
								6274752.17	2279332.38	25.00	0.00
								6274752.17	2279339.11	25.00	0.00
								6274743.92	2279339.11	25.00	0.00
								6274744.35	2279358.21	25.00	0.00
								6274748.04	2279358.21	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274752.38	2279321.75	25.00	0.00
								6274786.24	2279322.40	25.00	0.00
								6274786.45	2279313.94	25.00	0.00
								6274794.92	2279313.94	25.00	0.00
								6274795.35	2279295.06	25.00	0.00
								6274790.79	2279294.41	25.00	0.00
								6274790.79	2279274.88	25.00	0.00
								6274769.74	2279274.22	25.00	0.00
								6274769.74	2279279.22	25.00	0.00
								6274748.48	2279279.00	25.00	0.00
								6274748.69	2279296.36	25.00	0.00
								6274744.79	2279295.71	25.00	0.00
								6274744.14	2279315.24	25.00	0.00
								6274752.38	2279315.46	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274805.12	2279321.75	25.00	0.00
								6274830.94	2279322.18	25.00	0.00
								6274830.73	2279314.15	25.00	0.00
								6274834.41	2279313.94	25.00	0.00
								6274834.41	2279292.02	25.00	0.00
								6274830.94	2279291.80	25.00	0.00
								6274830.73	2279274.44	25.00	0.00
								6274805.55	2279274.44	25.00	0.00
								6274805.77	2279292.24	25.00	0.00
								6274802.51	2279292.02	25.00	0.00
								6274802.30	2279314.15	25.00	0.00
								6274805.33	2279314.37	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274806.85	2279182.86	25.00	0.00
								6274832.68	2279183.30	25.00	0.00
								6274832.46	2279175.27	25.00	0.00
								6274836.15	2279175.05	25.00	0.00
								6274836.15	2279153.13	25.00	0.00
								6274832.68	2279152.91	25.00	0.00
								6274832.46	2279135.55	25.00	0.00
								6274807.29	2279135.55	25.00	0.00
								6274807.51	2279153.35	25.00	0.00
								6274804.25	2279153.13	25.00	0.00
								6274804.03	2279175.27	25.00	0.00
								6274807.07	2279175.48	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274754.12	2279182.86	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
								Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)	
								6274787.97	2279183.51	25.00	0.00	
								6274788.19	2279175.05	25.00	0.00	
								6274796.65	2279175.05	25.00	0.00	
								6274797.09	2279156.17	25.00	0.00	
								6274792.53	2279155.52	25.00	0.00	
								6274792.53	2279135.99	25.00	0.00	
								6274771.48	2279135.34	25.00	0.00	
								6274771.48	2279140.33	25.00	0.00	
								6274750.21	2279140.11	25.00	0.00	
								6274750.43	2279157.47	25.00	0.00	
								6274746.52	2279156.82	25.00	0.00	
								6274745.87	2279176.35	25.00	0.00	
								6274754.12	2279176.57	25.00	0.00	
BLDG_R		0		x	0		25.00	a	6274806.42	2279240.80	25.00	0.00
									6274831.59	2279241.46	25.00	0.00
									6274831.38	2279224.31	25.00	0.00
									6274835.50	2279224.09	25.00	0.00
									6274835.93	2279202.83	25.00	0.00
									6274831.59	2279202.39	25.00	0.00
									6274832.24	2279193.93	25.00	0.00
									6274806.85	2279193.28	25.00	0.00
									6274806.64	2279201.96	25.00	0.00
									6274803.38	2279202.18	25.00	0.00
									6274803.38	2279223.88	25.00	0.00
									6274807.07	2279223.44	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274750.00	2279236.90	25.00	0.00
									6274770.83	2279236.90	25.00	0.00
									6274771.05	2279241.46	25.00	0.00
									6274791.88	2279241.67	25.00	0.00
									6274791.88	2279221.06	25.00	0.00
									6274796.65	2279220.19	25.00	0.00
									6274795.57	2279202.39	25.00	0.00
									6274787.97	2279202.83	25.00	0.00
									6274788.84	2279192.63	25.00	0.00
									6274753.90	2279193.50	25.00	0.00
									6274753.90	2279200.22	25.00	0.00
									6274745.66	2279200.22	25.00	0.00
									6274746.09	2279219.32	25.00	0.00
									6274749.78	2279219.32	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274724.17	2279317.19	25.00	0.00
									6274739.36	2279316.98	25.00	0.00
									6274740.45	2279291.59	25.00	0.00
									6274744.35	2279291.59	25.00	0.00
									6274744.57	2279229.52	25.00	0.00
									6274740.45	2279229.95	25.00	0.00
									6274740.23	2279204.35	25.00	0.00
									6274723.95	2279203.48	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274724.17	2279179.17	25.00	0.00
									6274739.36	2279178.96	25.00	0.00
									6274740.45	2279153.56	25.00	0.00
									6274744.35	2279153.56	25.00	0.00
									6274744.57	2279091.50	25.00	0.00
									6274740.45	2279091.93	25.00	0.00
									6274740.23	2279066.33	25.00	0.00
									6274723.95	2279065.46	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274895.18	2279308.08	25.00	0.00
									6274914.71	2279307.86	25.00	0.00
									6274914.93	2279312.64	25.00	0.00
									6274934.24	2279313.07	25.00	0.00
									6274934.24	2279304.39	25.00	0.00
									6274942.05	2279303.96	25.00	0.00
									6274942.92	2279270.10	25.00	0.00
									6274934.02	2279269.67	25.00	0.00
									6274934.02	2279262.07	25.00	0.00
									6274915.14	2279262.51	25.00	0.00
									6274915.14	2279265.98	25.00	0.00
									6274894.74	2279265.76	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274908.63	2279508.60	25.00	0.00
									6274950.52	2279508.82	25.00	0.00
									6274951.17	2279489.29	25.00	0.00
									6274954.64	2279487.55	25.00	0.00
									6274955.07	2279468.67	25.00	0.00
									6274946.39	2279468.67	25.00	0.00
									6274946.61	2279460.86	25.00	0.00
									6274913.62	2279461.07	25.00	0.00
									6274912.97	2279468.89	25.00	0.00
									6274904.73	2279469.54	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274904.29	2279483.86	25.00	0.00
								6274901.47	2279483.86	25.00	0.00
								6274901.26	2279487.98	25.00	0.00
								6274908.85	2279488.20	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275038.09	2279232.29	25.00	0.00
								6275063.08	2279232.53	25.00	0.00
								6275063.08	2279215.16	25.00	0.00
								6275067.13	2279214.80	25.00	0.00
								6275067.24	2279193.14	25.00	0.00
								6275063.32	2279192.66	25.00	0.00
								6275063.20	2279184.33	25.00	0.00
								6275038.32	2279184.33	25.00	0.00
								6275038.21	2279192.66	25.00	0.00
								6275034.16	2279192.66	25.00	0.00
								6275034.16	2279214.80	25.00	0.00
								6275037.97	2279214.68	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275081.59	2279451.31	25.00	0.00
								6275115.88	2279451.96	25.00	0.00
								6275115.45	2279443.28	25.00	0.00
								6275123.91	2279442.84	25.00	0.00
								6275124.78	2279413.33	25.00	0.00
								6275120.22	2279413.11	25.00	0.00
								6275119.57	2279402.48	25.00	0.00
								6275077.90	2279402.70	25.00	0.00
								6275077.69	2279423.96	25.00	0.00
								6275073.13	2279423.31	25.00	0.00
								6275073.78	2279442.63	25.00	0.00
								6275081.38	2279443.06	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274984.81	2279312.85	25.00	0.00
								6275018.44	2279312.85	25.00	0.00
								6275018.88	2279304.17	25.00	0.00
								6275027.34	2279303.96	25.00	0.00
								6275027.12	2279285.29	25.00	0.00
								6275022.57	2279285.29	25.00	0.00
								6275023.22	2279264.46	25.00	0.00
								6275002.38	2279264.89	25.00	0.00
								6275001.73	2279270.32	25.00	0.00
								6274981.55	2279270.10	25.00	0.00
								6274980.47	2279286.59	25.00	0.00
								6274975.91	2279286.16	25.00	0.00
								6274976.34	2279305.47	25.00	0.00
								6274984.37	2279305.69	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274980.03	2279365.80	25.00	0.00
								6275001.95	2279365.37	25.00	0.00
								6275001.52	2279371.01	25.00	0.00
								6275022.13	2279370.58	25.00	0.00
								6275022.78	2279350.18	25.00	0.00
								6275026.69	2279350.18	25.00	0.00
								6275027.12	2279331.30	25.00	0.00
								6275018.44	2279331.30	25.00	0.00
								6275018.44	2279322.62	25.00	0.00
								6274983.94	2279323.05	25.00	0.00
								6274983.72	2279329.78	25.00	0.00
								6274975.91	2279329.35	25.00	0.00
								6274976.12	2279348.88	25.00	0.00
								6274980.03	2279348.44	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275077.47	2279371.66	25.00	0.00
								6275119.79	2279371.45	25.00	0.00
								6275120.22	2279361.68	25.00	0.00
								6275126.30	2279360.38	25.00	0.00
								6275126.95	2279346.27	25.00	0.00
								6275123.91	2279346.06	25.00	0.00
								6275123.91	2279331.73	25.00	0.00
								6275115.23	2279331.95	25.00	0.00
								6275115.45	2279323.27	25.00	0.00
								6275082.03	2279322.40	25.00	0.00
								6275081.81	2279331.30	25.00	0.00
								6275073.78	2279331.30	25.00	0.00
								6275074.00	2279350.40	25.00	0.00
								6275077.25	2279350.40	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274894.74	2279251.22	25.00	0.00
								6274912.32	2279250.79	25.00	0.00
								6274912.97	2279254.91	25.00	0.00
								6274934.46	2279254.91	25.00	0.00
								6274934.24	2279250.79	25.00	0.00
								6274943.36	2279251.22	25.00	0.00
								6274942.70	2279225.83	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274934.68	2279226.70	25.00	0.00
								6274934.68	2279222.36	25.00	0.00
								6274912.32	2279221.92	25.00	0.00
								6274912.11	2279226.48	25.00	0.00
								6274894.96	2279226.48	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274894.68	2279211.23	25.00	0.00
								6274915.27	2279210.99	25.00	0.00
								6274915.62	2279216.11	25.00	0.00
								6274934.43	2279215.63	25.00	0.00
								6274934.43	2279208.25	25.00	0.00
								6274943.00	2279207.42	25.00	0.00
								6274942.76	2279177.31	25.00	0.00
								6274937.52	2279177.07	25.00	0.00
								6274937.52	2279164.22	25.00	0.00
								6274926.69	2279164.10	25.00	0.00
								6274926.81	2279160.29	25.00	0.00
								6274909.55	2279160.17	25.00	0.00
								6274909.55	2279165.65	25.00	0.00
								6274897.65	2279165.05	25.00	0.00
								6274897.53	2279169.46	25.00	0.00
								6274895.15	2279169.57	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274952.04	2279443.06	25.00	0.00
								6274969.18	2279443.28	25.00	0.00
								6274969.61	2279417.67	25.00	0.00
								6274972.87	2279417.67	25.00	0.00
								6274973.74	2279355.82	25.00	0.00
								6274970.05	2279356.04	25.00	0.00
								6274969.40	2279330.21	25.00	0.00
								6274952.90	2279330.21	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274952.04	2279443.06	25.00	0.00
								6274969.18	2279443.28	25.00	0.00
								6274969.61	2279417.67	25.00	0.00
								6274972.87	2279417.67	25.00	0.00
								6274973.74	2279355.82	25.00	0.00
								6274970.05	2279356.04	25.00	0.00
								6274969.40	2279330.21	25.00	0.00
								6274952.90	2279330.21	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274984.15	2279451.31	25.00	0.00
								6275017.57	2279450.87	25.00	0.00
								6275017.79	2279443.28	25.00	0.00
								6275027.34	2279442.84	25.00	0.00
								6275026.69	2279423.53	25.00	0.00
								6275022.57	2279423.31	25.00	0.00
								6275022.78	2279402.70	25.00	0.00
								6275002.17	2279402.70	25.00	0.00
								6275001.73	2279408.12	25.00	0.00
								6274980.47	2279407.90	25.00	0.00
								6274980.25	2279424.61	25.00	0.00
								6274976.34	2279424.61	25.00	0.00
								6274976.56	2279444.36	25.00	0.00
								6274983.94	2279444.15	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275037.54	2279312.85	25.00	0.00
								6275063.36	2279312.64	25.00	0.00
								6275062.71	2279304.61	25.00	0.00
								6275066.62	2279304.17	25.00	0.00
								6275066.62	2279282.04	25.00	0.00
								6275062.50	2279282.04	25.00	0.00
								6275062.28	2279264.68	25.00	0.00
								6275038.19	2279265.11	25.00	0.00
								6275037.54	2279282.47	25.00	0.00
								6275034.07	2279282.25	25.00	0.00
								6275034.28	2279303.74	25.00	0.00
								6275037.54	2279303.74	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275037.32	2279369.93	25.00	0.00
								6275061.63	2279370.14	25.00	0.00
								6275062.06	2279353.87	25.00	0.00
								6275065.97	2279353.43	25.00	0.00
								6275066.84	2279331.73	25.00	0.00
								6275062.93	2279331.52	25.00	0.00
								6275062.71	2279323.05	25.00	0.00
								6275037.76	2279322.84	25.00	0.00
								6275037.54	2279331.08	25.00	0.00
								6275033.63	2279331.52	25.00	0.00
								6275034.07	2279353.22	25.00	0.00
								6275037.11	2279353.00	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275080.94	2279312.42	25.00	0.00
								6275115.88	2279313.50	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275116.10	2279305.69	25.00	0.00
								6275124.13	2279305.26	25.00	0.00
								6275124.56	2279291.15	25.00	0.00
								6275127.17	2279290.72	25.00	0.00
								6275126.30	2279274.44	25.00	0.00
								6275120.01	2279274.44	25.00	0.00
								6275120.22	2279264.46	25.00	0.00
								6275077.25	2279265.98	25.00	0.00
								6275077.69	2279285.08	25.00	0.00
								6275072.91	2279285.08	25.00	0.00
								6275074.22	2279305.04	25.00	0.00
								6275081.81	2279304.82	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274895.18	2279405.73	25.00	0.00
								6274914.71	2279405.52	25.00	0.00
								6274914.93	2279410.29	25.00	0.00
								6274934.24	2279410.73	25.00	0.00
								6274934.24	2279402.05	25.00	0.00
								6274942.05	2279401.61	25.00	0.00
								6274942.92	2279367.76	25.00	0.00
								6274934.02	2279367.32	25.00	0.00
								6274934.02	2279359.73	25.00	0.00
								6274915.14	2279360.16	25.00	0.00
								6274915.14	2279363.63	25.00	0.00
								6274894.74	2279363.42	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275077.84	2279232.06	25.00	0.00
								6275119.97	2279232.65	25.00	0.00
								6275120.56	2279222.65	25.00	0.00
								6275127.70	2279221.82	25.00	0.00
								6275127.58	2279207.66	25.00	0.00
								6275124.37	2279207.54	25.00	0.00
								6275124.37	2279193.02	25.00	0.00
								6275116.28	2279192.66	25.00	0.00
								6275116.04	2279184.45	25.00	0.00
								6275082.48	2279184.69	25.00	0.00
								6275082.48	2279192.78	25.00	0.00
								6275073.79	2279193.02	25.00	0.00
								6275074.03	2279211.82	25.00	0.00
								6275077.96	2279211.94	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274894.09	2279348.44	25.00	0.00
								6274911.67	2279348.01	25.00	0.00
								6274912.32	2279352.13	25.00	0.00
								6274933.81	2279352.13	25.00	0.00
								6274933.59	2279348.01	25.00	0.00
								6274942.70	2279348.44	25.00	0.00
								6274942.05	2279323.05	25.00	0.00
								6274934.02	2279323.92	25.00	0.00
								6274934.02	2279319.58	25.00	0.00
								6274911.67	2279319.15	25.00	0.00
								6274911.45	2279323.70	25.00	0.00
								6274894.31	2279323.70	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275037.54	2279451.09	25.00	0.00
								6275062.71	2279451.09	25.00	0.00
								6275061.85	2279442.63	25.00	0.00
								6275065.97	2279442.41	25.00	0.00
								6275066.19	2279420.71	25.00	0.00
								6275062.06	2279420.27	25.00	0.00
								6275062.06	2279403.56	25.00	0.00
								6275037.11	2279403.35	25.00	0.00
								6275036.24	2279420.49	25.00	0.00
								6275032.98	2279420.71	25.00	0.00
								6275033.42	2279442.41	25.00	0.00
								6275037.97	2279442.41	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274954.21	2279304.17	25.00	0.00
								6274969.40	2279303.96	25.00	0.00
								6274970.48	2279278.56	25.00	0.00
								6274974.39	2279278.56	25.00	0.00
								6274974.61	2279216.50	25.00	0.00
								6274970.48	2279216.93	25.00	0.00
								6274970.27	2279191.33	25.00	0.00
								6274953.99	2279190.46	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274980.96	2279227.18	25.00	0.00
								6275001.91	2279227.30	25.00	0.00
								6275002.26	2279232.53	25.00	0.00
								6275022.85	2279232.41	25.00	0.00
								6275023.33	2279212.06	25.00	0.00
								6275027.85	2279211.82	25.00	0.00
								6275027.49	2279192.54	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275019.16	2279192.42	25.00	0.00
								6275018.69	2279184.33	25.00	0.00
								6274985.01	2279184.33	25.00	0.00
								6274984.53	2279191.12	25.00	0.00
								6274976.68	2279191.00	25.00	0.00
								6274976.80	2279210.40	25.00	0.00
								6274980.72	2279210.28	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274894.09	2279446.10	25.00	0.00
								6274911.67	2279445.67	25.00	0.00
								6274912.32	2279449.79	25.00	0.00
								6274933.81	2279449.79	25.00	0.00
								6274933.59	2279445.67	25.00	0.00
								6274942.70	2279446.10	25.00	0.00
								6274942.05	2279420.71	25.00	0.00
								6274934.02	2279421.58	25.00	0.00
								6274934.02	2279417.24	25.00	0.00
								6274911.67	2279416.80	25.00	0.00
								6274911.45	2279421.36	25.00	0.00
								6274894.31	2279421.36	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274749.94	2279510.85	25.00	0.00
								6274772.03	2279510.73	25.00	0.00
								6274771.79	2279515.92	25.00	0.00
								6274792.31	2279515.80	25.00	0.00
								6274793.03	2279496.00	25.00	0.00
								6274797.26	2279495.88	25.00	0.00
								6274796.90	2279476.69	25.00	0.00
								6274789.41	2279476.81	25.00	0.00
								6274788.69	2279467.88	25.00	0.00
								6274754.05	2279467.88	25.00	0.00
								6274754.41	2279475.12	25.00	0.00
								6274746.20	2279475.12	25.00	0.00
								6274746.20	2279493.71	25.00	0.00
								6274750.18	2279493.83	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274754.41	2279457.13	25.00	0.00
								6274788.45	2279457.74	25.00	0.00
								6274788.81	2279449.41	25.00	0.00
								6274797.02	2279449.29	25.00	0.00
								6274797.02	2279430.34	25.00	0.00
								6274793.03	2279430.22	25.00	0.00
								6274792.91	2279409.82	25.00	0.00
								6274772.27	2279409.58	25.00	0.00
								6274771.79	2279414.77	25.00	0.00
								6274750.42	2279414.65	25.00	0.00
								6274750.67	2279432.15	25.00	0.00
								6274746.44	2279431.91	25.00	0.00
								6274746.56	2279450.62	25.00	0.00
								6274754.65	2279450.74	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274807.52	2279457.74	25.00	0.00
								6274832.50	2279457.62	25.00	0.00
								6274832.99	2279449.29	25.00	0.00
								6274836.73	2279449.17	25.00	0.00
								6274836.49	2279427.20	25.00	0.00
								6274832.14	2279427.56	25.00	0.00
								6274832.50	2279410.18	25.00	0.00
								6274807.64	2279410.18	25.00	0.00
								6274807.64	2279427.32	25.00	0.00
								6274803.90	2279427.20	25.00	0.00
								6274804.14	2279449.53	25.00	0.00
								6274808.00	2279449.05	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275015.18	2279508.97	25.00	0.00
								6275039.27	2279509.19	25.00	0.00
								6275039.70	2279491.18	25.00	0.00
								6275043.82	2279490.74	25.00	0.00
								6275043.61	2279469.26	25.00	0.00
								6275039.92	2279469.47	25.00	0.00
								6275039.92	2279461.66	25.00	0.00
								6275015.39	2279461.66	25.00	0.00
								6275015.39	2279469.47	25.00	0.00
								6275011.71	2279469.69	25.00	0.00
								6275011.49	2279491.39	25.00	0.00
								6275014.96	2279490.96	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275054.83	2279508.19	25.00	0.00
								6275096.49	2279508.41	25.00	0.00
								6275096.28	2279506.46	25.00	0.00
								6275100.40	2279506.02	25.00	0.00
								6275100.18	2279493.44	25.00	0.00
								6275105.61	2279492.57	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275105.61	2279477.81	25.00	0.00
								6275101.48	2279476.94	25.00	0.00
								6275101.70	2279466.09	25.00	0.00
								6275088.03	2279466.53	25.00	0.00
								6275088.25	2279460.88	25.00	0.00
								6275058.73	2279460.67	25.00	0.00
								6275058.73	2279468.48	25.00	0.00
								6275050.70	2279468.70	25.00	0.00
								6275050.27	2279487.58	25.00	0.00
								6275053.96	2279487.36	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274965.87	2279508.54	25.00	0.00
								6274989.96	2279508.75	25.00	0.00
								6274990.40	2279490.74	25.00	0.00
								6274994.52	2279490.31	25.00	0.00
								6274994.30	2279468.82	25.00	0.00
								6274990.61	2279469.04	25.00	0.00
								6274990.61	2279461.23	25.00	0.00
								6274966.09	2279461.23	25.00	0.00
								6274966.09	2279469.04	25.00	0.00
								6274962.40	2279469.26	25.00	0.00
								6274962.18	2279490.96	25.00	0.00
								6274965.66	2279490.52	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275099.88	2279172.89	25.00	0.00
								6275129.99	2279173.25	25.00	0.00
								6275129.99	2279167.77	25.00	0.00
								6275143.56	2279167.77	25.00	0.00
								6275143.21	2279156.94	25.00	0.00
								6275147.49	2279156.59	25.00	0.00
								6275147.01	2279140.64	25.00	0.00
								6275141.90	2279140.28	25.00	0.00
								6275141.66	2279127.67	25.00	0.00
								6275137.85	2279127.78	25.00	0.00
								6275137.61	2279125.40	25.00	0.00
								6275095.48	2279125.64	25.00	0.00
								6275095.48	2279145.99	25.00	0.00
								6275091.32	2279146.11	25.00	0.00
								6275092.15	2279165.27	25.00	0.00
								6275099.77	2279165.15	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275056.05	2279173.26	25.00	0.00
								6275079.85	2279173.26	25.00	0.00
								6275080.69	2279165.40	25.00	0.00
								6275084.73	2279164.81	25.00	0.00
								6275084.85	2279143.38	25.00	0.00
								6275080.57	2279143.03	25.00	0.00
								6275081.04	2279126.01	25.00	0.00
								6275055.57	2279125.17	25.00	0.00
								6275055.57	2279142.91	25.00	0.00
								6275052.36	2279143.15	25.00	0.00
								6275051.77	2279165.28	25.00	0.00
								6275055.69	2279165.52	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275002.85	2279172.95	25.00	0.00
								6275036.67	2279173.44	25.00	0.00
								6275036.67	2279164.72	25.00	0.00
								6275044.91	2279164.64	25.00	0.00
								6275044.99	2279146.15	25.00	0.00
								6275040.79	2279145.67	25.00	0.00
								6275040.79	2279125.16	25.00	0.00
								6274998.49	2279124.84	25.00	0.00
								6274998.57	2279145.59	25.00	0.00
								6274993.81	2279145.67	25.00	0.00
								6274994.21	2279165.45	25.00	0.00
								6275002.85	2279165.36	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274958.53	2279172.87	25.00	0.00
								6274983.80	2279173.19	25.00	0.00
								6274983.80	2279164.96	25.00	0.00
								6274987.59	2279164.96	25.00	0.00
								6274987.59	2279142.36	25.00	0.00
								6274983.40	2279142.44	25.00	0.00
								6274983.64	2279125.32	25.00	0.00
								6274958.13	2279125.00	25.00	0.00
								6274958.37	2279142.52	25.00	0.00
								6274954.58	2279142.28	25.00	0.00
								6274954.66	2279164.72	25.00	0.00
								6274958.45	2279164.64	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274752.21	2279101.15	25.00	0.00
								6274772.38	2279101.37	25.00	0.00
								6274773.03	2279105.92	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274793.42	2279106.57	25.00	0.00
								6274793.42	2279086.19	25.00	0.00
								6274798.62	2279085.97	25.00	0.00
								6274798.84	2279066.45	25.00	0.00
								6274790.38	2279066.45	25.00	0.00
								6274789.30	2279059.08	25.00	0.00
								6274756.33	2279058.21	25.00	0.00
								6274755.46	2279065.80	25.00	0.00
								6274747.01	2279065.37	25.00	0.00
								6274747.66	2279084.67	25.00	0.00
								6274751.99	2279084.24	25.00	0.00
BLDG_R			0	x	0		25.00	a 6274808.60	2279106.36	25.00	0.00
								6274833.10	2279105.92	25.00	0.00
								6274833.10	2279088.79	25.00	0.00
								6274837.44	2279088.36	25.00	0.00
								6274836.79	2279067.32	25.00	0.00
								6274833.32	2279067.32	25.00	0.00
								6274833.54	2279058.86	25.00	0.00
								6274808.60	2279058.64	25.00	0.00
								6274808.38	2279067.32	25.00	0.00
								6274804.91	2279066.89	25.00	0.00
								6274805.78	2279088.57	25.00	0.00
								6274809.03	2279088.57	25.00	0.00
BLDG_R			0	x	0		25.00	a 6274868.02	2279043.46	25.00	0.00
								6274891.66	2279043.25	25.00	0.00
								6274891.66	2279034.79	25.00	0.00
								6274896.43	2279035.01	25.00	0.00
								6274896.21	2279013.10	25.00	0.00
								6274893.18	2279013.10	25.00	0.00
								6274891.88	2278995.53	25.00	0.00
								6274867.80	2278996.18	25.00	0.00
								6274867.37	2279012.88	25.00	0.00
								6274863.90	2279013.10	25.00	0.00
								6274863.90	2279034.57	25.00	0.00
								6274867.15	2279034.57	25.00	0.00
BLDG_R			0	x	0		25.00	a 6274803.83	2279043.68	25.00	0.00
								6274824.65	2279043.68	25.00	0.00
								6274825.08	2279048.02	25.00	0.00
								6274844.16	2279048.45	25.00	0.00
								6274844.16	2279039.99	25.00	0.00
								6274852.19	2279039.56	25.00	0.00
								6274851.97	2279006.16	25.00	0.00
								6274844.60	2279005.94	25.00	0.00
								6274844.38	2278997.05	25.00	0.00
								6274825.08	2278997.27	25.00	0.00
								6274824.65	2279001.82	25.00	0.00
								6274804.69	2279001.17	25.00	0.00
BLDG_R			0	x	0		25.00	a 6274732.04	2279050.84	25.00	0.00
								6274751.13	2279051.27	25.00	0.00
								6274751.34	2279047.15	25.00	0.00
								6274771.51	2279046.50	25.00	0.00
								6274771.51	2279004.43	25.00	0.00
								6274751.13	2279004.21	25.00	0.00
								6274751.78	2279000.52	25.00	0.00
								6274732.91	2279000.09	25.00	0.00
								6274732.69	2279008.55	25.00	0.00
								6274724.02	2279008.55	25.00	0.00
								6274724.02	2279042.38	25.00	0.00
								6274732.26	2279041.94	25.00	0.00
BLDG_R			0	x	0		25.00	a 6274732.91	2278992.93	25.00	0.00
								6274754.38	2278993.37	25.00	0.00
								6274754.60	2278989.68	25.00	0.00
								6274772.16	2278989.68	25.00	0.00
								6274771.73	2278964.52	25.00	0.00
								6274754.60	2278964.30	25.00	0.00
								6274753.95	2278960.62	25.00	0.00
								6274732.69	2278960.40	25.00	0.00
								6274732.69	2278963.87	25.00	0.00
								6274723.80	2278964.09	25.00	0.00
								6274723.80	2278988.59	25.00	0.00
								6274732.91	2278989.24	25.00	0.00
BLDG_R			0	x	0		25.00	a 6274732.04	2278953.89	25.00	0.00
								6274751.13	2278954.33	25.00	0.00
								6274751.34	2278950.21	25.00	0.00
								6274771.51	2278949.56	25.00	0.00
								6274771.51	2278907.48	25.00	0.00
								6274751.13	2278907.27	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
								Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)	
								6274751.78	2278903.58	25.00	0.00	
								6274732.91	2278903.15	25.00	0.00	
								6274732.69	2278911.60	25.00	0.00	
								6274724.02	2278911.60	25.00	0.00	
								6274724.02	2278945.44	25.00	0.00	
								6274732.26	2278945.00	25.00	0.00	
BLDG_R		0		x	0		25.00	a	6274732.91	2278895.99	25.00	0.00
									6274754.38	2278896.42	25.00	0.00
									6274754.60	2278892.74	25.00	0.00
									6274772.16	2278892.74	25.00	0.00
									6274771.73	2278867.58	25.00	0.00
									6274754.60	2278867.36	25.00	0.00
									6274753.95	2278863.68	25.00	0.00
									6274732.69	2278863.46	25.00	0.00
									6274732.69	2278866.93	25.00	0.00
									6274723.80	2278867.15	25.00	0.00
									6274723.80	2278891.65	25.00	0.00
									6274732.91	2278892.30	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274733.00	2278856.55	25.00	0.00
									6274751.22	2278856.55	25.00	0.00
									6274752.09	2278853.26	25.00	0.00
									6274772.50	2278852.38	25.00	0.00
									6274772.94	2278809.60	25.00	0.00
									6274770.30	2278809.81	25.00	0.00
									6274770.30	2278805.87	25.00	0.00
									6274758.02	2278806.08	25.00	0.00
									6274758.02	2278801.04	25.00	0.00
									6274742.00	2278801.26	25.00	0.00
									6274741.34	2278805.21	25.00	0.00
									6274730.15	2278804.33	25.00	0.00
									6274730.15	2278818.15	25.00	0.00
									6274724.23	2278817.49	25.00	0.00
									6274724.67	2278847.55	25.00	0.00
									6274732.78	2278847.33	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274872.11	2278856.77	25.00	0.00
									6274890.32	2278856.77	25.00	0.00
									6274891.20	2278853.48	25.00	0.00
									6274911.60	2278852.60	25.00	0.00
									6274912.04	2278809.81	25.00	0.00
									6274909.41	2278810.03	25.00	0.00
									6274909.41	2278806.08	25.00	0.00
									6274897.12	2278806.30	25.00	0.00
									6274897.12	2278801.26	25.00	0.00
									6274881.11	2278801.48	25.00	0.00
									6274880.45	2278805.43	25.00	0.00
									6274869.26	2278804.55	25.00	0.00
									6274869.26	2278818.37	25.00	0.00
									6274863.33	2278817.71	25.00	0.00
									6274863.77	2278847.77	25.00	0.00
									6274871.89	2278847.55	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274806.51	2278950.02	25.00	0.00
									6274819.01	2278950.02	25.00	0.00
									6274819.45	2278955.28	25.00	0.00
									6274835.91	2278955.06	25.00	0.00
									6274836.13	2278951.77	25.00	0.00
									6274846.22	2278950.90	25.00	0.00
									6274846.44	2278938.17	25.00	0.00
									6274852.14	2278937.73	25.00	0.00
									6274852.36	2278908.55	25.00	0.00
									6274844.68	2278908.33	25.00	0.00
									6274844.47	2278900.43	25.00	0.00
									6274825.38	2278900.43	25.00	0.00
									6274825.60	2278903.72	25.00	0.00
									6274805.19	2278904.38	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274805.41	2278888.80	25.00	0.00
									6274822.52	2278888.80	25.00	0.00
									6274822.74	2278893.19	25.00	0.00
									6274844.25	2278893.41	25.00	0.00
									6274844.47	2278889.46	25.00	0.00
									6274852.80	2278888.58	25.00	0.00
									6274852.80	2278864.01	25.00	0.00
									6274844.25	2278864.23	25.00	0.00
									6274844.47	2278859.62	25.00	0.00
									6274822.96	2278860.28	25.00	0.00
									6274822.09	2278864.67	25.00	0.00
									6274805.63	2278864.23	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274825.60	2278854.57	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
								Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)	
								6274844.68	2278854.36	25.00	0.00	
								6274844.25	2278847.33	25.00	0.00	
								6274853.46	2278846.90	25.00	0.00	
								6274853.02	2278813.11	25.00	0.00	
								6274844.90	2278812.67	25.00	0.00	
								6274844.90	2278804.55	25.00	0.00	
								6274830.20	2278804.11	25.00	0.00	
								6274829.76	2278800.82	25.00	0.00	
								6274815.06	2278801.26	25.00	0.00	
								6274814.84	2278808.06	25.00	0.00	
								6274805.85	2278808.50	25.00	0.00	
								6274806.29	2278850.41	25.00	0.00	
								6274825.38	2278851.06	25.00	0.00	
BLDG_R			0	x	0		25.00	a	6274871.89	2278896.70	25.00	0.00
									6274893.39	2278896.26	25.00	0.00
									6274893.61	2278892.53	25.00	0.00
									6274910.95	2278892.75	25.00	0.00
									6274910.95	2278867.52	25.00	0.00
									6274893.17	2278867.30	25.00	0.00
									6274893.17	2278863.57	25.00	0.00
									6274871.67	2278863.57	25.00	0.00
									6274871.67	2278867.74	25.00	0.00
									6274863.12	2278867.30	25.00	0.00
									6274862.46	2278892.53	25.00	0.00
									6274871.23	2278892.09	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274871.67	2278953.09	25.00	0.00
									6274885.71	2278953.53	25.00	0.00
									6274886.37	2278955.72	25.00	0.00
									6274900.85	2278955.72	25.00	0.00
									6274901.07	2278948.48	25.00	0.00
									6274910.51	2278948.26	25.00	0.00
									6274910.51	2278907.23	25.00	0.00
									6274890.76	2278905.92	25.00	0.00
									6274890.32	2278901.53	25.00	0.00
									6274871.01	2278902.19	25.00	0.00
									6274871.67	2278909.65	25.00	0.00
									6274862.68	2278910.30	25.00	0.00
									6274863.77	2278943.87	25.00	0.00
									6274871.23	2278943.44	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274962.07	2278856.11	25.00	0.00
									6274981.16	2278855.89	25.00	0.00
									6274980.72	2278848.87	25.00	0.00
									6274989.93	2278848.43	25.00	0.00
									6274989.50	2278814.64	25.00	0.00
									6274981.38	2278814.20	25.00	0.00
									6274981.38	2278806.08	25.00	0.00
									6274966.68	2278805.65	25.00	0.00
									6274966.24	2278802.35	25.00	0.00
									6274951.54	2278802.79	25.00	0.00
									6274951.32	2278809.60	25.00	0.00
									6274942.32	2278810.03	25.00	0.00
									6274942.76	2278851.94	25.00	0.00
									6274961.85	2278852.60	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274941.88	2278890.34	25.00	0.00
									6274959.00	2278890.34	25.00	0.00
									6274959.22	2278894.73	25.00	0.00
									6274980.72	2278894.95	25.00	0.00
									6274980.94	2278891.00	25.00	0.00
									6274989.28	2278890.12	25.00	0.00
									6274989.28	2278865.55	25.00	0.00
									6274980.72	2278865.76	25.00	0.00
									6274980.94	2278861.16	25.00	0.00
									6274959.44	2278861.82	25.00	0.00
									6274958.56	2278866.20	25.00	0.00
									6274942.10	2278865.76	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274940.79	2278948.26	25.00	0.00
									6274951.54	2278949.14	25.00	0.00
									6274950.66	2278955.94	25.00	0.00
									6274966.46	2278955.94	25.00	0.00
									6274966.46	2278953.31	25.00	0.00
									6274980.72	2278952.65	25.00	0.00
									6274980.94	2278944.53	25.00	0.00
									6274988.84	2278944.31	25.00	0.00
									6274989.06	2278910.30	25.00	0.00
									6274980.72	2278910.09	25.00	0.00
									6274981.16	2278901.75	25.00	0.00
									6274961.41	2278901.75	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274961.85	2278906.36	25.00	0.00
								6274940.57	2278906.36	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275104.03	2278858.74	25.00	0.00
								6275122.24	2278858.74	25.00	0.00
								6275123.12	2278855.45	25.00	0.00
								6275143.52	2278854.57	25.00	0.00
								6275143.96	2278811.79	25.00	0.00
								6275141.33	2278812.01	25.00	0.00
								6275141.33	2278808.06	25.00	0.00
								6275129.04	2278808.28	25.00	0.00
								6275129.04	2278803.23	25.00	0.00
								6275113.02	2278803.45	25.00	0.00
								6275112.37	2278807.40	25.00	0.00
								6275101.18	2278806.52	25.00	0.00
								6275101.18	2278820.35	25.00	0.00
								6275095.25	2278819.69	25.00	0.00
								6275095.69	2278849.75	25.00	0.00
								6275103.81	2278849.53	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275103.59	2278955.06	25.00	0.00
								6275117.63	2278955.50	25.00	0.00
								6275118.29	2278957.70	25.00	0.00
								6275132.77	2278957.70	25.00	0.00
								6275132.99	2278950.46	25.00	0.00
								6275142.43	2278950.24	25.00	0.00
								6275142.43	2278909.21	25.00	0.00
								6275122.68	2278907.89	25.00	0.00
								6275122.24	2278903.50	25.00	0.00
								6275102.93	2278904.16	25.00	0.00
								6275103.59	2278911.62	25.00	0.00
								6275094.59	2278912.28	25.00	0.00
								6275095.69	2278945.85	25.00	0.00
								6275103.15	2278945.41	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275103.81	2278898.68	25.00	0.00
								6275125.31	2278898.24	25.00	0.00
								6275125.53	2278894.51	25.00	0.00
								6275142.86	2278894.73	25.00	0.00
								6275142.86	2278869.49	25.00	0.00
								6275125.09	2278869.28	25.00	0.00
								6275125.09	2278865.55	25.00	0.00
								6275103.59	2278865.55	25.00	0.00
								6275103.59	2278869.71	25.00	0.00
								6275095.03	2278869.28	25.00	0.00
								6275094.37	2278894.51	25.00	0.00
								6275103.15	2278894.07	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275190.26	2278953.09	25.00	0.00
								6275204.52	2278953.31	25.00	0.00
								6275204.74	2278956.60	25.00	0.00
								6275220.54	2278956.38	25.00	0.00
								6275220.97	2278949.80	25.00	0.00
								6275229.97	2278949.36	25.00	0.00
								6275229.31	2278907.01	25.00	0.00
								6275209.35	2278906.36	25.00	0.00
								6275209.57	2278901.97	25.00	0.00
								6275190.48	2278902.19	25.00	0.00
								6275190.26	2278911.84	25.00	0.00
								6275182.36	2278911.40	25.00	0.00
								6275182.36	2278945.19	25.00	0.00
								6275191.35	2278944.75	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275190.26	2278896.26	25.00	0.00
								6275212.20	2278895.82	25.00	0.00
								6275213.08	2278892.53	25.00	0.00
								6275230.41	2278891.87	25.00	0.00
								6275229.97	2278866.64	25.00	0.00
								6275213.08	2278866.42	25.00	0.00
								6275213.08	2278863.13	25.00	0.00
								6275190.48	2278862.91	25.00	0.00
								6275190.48	2278866.42	25.00	0.00
								6275183.02	2278866.64	25.00	0.00
								6275182.80	2278891.65	25.00	0.00
								6275190.70	2278891.87	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275190.48	2278856.33	25.00	0.00
								6275209.57	2278855.89	25.00	0.00
								6275210.22	2278852.38	25.00	0.00
								6275230.63	2278851.94	25.00	0.00
								6275230.41	2278809.60	25.00	0.00
								6275220.32	2278809.38	25.00	0.00
								6275220.32	2278802.79	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275204.96	2278803.01	25.00	0.00
								6275204.52	2278805.21	25.00	0.00
								6275191.13	2278804.55	25.00	0.00
								6275190.70	2278813.33	25.00	0.00
								6275182.36	2278813.11	25.00	0.00
								6275182.36	2278846.68	25.00	0.00
								6275190.48	2278846.90	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275260.91	2278859.84	25.00	0.00
								6275280.87	2278859.84	25.00	0.00
								6275281.09	2278864.01	25.00	0.00
								6275300.40	2278864.01	25.00	0.00
								6275300.18	2278856.11	25.00	0.00
								6275308.74	2278855.67	25.00	0.00
								6275309.18	2278825.83	25.00	0.00
								6275303.91	2278825.39	25.00	0.00
								6275303.25	2278812.01	25.00	0.00
								6275291.84	2278812.23	25.00	0.00
								6275292.28	2278808.72	25.00	0.00
								6275275.61	2278808.94	25.00	0.00
								6275276.05	2278813.11	25.00	0.00
								6275263.54	2278812.89	25.00	0.00
								6275263.32	2278817.06	25.00	0.00
								6275260.91	2278817.49	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275260.91	2278899.55	25.00	0.00
								6275278.02	2278899.77	25.00	0.00
								6275278.02	2278903.94	25.00	0.00
								6275300.62	2278903.94	25.00	0.00
								6275300.62	2278899.99	25.00	0.00
								6275309.62	2278899.33	25.00	0.00
								6275308.74	2278874.76	25.00	0.00
								6275300.62	2278874.98	25.00	0.00
								6275300.40	2278870.81	25.00	0.00
								6275278.46	2278870.59	25.00	0.00
								6275278.46	2278874.54	25.00	0.00
								6275260.91	2278874.10	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275261.13	2278957.04	25.00	0.00
								6275281.09	2278957.26	25.00	0.00
								6275281.09	2278961.21	25.00	0.00
								6275299.96	2278961.43	25.00	0.00
								6275300.40	2278952.65	25.00	0.00
								6275308.74	2278952.87	25.00	0.00
								6275308.52	2278919.08	25.00	0.00
								6275299.52	2278918.86	25.00	0.00
								6275299.30	2278910.74	25.00	0.00
								6275280.43	2278910.52	25.00	0.00
								6275280.87	2278914.03	25.00	0.00
								6275260.69	2278914.25	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275260.25	2278996.97	25.00	0.00
								6275276.92	2278996.75	25.00	0.00
								6275277.58	2279000.92	25.00	0.00
								6275300.40	2279000.48	25.00	0.00
								6275300.84	2278996.75	25.00	0.00
								6275308.52	2278996.75	25.00	0.00
								6275308.30	2278972.62	25.00	0.00
								6275300.40	2278972.18	25.00	0.00
								6275300.40	2278967.57	25.00	0.00
								6275278.02	2278968.23	25.00	0.00
								6275277.58	2278971.96	25.00	0.00
								6275260.91	2278971.96	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275141.99	2279081.45	25.00	0.00
								6275150.32	2279081.66	25.00	0.00
								6275150.76	2279085.39	25.00	0.00
								6275172.27	2279085.39	25.00	0.00
								6275172.70	2279081.45	25.00	0.00
								6275190.04	2279081.23	25.00	0.00
								6275189.60	2279056.21	25.00	0.00
								6275172.48	2279056.65	25.00	0.00
								6275172.92	2279052.70	25.00	0.00
								6275150.54	2279052.48	25.00	0.00
								6275150.54	2279055.77	25.00	0.00
								6275141.99	2279056.21	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275167.88	2279042.61	25.00	0.00
								6275201.01	2279042.61	25.00	0.00
								6275201.45	2279034.49	25.00	0.00
								6275210.00	2279034.49	25.00	0.00
								6275210.66	2279019.35	25.00	0.00
								6275212.64	2279019.35	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275213.51	2279003.99	25.00	0.00
								6275206.71	2279004.65	25.00	0.00
								6275205.84	2278994.12	25.00	0.00
								6275163.93	2278995.00	25.00	0.00
								6275163.49	2279014.96	25.00	0.00
								6275159.10	2279014.74	25.00	0.00
								6275158.88	2279033.83	25.00	0.00
								6275167.22	2279033.83	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275245.99	2279047.66	25.00	0.00
								6275261.78	2279053.36	25.00	0.00
								6275260.69	2279056.87	25.00	0.00
								6275282.41	2279064.55	25.00	0.00
								6275283.73	2279061.04	25.00	0.00
								6275290.09	2279063.89	25.00	0.00
								6275298.87	2279039.76	25.00	0.00
								6275291.62	2279037.12	25.00	0.00
								6275292.72	2279033.83	25.00	0.00
								6275271.22	2279026.37	25.00	0.00
								6275270.12	2279029.01	25.00	0.00
								6275253.23	2279023.96	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275227.78	2279106.24	25.00	0.00
								6275238.53	2279109.75	25.00	0.00
								6275236.77	2279115.02	25.00	0.00
								6275252.57	2279120.50	25.00	0.00
								6275253.67	2279117.21	25.00	0.00
								6275264.42	2279120.50	25.00	0.00
								6275268.59	2279108.21	25.00	0.00
								6275273.63	2279109.97	25.00	0.00
								6275284.16	2279081.23	25.00	0.00
								6275276.49	2279079.03	25.00	0.00
								6275278.68	2279070.69	25.00	0.00
								6275261.13	2279064.77	25.00	0.00
								6275258.71	2279068.72	25.00	0.00
								6275240.06	2279061.26	25.00	0.00
								6275226.02	2279100.97	25.00	0.00
								6275228.87	2279101.85	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275196.18	2279184.13	25.00	0.00
								6275215.71	2279190.93	25.00	0.00
								6275213.73	2279195.54	25.00	0.00
								6275232.16	2279201.90	25.00	0.00
								6275235.68	2279193.56	25.00	0.00
								6275242.48	2279196.42	25.00	0.00
								6275253.23	2279168.55	25.00	0.00
								6275247.52	2279166.36	25.00	0.00
								6275251.91	2279154.29	25.00	0.00
								6275241.38	2279150.78	25.00	0.00
								6275242.92	2279146.83	25.00	0.00
								6275227.78	2279140.91	25.00	0.00
								6275225.58	2279146.17	25.00	0.00
								6275214.17	2279142.22	25.00	0.00
								6275212.86	2279145.73	25.00	0.00
								6275210.88	2279145.07	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275182.36	2279222.09	25.00	0.00
								6275198.59	2279228.01	25.00	0.00
								6275197.50	2279231.52	25.00	0.00
								6275218.34	2279239.20	25.00	0.00
								6275220.32	2279235.91	25.00	0.00
								6275227.34	2279237.45	25.00	0.00
								6275235.68	2279215.29	25.00	0.00
								6275228.43	2279212.21	25.00	0.00
								6275229.97	2279208.70	25.00	0.00
								6275208.47	2279201.24	25.00	0.00
								6275207.37	2279204.10	25.00	0.00
								6275192.01	2279198.83	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275393.57	2280585.64	25.00	0.00
								6275372.08	2280586.27	25.00	0.00
								6275371.89	2280590.00	25.00	0.00
								6275354.55	2280589.93	25.00	0.00
								6275354.78	2280615.16	25.00	0.00
								6275372.55	2280615.22	25.00	0.00
								6275372.58	2280618.95	25.00	0.00
								6275394.09	2280618.76	25.00	0.00
								6275394.05	2280614.60	25.00	0.00
								6275402.61	2280614.96	25.00	0.00
								6275403.04	2280589.72	25.00	0.00
								6275394.27	2280590.24	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275556.06	2280589.04	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275534.56	2280589.66	25.00	0.00
								6275534.37	2280593.40	25.00	0.00
								6275517.04	2280593.33	25.00	0.00
								6275517.26	2280618.56	25.00	0.00
								6275535.03	2280618.62	25.00	0.00
								6275535.07	2280622.35	25.00	0.00
								6275556.57	2280622.16	25.00	0.00
								6275556.53	2280617.99	25.00	0.00
								6275565.09	2280618.36	25.00	0.00
								6275565.53	2280593.12	25.00	0.00
								6275556.75	2280593.64	25.00	0.00
BLDG_R			0	x	0		25.00	a 6275792.80	2280536.31	25.00	0.00
								6275757.85	2280535.53	25.00	0.00
								6275757.71	2280543.35	25.00	0.00
								6275749.68	2280543.85	25.00	0.00
								6275749.37	2280557.96	25.00	0.00
								6275746.77	2280558.42	25.00	0.00
								6275747.78	2280574.68	25.00	0.00
								6275754.08	2280574.63	25.00	0.00
								6275753.95	2280584.61	25.00	0.00
								6275796.90	2280582.71	25.00	0.00
								6275796.30	2280563.62	25.00	0.00
								6275801.07	2280563.58	25.00	0.00
								6275799.59	2280543.63	25.00	0.00
								6275792.00	2280543.91	25.00	0.00
BLDG_R			0	x	0		25.00	a 6275790.92	2280397.43	25.00	0.00
								6275756.63	2280397.08	25.00	0.00
								6275757.14	2280405.76	25.00	0.00
								6275748.68	2280406.27	25.00	0.00
								6275748.08	2280435.79	25.00	0.00
								6275752.63	2280435.96	25.00	0.00
								6275753.38	2280446.59	25.00	0.00
								6275795.04	2280446.01	25.00	0.00
								6275795.07	2280424.74	25.00	0.00
								6275799.63	2280425.35	25.00	0.00
								6275798.81	2280406.04	25.00	0.00
								6275791.21	2280405.67	25.00	0.00
BLDG_R			0	x	0		25.00	a 6275399.16	2280387.42	25.00	0.00
								6275377.23	2280388.06	25.00	0.00
								6275376.38	2280391.36	25.00	0.00
								6275359.05	2280392.17	25.00	0.00
								6275359.71	2280417.39	25.00	0.00
								6275376.61	2280417.47	25.00	0.00
								6275376.64	2280420.76	25.00	0.00
								6275399.24	2280420.78	25.00	0.00
								6275399.21	2280417.27	25.00	0.00
								6275406.67	2280416.98	25.00	0.00
								6275406.66	2280391.97	25.00	0.00
								6275398.76	2280391.82	25.00	0.00
BLDG_R			0	x	0		25.00	a 6275486.12	2280596.02	25.00	0.00
								6275469.01	2280596.17	25.00	0.00
								6275468.75	2280591.78	25.00	0.00
								6275447.25	2280591.75	25.00	0.00
								6275447.06	2280595.70	25.00	0.00
								6275438.73	2280596.65	25.00	0.00
								6275438.95	2280621.23	25.00	0.00
								6275447.50	2280620.93	25.00	0.00
								6275447.33	2280625.54	25.00	0.00
								6275468.82	2280624.69	25.00	0.00
								6275469.66	2280620.30	25.00	0.00
								6275486.12	2280620.59	25.00	0.00
BLDG_R			0	x	0		25.00	a 6275695.04	2280588.52	25.00	0.00
								6275673.57	2280588.28	25.00	0.00
								6275673.38	2280591.96	25.00	0.00
								6275655.82	2280592.12	25.00	0.00
								6275656.47	2280617.27	25.00	0.00
								6275673.61	2280617.34	25.00	0.00
								6275674.29	2280621.02	25.00	0.00
								6275695.54	2280621.05	25.00	0.00
								6275695.51	2280617.58	25.00	0.00
								6275704.40	2280617.28	25.00	0.00
								6275704.19	2280592.78	25.00	0.00
								6275695.07	2280592.21	25.00	0.00
BLDG_R			0	x	0		25.00	a 6275893.53	2280620.66	25.00	0.00
								6275872.59	2280620.73	25.00	0.00
								6275872.18	2280615.50	25.00	0.00
								6275851.60	2280615.80	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275851.30	2280636.15	25.00	0.00
								6275846.78	2280636.43	25.00	0.00
								6275847.31	2280655.71	25.00	0.00
								6275855.64	2280655.75	25.00	0.00
								6275856.19	2280663.84	25.00	0.00
								6275889.86	2280663.54	25.00	0.00
								6275890.28	2280656.76	25.00	0.00
								6275898.14	2280656.80	25.00	0.00
								6275897.85	2280637.41	25.00	0.00
								6275893.92	2280637.56	25.00	0.00
BLDG_R			0	x	0		25.00 a	6275393.71	2280625.57	25.00	0.00
								6275375.50	2280625.73	25.00	0.00
								6275374.65	2280629.03	25.00	0.00
								6275354.25	2280630.09	25.00	0.00
								6275354.19	2280672.87	25.00	0.00
								6275356.82	2280672.63	25.00	0.00
								6275356.86	2280676.58	25.00	0.00
								6275369.14	2280676.25	25.00	0.00
								6275369.19	2280681.30	25.00	0.00
								6275385.20	2280680.94	25.00	0.00
								6275385.82	2280676.98	25.00	0.00
								6275397.02	2280677.76	25.00	0.00
								6275396.90	2280663.94	25.00	0.00
								6275402.83	2280664.55	25.00	0.00
								6275402.12	2280634.49	25.00	0.00
								6275394.01	2280634.78	25.00	0.00
BLDG_R			0	x	0		25.00 a	6275836.36	2280616.05	25.00	0.00
								6275811.37	2280616.03	25.00	0.00
								6275811.52	2280633.41	25.00	0.00
								6275807.48	2280633.80	25.00	0.00
								6275807.55	2280655.46	25.00	0.00
								6275811.48	2280655.90	25.00	0.00
								6275811.68	2280664.23	25.00	0.00
								6275836.55	2280664.01	25.00	0.00
								6275836.59	2280655.68	25.00	0.00
								6275840.64	2280655.65	25.00	0.00
								6275840.45	2280633.51	25.00	0.00
								6275836.64	2280633.66	25.00	0.00
BLDG_R			0	x	0		25.00 a	6275620.97	2280535.14	25.00	0.00
								6275608.46	2280535.25	25.00	0.00
								6275607.97	2280529.99	25.00	0.00
								6275591.52	2280530.36	25.00	0.00
								6275591.33	2280533.65	25.00	0.00
								6275581.25	2280534.62	25.00	0.00
								6275581.14	2280547.34	25.00	0.00
								6275575.44	2280547.83	25.00	0.00
								6275575.48	2280577.02	25.00	0.00
								6275583.16	2280577.17	25.00	0.00
								6275583.45	2280585.06	25.00	0.00
								6275602.54	2280584.90	25.00	0.00
								6275602.29	2280581.61	25.00	0.00
								6275622.69	2280580.77	25.00	0.00
BLDG_R			0	x	0		25.00 a	6275466.24	2280630.42	25.00	0.00
								6275447.15	2280630.81	25.00	0.00
								6275447.65	2280637.83	25.00	0.00
								6275438.44	2280638.35	25.00	0.00
								6275439.18	2280672.13	25.00	0.00
								6275447.30	2280672.50	25.00	0.00
								6275447.37	2280680.62	25.00	0.00
								6275462.08	2280680.92	25.00	0.00
								6275462.55	2280684.21	25.00	0.00
								6275477.24	2280683.64	25.00	0.00
								6275477.40	2280676.84	25.00	0.00
								6275486.39	2280676.32	25.00	0.00
								6275485.58	2280634.42	25.00	0.00
								6275466.49	2280633.93	25.00	0.00
BLDG_R			0	x	0		25.00 a	6275904.56	2280338.26	25.00	0.00
								6275861.81	2280339.29	25.00	0.00
								6275862.21	2280359.91	25.00	0.00
								6275857.88	2280360.60	25.00	0.00
								6275858.03	2280378.39	25.00	0.00
								6275866.72	2280378.75	25.00	0.00
								6275865.92	2280387.00	25.00	0.00
								6275899.77	2280386.27	25.00	0.00
								6275899.48	2280378.02	25.00	0.00
								6275908.81	2280378.16	25.00	0.00
								6275908.21	2280359.28	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275904.53	2280359.97	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275796.62	2280616.64	25.00	0.00
								6275754.48	2280616.42	25.00	0.00
								6275753.98	2280626.42	25.00	0.00
								6275746.84	2280627.32	25.00	0.00
								6275747.09	2280641.48	25.00	0.00
								6275750.30	2280641.57	25.00	0.00
								6275750.43	2280656.09	25.00	0.00
								6275758.53	2280656.37	25.00	0.00
								6275758.84	2280664.58	25.00	0.00
								6275792.39	2280664.05	25.00	0.00
								6275792.32	2280655.95	25.00	0.00
								6275801.01	2280655.64	25.00	0.00
								6275800.60	2280636.84	25.00	0.00
								6275796.68	2280636.75	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275795.75	2280477.03	25.00	0.00
								6275753.44	2280477.63	25.00	0.00
								6275753.09	2280487.39	25.00	0.00
								6275747.02	2280488.75	25.00	0.00
								6275746.50	2280502.86	25.00	0.00
								6275749.54	2280503.05	25.00	0.00
								6275749.66	2280517.37	25.00	0.00
								6275758.34	2280517.08	25.00	0.00
								6275758.20	2280525.76	25.00	0.00
								6275791.63	2280526.34	25.00	0.00
								6275791.77	2280517.44	25.00	0.00
								6275799.80	2280517.37	25.00	0.00
								6275799.41	2280498.27	25.00	0.00
								6275796.16	2280498.30	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275486.71	2280538.08	25.00	0.00
								6275475.95	2280537.30	25.00	0.00
								6275476.77	2280530.49	25.00	0.00
								6275460.97	2280530.63	25.00	0.00
								6275460.99	2280533.26	25.00	0.00
								6275446.74	2280534.05	25.00	0.00
								6275446.59	2280542.17	25.00	0.00
								6275438.69	2280542.46	25.00	0.00
								6275438.77	2280576.47	25.00	0.00
								6275447.11	2280576.61	25.00	0.00
								6275446.75	2280584.95	25.00	0.00
								6275466.49	2280584.78	25.00	0.00
								6275466.01	2280580.18	25.00	0.00
								6275487.30	2280579.99	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275888.36	2280396.57	25.00	0.00
								6275854.94	2280397.30	25.00	0.00
								6275854.79	2280404.90	25.00	0.00
								6275845.25	2280405.41	25.00	0.00
								6275846.07	2280424.72	25.00	0.00
								6275850.20	2280424.90	25.00	0.00
								6275850.16	2280445.52	25.00	0.00
								6275870.78	2280445.34	25.00	0.00
								6275871.16	2280439.91	25.00	0.00
								6275892.43	2280439.94	25.00	0.00
								6275892.50	2280423.23	25.00	0.00
								6275896.41	2280423.19	25.00	0.00
								6275896.02	2280403.45	25.00	0.00
								6275888.64	2280403.73	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275555.78	2280532.65	25.00	0.00
								6275541.73	2280532.33	25.00	0.00
								6275541.05	2280530.14	25.00	0.00
								6275526.57	2280530.27	25.00	0.00
								6275526.42	2280537.51	25.00	0.00
								6275516.98	2280537.82	25.00	0.00
								6275517.35	2280578.85	25.00	0.00
								6275537.11	2280579.99	25.00	0.00
								6275537.58	2280584.37	25.00	0.00
								6275556.88	2280583.54	25.00	0.00
								6275556.16	2280576.09	25.00	0.00
								6275565.15	2280575.35	25.00	0.00
								6275563.76	2280541.79	25.00	0.00
								6275556.30	2280542.30	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275834.98	2280397.26	25.00	0.00
								6275809.81	2280397.48	25.00	0.00
								6275810.75	2280405.94	25.00	0.00
								6275806.63	2280406.19	25.00	0.00
								6275806.60	2280427.89	25.00	0.00
								6275810.73	2280428.29	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275810.88	2280445.00	25.00	0.00
								6275835.83	2280445.00	25.00	0.00
								6275836.55	2280427.84	25.00	0.00
								6275839.80	2280427.60	25.00	0.00
								6275839.18	2280405.90	25.00	0.00
								6275834.62	2280405.94	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275695.29	2280627.96	25.00	0.00
								6275677.08	2280628.12	25.00	0.00
								6275676.23	2280631.42	25.00	0.00
								6275655.84	2280632.48	25.00	0.00
								6275655.77	2280675.26	25.00	0.00
								6275658.41	2280675.02	25.00	0.00
								6275658.44	2280678.97	25.00	0.00
								6275670.73	2280678.64	25.00	0.00
								6275670.77	2280683.69	25.00	0.00
								6275686.78	2280683.33	25.00	0.00
								6275687.41	2280679.37	25.00	0.00
								6275698.60	2280680.15	25.00	0.00
								6275698.48	2280666.33	25.00	0.00
								6275704.41	2280666.94	25.00	0.00
								6275703.71	2280636.88	25.00	0.00
								6275695.59	2280637.17	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275622.60	2280596.35	25.00	0.00
								6275605.49	2280596.50	25.00	0.00
								6275605.23	2280592.11	25.00	0.00
								6275583.73	2280592.08	25.00	0.00
								6275583.54	2280596.03	25.00	0.00
								6275575.21	2280596.99	25.00	0.00
								6275575.43	2280621.56	25.00	0.00
								6275583.99	2280621.26	25.00	0.00
								6275583.81	2280625.87	25.00	0.00
								6275605.30	2280625.02	25.00	0.00
								6275606.14	2280620.63	25.00	0.00
								6275622.60	2280620.92	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275920.55	2280404.53	25.00	0.00
								6275903.40	2280404.47	25.00	0.00
								6275903.20	2280430.08	25.00	0.00
								6275899.94	2280430.11	25.00	0.00
								6275899.62	2280491.96	25.00	0.00
								6275903.31	2280491.71	25.00	0.00
								6275904.19	2280517.53	25.00	0.00
								6275920.68	2280517.38	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275393.30	2280529.25	25.00	0.00
								6275379.25	2280528.93	25.00	0.00
								6275378.57	2280526.75	25.00	0.00
								6275364.09	2280526.87	25.00	0.00
								6275363.94	2280534.12	25.00	0.00
								6275354.50	2280534.42	25.00	0.00
								6275354.87	2280575.45	25.00	0.00
								6275374.62	2280576.59	25.00	0.00
								6275375.10	2280580.97	25.00	0.00
								6275394.40	2280580.14	25.00	0.00
								6275393.68	2280572.69	25.00	0.00
								6275402.67	2280571.95	25.00	0.00
								6275401.27	2280538.39	25.00	0.00
								6275393.82	2280538.90	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275806.47	2280339.35	25.00	0.00
								6275764.80	2280339.50	25.00	0.00
								6275765.04	2280341.45	25.00	0.00
								6275760.92	2280341.92	25.00	0.00
								6275761.25	2280354.50	25.00	0.00
								6275755.83	2280355.42	25.00	0.00
								6275755.96	2280370.18	25.00	0.00
								6275760.09	2280371.01	25.00	0.00
								6275759.97	2280381.86	25.00	0.00
								6275773.64	2280381.31	25.00	0.00
								6275773.47	2280386.95	25.00	0.00
								6275802.98	2280386.91	25.00	0.00
								6275802.92	2280379.09	25.00	0.00
								6275810.94	2280378.81	25.00	0.00
								6275811.21	2280359.92	25.00	0.00
								6275807.52	2280360.17	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275919.61	2280543.43	25.00	0.00
								6275904.42	2280543.79	25.00	0.00
								6275903.56	2280569.19	25.00	0.00
								6275899.65	2280569.22	25.00	0.00
								6275899.98	2280631.29	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275904.10	2280630.81	25.00	0.00
								6275904.54	2280656.42	25.00	0.00
								6275920.83	2280657.14	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275602.72	2280630.75	25.00	0.00
								6275583.63	2280631.14	25.00	0.00
								6275584.14	2280638.16	25.00	0.00
								6275574.92	2280638.68	25.00	0.00
								6275575.66	2280672.46	25.00	0.00
								6275583.78	2280672.83	25.00	0.00
								6275583.86	2280680.95	25.00	0.00
								6275598.56	2280681.26	25.00	0.00
								6275599.03	2280684.54	25.00	0.00
								6275613.72	2280683.97	25.00	0.00
								6275613.88	2280677.17	25.00	0.00
								6275622.87	2280676.65	25.00	0.00
								6275622.07	2280634.75	25.00	0.00
								6275602.97	2280634.26	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275888.93	2280535.02	25.00	0.00
								6275855.30	2280535.32	25.00	0.00
								6275854.94	2280544.01	25.00	0.00
								6275846.48	2280544.30	25.00	0.00
								6275846.86	2280562.96	25.00	0.00
								6275851.42	2280562.92	25.00	0.00
								6275850.95	2280583.76	25.00	0.00
								6275871.78	2280583.14	25.00	0.00
								6275872.38	2280577.71	25.00	0.00
								6275892.56	2280577.75	25.00	0.00
								6275893.50	2280561.24	25.00	0.00
								6275898.06	2280561.64	25.00	0.00
								6275897.46	2280542.33	25.00	0.00
								6275889.43	2280542.18	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275920.55	2280404.53	25.00	0.00
								6275903.40	2280404.47	25.00	0.00
								6275903.20	2280430.08	25.00	0.00
								6275899.94	2280430.11	25.00	0.00
								6275899.62	2280491.96	25.00	0.00
								6275903.31	2280491.71	25.00	0.00
								6275904.19	2280517.53	25.00	0.00
								6275920.68	2280517.38	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275399.30	2280427.36	25.00	0.00
								6275380.21	2280427.97	25.00	0.00
								6275379.59	2280431.48	25.00	0.00
								6275359.19	2280432.10	25.00	0.00
								6275359.78	2280474.44	25.00	0.00
								6275369.87	2280474.57	25.00	0.00
								6275369.93	2280481.16	25.00	0.00
								6275385.29	2280480.80	25.00	0.00
								6275385.71	2280478.60	25.00	0.00
								6275399.10	2280479.14	25.00	0.00
								6275399.46	2280470.36	25.00	0.00
								6275407.80	2280470.51	25.00	0.00
								6275407.50	2280436.94	25.00	0.00
								6275399.38	2280436.79	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275835.91	2280478.42	25.00	0.00
								6275811.61	2280478.41	25.00	0.00
								6275811.32	2280494.69	25.00	0.00
								6275807.41	2280495.16	25.00	0.00
								6275806.74	2280516.87	25.00	0.00
								6275810.64	2280517.05	25.00	0.00
								6275810.94	2280525.51	25.00	0.00
								6275835.89	2280525.51	25.00	0.00
								6275836.04	2280517.26	25.00	0.00
								6275839.94	2280516.79	25.00	0.00
								6275839.31	2280495.10	25.00	0.00
								6275836.28	2280495.34	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275836.20	2280535.49	25.00	0.00
								6275810.38	2280535.94	25.00	0.00
								6275811.10	2280543.96	25.00	0.00
								6275807.20	2280544.43	25.00	0.00
								6275807.39	2280566.56	25.00	0.00
								6275811.52	2280566.53	25.00	0.00
								6275811.89	2280583.88	25.00	0.00
								6275835.97	2280583.24	25.00	0.00
								6275836.47	2280565.87	25.00	0.00
								6275839.94	2280566.06	25.00	0.00
								6275839.53	2280544.58	25.00	0.00
								6275836.28	2280544.60	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
								Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)	
BLDG_R			0	x	0		25.00	a	6275893.24	2280482.03	25.00	0.00
									6275871.32	2280482.66	25.00	0.00
									6275871.71	2280477.02	25.00	0.00
									6275851.10	2280477.63	25.00	0.00
									6275850.63	2280498.04	25.00	0.00
									6275846.72	2280498.07	25.00	0.00
									6275846.45	2280516.95	25.00	0.00
									6275855.13	2280516.88	25.00	0.00
									6275855.21	2280525.56	25.00	0.00
									6275889.71	2280524.82	25.00	0.00
									6275889.87	2280518.09	25.00	0.00
									6275897.68	2280518.45	25.00	0.00
									6275897.29	2280498.93	25.00	0.00
									6275893.39	2280499.39	25.00	0.00
BLDG_R			0	x	0		25.00	a	6275556.19	2280628.97	25.00	0.00
									6275537.98	2280629.13	25.00	0.00
									6275537.13	2280632.43	25.00	0.00
									6275516.73	2280633.49	25.00	0.00
									6275516.67	2280676.27	25.00	0.00
									6275519.30	2280676.03	25.00	0.00
									6275519.34	2280679.98	25.00	0.00
									6275531.62	2280679.65	25.00	0.00
									6275531.67	2280684.70	25.00	0.00
									6275547.68	2280684.34	25.00	0.00
									6275548.30	2280680.38	25.00	0.00
									6275559.50	2280681.16	25.00	0.00
									6275559.38	2280667.34	25.00	0.00
									6275565.31	2280667.95	25.00	0.00
									6275564.61	2280637.89	25.00	0.00
									6275556.49	2280638.18	25.00	0.00
BLDG_R			0	x	0		25.00	a	6275695.39	2280530.61	25.00	0.00
									6275676.31	2280530.34	25.00	0.00
									6275676.13	2280534.47	25.00	0.00
									6275655.96	2280535.30	25.00	0.00
									6275656.34	2280577.37	25.00	0.00
									6275676.72	2280577.40	25.00	0.00
									6275676.10	2280581.10	25.00	0.00
									6275694.98	2280581.36	25.00	0.00
									6275695.12	2280572.90	25.00	0.00
									6275703.79	2280572.83	25.00	0.00
									6275703.49	2280539.00	25.00	0.00
									6275695.26	2280539.50	25.00	0.00
BLDG_R			0	x	0		25.00	a	6275398.66	2280330.60	25.00	0.00
									6275384.40	2280330.51	25.00	0.00
									6275384.15	2280327.22	25.00	0.00
									6275368.36	2280327.58	25.00	0.00
									6275367.98	2280334.16	25.00	0.00
									6275358.98	2280334.68	25.00	0.00
									6275360.02	2280377.02	25.00	0.00
									6275379.99	2280377.50	25.00	0.00
									6275379.81	2280381.89	25.00	0.00
									6275398.89	2280381.50	25.00	0.00
									6275399.03	2280371.85	25.00	0.00
									6275406.93	2280372.22	25.00	0.00
									6275406.63	2280338.43	25.00	0.00
									6275397.64	2280338.95	25.00	0.00
BLDG_R			0	x	0		25.00	a	6275846.62	2280339.21	25.00	0.00
									6275822.53	2280339.21	25.00	0.00
									6275822.25	2280357.22	25.00	0.00
									6275818.14	2280357.69	25.00	0.00
									6275818.54	2280379.17	25.00	0.00
									6275822.23	2280378.92	25.00	0.00
									6275822.30	2280386.74	25.00	0.00
									6275846.82	2280386.52	25.00	0.00
									6275846.75	2280378.71	25.00	0.00
									6275850.44	2280378.46	25.00	0.00
									6275850.46	2280356.76	25.00	0.00
									6275846.99	2280357.22	25.00	0.00
BLDG_R			0	x	0		25.00	a	6275069.34	2280148.48	25.00	0.00
									6275093.82	2280147.70	25.00	0.00
									6275094.08	2280101.34	25.00	0.00
									6275069.60	2280101.34	25.00	0.00
BLDG_R			0	x	0		25.00	a	6275016.21	2280147.96	25.00	0.00
									6275050.07	2280147.70	25.00	0.00
									6275054.49	2280101.61	25.00	0.00
									6275012.57	2280100.30	25.00	0.00
									6275011.78	2280121.66	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275008.40	2280121.14	25.00	0.00
								6275007.88	2280139.89	25.00	0.00
								6275016.21	2280139.89	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274971.94	2280148.48	25.00	0.00
								6274996.94	2280148.48	25.00	0.00
								6274997.72	2280101.34	25.00	0.00
								6274972.72	2280100.30	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275113.35	2280149.00	25.00	0.00
								6275143.03	2280148.48	25.00	0.00
								6275143.30	2280143.53	25.00	0.00
								6275156.84	2280142.75	25.00	0.00
								6275156.84	2280133.12	25.00	0.00
								6275160.48	2280133.12	25.00	0.00
								6275160.48	2280115.93	25.00	0.00
								6275154.75	2280115.67	25.00	0.00
								6275155.80	2280103.17	25.00	0.00
								6275151.37	2280101.08	25.00	0.00
								6275111.00	2280100.30	25.00	0.00
								6275109.96	2280121.40	25.00	0.00
								6275105.53	2280121.14	25.00	0.00
								6275106.58	2280140.67	25.00	0.00
								6275112.83	2280140.67	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274918.82	2280148.48	25.00	0.00
								6274953.19	2280148.48	25.00	0.00
								6274953.19	2280139.89	25.00	0.00
								6274962.31	2280140.15	25.00	0.00
								6274962.31	2280121.66	25.00	0.00
								6274957.10	2280120.88	25.00	0.00
								6274956.84	2280100.56	25.00	0.00
								6274915.95	2280100.04	25.00	0.00
								6274915.95	2280121.14	25.00	0.00
								6274907.62	2280120.36	25.00	0.00
								6274907.10	2280125.56	25.00	0.00
								6274911.00	2280125.04	25.00	0.00
								6274909.70	2280139.63	25.00	0.00
								6274919.08	2280139.11	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274772.57	2280788.11	25.00	0.00
								6274793.40	2280788.11	25.00	0.00
								6274793.62	2280792.67	25.00	0.00
								6274814.45	2280792.89	25.00	0.00
								6274814.45	2280772.27	25.00	0.00
								6274819.22	2280771.40	25.00	0.00
								6274818.14	2280753.61	25.00	0.00
								6274810.54	2280754.04	25.00	0.00
								6274811.41	2280743.84	25.00	0.00
								6274776.47	2280744.71	25.00	0.00
								6274776.47	2280751.44	25.00	0.00
								6274768.23	2280751.44	25.00	0.00
								6274768.66	2280770.54	25.00	0.00
								6274772.35	2280770.54	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274828.99	2280871.01	25.00	0.00
								6274854.81	2280871.45	25.00	0.00
								6274854.60	2280863.42	25.00	0.00
								6274858.29	2280863.20	25.00	0.00
								6274858.29	2280841.28	25.00	0.00
								6274854.81	2280841.06	25.00	0.00
								6274854.60	2280823.70	25.00	0.00
								6274829.42	2280823.70	25.00	0.00
								6274829.64	2280841.50	25.00	0.00
								6274826.39	2280841.28	25.00	0.00
								6274826.17	2280863.42	25.00	0.00
								6274829.21	2280863.63	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274772.57	2280377.52	25.00	0.00
								6274793.40	2280377.52	25.00	0.00
								6274793.62	2280382.08	25.00	0.00
								6274814.45	2280382.30	25.00	0.00
								6274814.45	2280361.68	25.00	0.00
								6274819.22	2280360.81	25.00	0.00
								6274818.14	2280343.02	25.00	0.00
								6274810.54	2280343.45	25.00	0.00
								6274811.41	2280333.25	25.00	0.00
								6274776.47	2280334.12	25.00	0.00
								6274776.47	2280340.85	25.00	0.00
								6274768.23	2280340.85	25.00	0.00
								6274768.66	2280359.94	25.00	0.00
								6274772.35	2280359.94	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274829.42	2280323.49	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
								Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)	
								6274855.25	2280323.92	25.00	0.00	
								6274855.03	2280315.89	25.00	0.00	
								6274858.72	2280315.67	25.00	0.00	
								6274858.72	2280293.76	25.00	0.00	
								6274855.25	2280293.54	25.00	0.00	
								6274855.03	2280276.18	25.00	0.00	
								6274829.86	2280276.18	25.00	0.00	
								6274830.07	2280293.97	25.00	0.00	
								6274826.82	2280293.76	25.00	0.00	
								6274826.60	2280315.89	25.00	0.00	
								6274829.64	2280316.11	25.00	0.00	
BLDG_R			0	x	0		25.00	a	6274774.78	2280241.78	25.00	0.00
									6274794.95	2280241.99	25.00	0.00
									6274795.60	2280246.55	25.00	0.00
									6274815.99	2280247.20	25.00	0.00
									6274815.99	2280226.81	25.00	0.00
									6274821.19	2280226.60	25.00	0.00
									6274821.41	2280207.08	25.00	0.00
									6274812.95	2280207.08	25.00	0.00
									6274811.87	2280199.70	25.00	0.00
									6274778.90	2280198.84	25.00	0.00
									6274778.03	2280206.43	25.00	0.00
									6274769.57	2280205.99	25.00	0.00
									6274770.23	2280225.29	25.00	0.00
									6274774.56	2280224.86	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274770.83	2280516.41	25.00	0.00
									6274791.66	2280516.41	25.00	0.00
									6274791.88	2280520.97	25.00	0.00
									6274812.71	2280521.19	25.00	0.00
									6274812.71	2280500.57	25.00	0.00
									6274817.49	2280499.70	25.00	0.00
									6274816.40	2280481.91	25.00	0.00
									6274808.81	2280482.34	25.00	0.00
									6274809.68	2280472.14	25.00	0.00
									6274774.74	2280473.01	25.00	0.00
									6274774.74	2280479.74	25.00	0.00
									6274766.49	2280479.74	25.00	0.00
									6274766.92	2280498.83	25.00	0.00
									6274770.61	2280498.83	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274746.74	2280457.82	25.00	0.00
									6274761.93	2280457.60	25.00	0.00
									6274763.02	2280432.21	25.00	0.00
									6274766.92	2280432.21	25.00	0.00
									6274767.14	2280370.14	25.00	0.00
									6274763.02	2280370.58	25.00	0.00
									6274762.80	2280344.97	25.00	0.00
									6274746.52	2280344.10	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274829.42	2281066.02	25.00	0.00
									6274853.37	2281066.02	25.00	0.00
									6274853.06	2281049.23	25.00	0.00
									6274857.10	2281048.60	25.00	0.00
									6274857.41	2281026.83	25.00	0.00
									6274853.99	2281026.83	25.00	0.00
									6274854.61	2281017.50	25.00	0.00
									6274828.80	2281018.43	25.00	0.00
									6274828.80	2281026.52	25.00	0.00
									6274825.07	2281027.14	25.00	0.00
									6274825.38	2281048.60	25.00	0.00
									6274829.11	2281048.60	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274775.24	2281143.97	25.00	0.00
									6274809.61	2281144.23	25.00	0.00
									6274809.88	2281136.67	25.00	0.00
									6274818.21	2281135.89	25.00	0.00
									6274818.21	2281117.40	25.00	0.00
									6274813.26	2281117.14	25.00	0.00
									6274814.04	2281096.31	25.00	0.00
									6274792.43	2281096.31	25.00	0.00
									6274792.43	2281101.26	25.00	0.00
									6274772.64	2281101.52	25.00	0.00
									6274771.85	2281118.19	25.00	0.00
									6274768.21	2281118.45	25.00	0.00
									6274767.95	2281137.46	25.00	0.00
									6274775.50	2281137.20	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274776.69	2280734.08	25.00	0.00
									6274810.54	2280734.73	25.00	0.00
									6274810.76	2280726.26	25.00	0.00
									6274819.22	2280726.26	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274819.66	2280707.38	25.00	0.00
								6274815.10	2280706.73	25.00	0.00
								6274815.10	2280687.20	25.00	0.00
								6274794.05	2280686.55	25.00	0.00
								6274794.05	2280691.54	25.00	0.00
								6274772.78	2280691.33	25.00	0.00
								6274773.00	2280708.69	25.00	0.00
								6274769.09	2280708.04	25.00	0.00
								6274768.44	2280727.57	25.00	0.00
								6274776.69	2280727.78	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274772.13	2280925.05	25.00	0.00
								6274792.97	2280925.05	25.00	0.00
								6274793.18	2280929.61	25.00	0.00
								6274814.02	2280929.82	25.00	0.00
								6274814.02	2280909.21	25.00	0.00
								6274818.79	2280908.34	25.00	0.00
								6274817.70	2280890.54	25.00	0.00
								6274810.11	2280890.98	25.00	0.00
								6274810.98	2280880.78	25.00	0.00
								6274776.04	2280881.65	25.00	0.00
								6274776.04	2280888.37	25.00	0.00
								6274767.79	2280888.37	25.00	0.00
								6274768.23	2280907.47	25.00	0.00
								6274771.91	2280907.47	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274829.42	2280734.08	25.00	0.00
								6274855.25	2280734.51	25.00	0.00
								6274855.03	2280726.48	25.00	0.00
								6274858.72	2280726.26	25.00	0.00
								6274858.72	2280704.35	25.00	0.00
								6274855.25	2280704.13	25.00	0.00
								6274855.03	2280686.77	25.00	0.00
								6274829.86	2280686.77	25.00	0.00
								6274830.07	2280704.56	25.00	0.00
								6274826.82	2280704.35	25.00	0.00
								6274826.60	2280726.48	25.00	0.00
								6274829.64	2280726.70	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274772.51	2280651.47	25.00	0.00
								6274794.60	2280651.35	25.00	0.00
								6274794.36	2280656.54	25.00	0.00
								6274814.88	2280656.42	25.00	0.00
								6274815.60	2280636.62	25.00	0.00
								6274819.83	2280636.50	25.00	0.00
								6274819.46	2280617.31	25.00	0.00
								6274811.98	2280617.43	25.00	0.00
								6274811.26	2280608.50	25.00	0.00
								6274776.61	2280608.50	25.00	0.00
								6274776.98	2280615.74	25.00	0.00
								6274768.77	2280615.74	25.00	0.00
								6274768.77	2280634.33	25.00	0.00
								6274772.75	2280634.45	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274775.92	2281007.86	25.00	0.00
								6274808.89	2281007.55	25.00	0.00
								6274809.51	2281001.02	25.00	0.00
								6274818.53	2280999.46	25.00	0.00
								6274818.53	2280980.80	25.00	0.00
								6274814.18	2280980.18	25.00	0.00
								6274814.49	2280960.27	25.00	0.00
								6274794.27	2280960.27	25.00	0.00
								6274793.65	2280964.94	25.00	0.00
								6274774.06	2280964.94	25.00	0.00
								6274772.19	2280982.35	25.00	0.00
								6274768.46	2280982.66	25.00	0.00
								6274767.83	2280999.77	25.00	0.00
								6274775.30	2281000.70	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274745.87	2280728.65	25.00	0.00
								6274761.06	2280728.43	25.00	0.00
								6274762.15	2280703.04	25.00	0.00
								6274766.06	2280703.04	25.00	0.00
								6274766.27	2280640.98	25.00	0.00
								6274762.15	2280641.41	25.00	0.00
								6274761.93	2280615.80	25.00	0.00
								6274745.66	2280614.94	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274745.87	2280590.63	25.00	0.00
								6274761.06	2280590.41	25.00	0.00
								6274762.15	2280565.02	25.00	0.00
								6274766.06	2280565.02	25.00	0.00
								6274766.27	2280502.96	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin (ft)	x (ft)	y (ft)	z (ft)
								6274762.15	2280503.39	25.00	0.00
								6274761.93	2280477.78	25.00	0.00
								6274745.66	2280476.92	25.00	0.00
BLDG_R		0		x	0		25.00 a	6274827.25	2280520.32	25.00	0.00
								6274852.43	2280520.97	25.00	0.00
								6274852.21	2280503.83	25.00	0.00
								6274856.33	2280503.61	25.00	0.00
								6274856.77	2280482.34	25.00	0.00
								6274852.43	2280481.91	25.00	0.00
								6274853.08	2280473.44	25.00	0.00
								6274827.69	2280472.79	25.00	0.00
								6274827.47	2280481.47	25.00	0.00
								6274824.22	2280481.69	25.00	0.00
								6274824.22	2280503.39	25.00	0.00
								6274827.90	2280502.96	25.00	0.00
BLDG_R		0		x	0		25.00 a	6274828.99	2280381.43	25.00	0.00
								6274854.16	2280382.08	25.00	0.00
								6274853.95	2280364.94	25.00	0.00
								6274858.07	2280364.72	25.00	0.00
								6274858.50	2280343.45	25.00	0.00
								6274854.16	2280343.02	25.00	0.00
								6274854.81	2280334.55	25.00	0.00
								6274829.42	2280333.90	25.00	0.00
								6274829.21	2280342.58	25.00	0.00
								6274825.95	2280342.80	25.00	0.00
								6274825.95	2280364.50	25.00	0.00
								6274829.64	2280364.07	25.00	0.00
BLDG_R		0		x	0		25.00 a	6274830.09	2280598.36	25.00	0.00
								6274855.07	2280598.24	25.00	0.00
								6274855.56	2280589.91	25.00	0.00
								6274859.30	2280589.79	25.00	0.00
								6274859.06	2280567.82	25.00	0.00
								6274854.71	2280568.19	25.00	0.00
								6274855.07	2280550.80	25.00	0.00
								6274830.21	2280550.80	25.00	0.00
								6274830.21	2280567.94	25.00	0.00
								6274826.47	2280567.82	25.00	0.00
								6274826.71	2280590.15	25.00	0.00
								6274830.57	2280589.67	25.00	0.00
BLDG_R		0		x	0		25.00 a	6274744.57	2281137.51	25.00	0.00
								6274759.76	2281137.29	25.00	0.00
								6274760.85	2281111.90	25.00	0.00
								6274764.75	2281111.90	25.00	0.00
								6274764.97	2281049.83	25.00	0.00
								6274760.85	2281050.27	25.00	0.00
								6274760.63	2281024.66	25.00	0.00
								6274744.35	2281023.79	25.00	0.00
BLDG_R		0		x	0		25.00 a	6274827.69	2280462.38	25.00	0.00
								6274853.51	2280462.81	25.00	0.00
								6274853.29	2280454.78	25.00	0.00
								6274856.98	2280454.56	25.00	0.00
								6274856.98	2280432.64	25.00	0.00
								6274853.51	2280432.43	25.00	0.00
								6274853.29	2280415.07	25.00	0.00
								6274828.12	2280415.07	25.00	0.00
								6274828.34	2280432.86	25.00	0.00
								6274825.08	2280432.64	25.00	0.00
								6274824.87	2280454.78	25.00	0.00
								6274827.90	2280455.00	25.00	0.00
BLDG_R		0		x	0		25.00 a	6274828.99	2280792.02	25.00	0.00
								6274854.16	2280792.67	25.00	0.00
								6274853.95	2280775.53	25.00	0.00
								6274858.07	2280775.31	25.00	0.00
								6274858.50	2280754.04	25.00	0.00
								6274854.16	2280753.61	25.00	0.00
								6274854.81	2280745.14	25.00	0.00
								6274829.42	2280744.49	25.00	0.00
								6274829.21	2280753.17	25.00	0.00
								6274825.95	2280753.39	25.00	0.00
								6274825.95	2280775.09	25.00	0.00
								6274829.64	2280774.66	25.00	0.00
BLDG_R		0		x	0		25.00 a	6274746.74	2280319.80	25.00	0.00
								6274761.93	2280319.58	25.00	0.00
								6274763.02	2280294.19	25.00	0.00
								6274766.92	2280294.19	25.00	0.00
								6274767.14	2280232.12	25.00	0.00
								6274763.02	2280232.56	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274762.80	2280206.95	25.00	0.00
								6274746.52	2280206.08	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274776.98	2280597.76	25.00	0.00
								6274811.02	2280598.36	25.00	0.00
								6274811.38	2280590.03	25.00	0.00
								6274819.59	2280589.91	25.00	0.00
								6274819.59	2280570.96	25.00	0.00
								6274815.60	2280570.84	25.00	0.00
								6274815.48	2280550.44	25.00	0.00
								6274794.84	2280550.20	25.00	0.00
								6274794.36	2280555.39	25.00	0.00
								6274772.99	2280555.27	25.00	0.00
								6274773.23	2280572.77	25.00	0.00
								6274769.01	2280572.53	25.00	0.00
								6274769.13	2280591.24	25.00	0.00
								6274777.22	2280591.36	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274745.44	2280864.50	25.00	0.00
								6274760.63	2280864.29	25.00	0.00
								6274761.72	2280838.89	25.00	0.00
								6274765.62	2280838.89	25.00	0.00
								6274765.84	2280776.83	25.00	0.00
								6274761.72	2280777.26	25.00	0.00
								6274761.50	2280751.65	25.00	0.00
								6274745.22	2280750.79	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274745.01	2281001.22	25.00	0.00
								6274760.20	2281001.00	25.00	0.00
								6274761.28	2280975.61	25.00	0.00
								6274765.19	2280975.61	25.00	0.00
								6274765.40	2280913.55	25.00	0.00
								6274761.28	2280913.98	25.00	0.00
								6274761.06	2280888.37	25.00	0.00
								6274744.79	2280887.51	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274827.58	2281144.49	25.00	0.00
								6274853.63	2281145.01	25.00	0.00
								6274853.63	2281136.41	25.00	0.00
								6274857.79	2281135.89	25.00	0.00
								6274857.53	2281114.54	25.00	0.00
								6274853.63	2281114.28	25.00	0.00
								6274853.36	2281097.09	25.00	0.00
								6274828.36	2281095.79	25.00	0.00
								6274828.36	2281114.28	25.00	0.00
								6274824.72	2281114.28	25.00	0.00
								6274824.98	2281135.89	25.00	0.00
								6274827.84	2281136.15	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274828.80	2281007.55	25.00	0.00
								6274854.30	2281007.55	25.00	0.00
								6274853.68	2281000.08	25.00	0.00
								6274857.41	2280999.46	25.00	0.00
								6274857.41	2280977.07	25.00	0.00
								6274853.37	2280977.07	25.00	0.00
								6274853.37	2280960.58	25.00	0.00
								6274828.80	2280960.58	25.00	0.00
								6274829.11	2280978.00	25.00	0.00
								6274825.38	2280978.00	25.00	0.00
								6274825.38	2280999.77	25.00	0.00
								6274829.11	2280999.77	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274828.56	2280928.96	25.00	0.00
								6274853.73	2280929.61	25.00	0.00
								6274853.51	2280912.46	25.00	0.00
								6274857.64	2280912.25	25.00	0.00
								6274858.07	2280890.98	25.00	0.00
								6274853.73	2280890.54	25.00	0.00
								6274854.38	2280882.08	25.00	0.00
								6274828.99	2280881.43	25.00	0.00
								6274828.77	2280890.11	25.00	0.00
								6274825.52	2280890.33	25.00	0.00
								6274825.52	2280912.03	25.00	0.00
								6274829.21	2280911.59	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274776.69	2280323.49	25.00	0.00
								6274810.54	2280324.14	25.00	0.00
								6274810.76	2280315.67	25.00	0.00
								6274819.22	2280315.67	25.00	0.00
								6274819.66	2280296.79	25.00	0.00
								6274815.10	2280296.14	25.00	0.00
								6274815.10	2280276.61	25.00	0.00
								6274794.05	2280275.96	25.00	0.00
								6274794.05	2280280.95	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274772.78	2280280.73	25.00	0.00
								6274773.00	2280298.10	25.00	0.00
								6274769.09	2280297.44	25.00	0.00
								6274768.44	2280316.98	25.00	0.00
								6274776.69	2280317.19	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274776.26	2280871.01	25.00	0.00
								6274810.11	2280871.66	25.00	0.00
								6274810.33	2280863.20	25.00	0.00
								6274818.79	2280863.20	25.00	0.00
								6274819.22	2280844.32	25.00	0.00
								6274814.67	2280843.67	25.00	0.00
								6274814.67	2280824.14	25.00	0.00
								6274793.62	2280823.49	25.00	0.00
								6274793.62	2280828.48	25.00	0.00
								6274772.35	2280828.26	25.00	0.00
								6274772.57	2280845.62	25.00	0.00
								6274768.66	2280844.97	25.00	0.00
								6274768.01	2280864.50	25.00	0.00
								6274776.26	2280864.72	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274831.17	2280246.98	25.00	0.00
								6274855.67	2280246.55	25.00	0.00
								6274855.67	2280229.41	25.00	0.00
								6274860.01	2280228.98	25.00	0.00
								6274859.36	2280207.94	25.00	0.00
								6274855.89	2280207.94	25.00	0.00
								6274856.11	2280199.49	25.00	0.00
								6274831.17	2280199.27	25.00	0.00
								6274830.95	2280207.94	25.00	0.00
								6274827.48	2280207.51	25.00	0.00
								6274828.35	2280229.20	25.00	0.00
								6274831.60	2280229.20	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274771.88	2281061.67	25.00	0.00
								6274792.72	2281061.67	25.00	0.00
								6274792.72	2281066.64	25.00	0.00
								6274813.87	2281066.64	25.00	0.00
								6274813.25	2281045.18	25.00	0.00
								6274818.84	2281045.18	25.00	0.00
								6274818.84	2281025.90	25.00	0.00
								6274810.76	2281026.21	25.00	0.00
								6274810.14	2281018.12	25.00	0.00
								6274776.23	2281017.50	25.00	0.00
								6274775.30	2281025.59	25.00	0.00
								6274767.52	2281025.59	25.00	0.00
								6274767.21	2281043.63	25.00	0.00
								6274771.26	2281043.63	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274774.95	2280462.38	25.00	0.00
								6274808.81	2280463.03	25.00	0.00
								6274809.02	2280454.56	25.00	0.00
								6274817.49	2280454.56	25.00	0.00
								6274817.92	2280435.68	25.00	0.00
								6274813.36	2280435.03	25.00	0.00
								6274813.36	2280415.50	25.00	0.00
								6274792.31	2280414.85	25.00	0.00
								6274792.31	2280419.84	25.00	0.00
								6274771.05	2280419.62	25.00	0.00
								6274771.26	2280436.98	25.00	0.00
								6274767.36	2280436.33	25.00	0.00
								6274766.71	2280455.86	25.00	0.00
								6274774.95	2280456.08	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274748.85	2280146.22	25.00	0.00
								6274782.71	2280145.96	25.00	0.00
								6274787.13	2280099.87	25.00	0.00
								6274745.21	2280098.57	25.00	0.00
								6274744.42	2280119.92	25.00	0.00
								6274741.04	2280119.40	25.00	0.00
								6274740.52	2280138.15	25.00	0.00
								6274748.85	2280138.15	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274845.99	2280147.27	25.00	0.00
								6274875.67	2280146.74	25.00	0.00
								6274875.93	2280141.80	25.00	0.00
								6274889.48	2280141.02	25.00	0.00
								6274889.48	2280131.38	25.00	0.00
								6274893.12	2280131.38	25.00	0.00
								6274893.12	2280114.19	25.00	0.00
								6274887.39	2280113.93	25.00	0.00
								6274888.43	2280101.43	25.00	0.00
								6274884.01	2280099.35	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274843.64	2280098.57	25.00	0.00
								6274842.60	2280119.66	25.00	0.00
								6274838.17	2280119.40	25.00	0.00
								6274839.22	2280138.93	25.00	0.00
								6274845.47	2280138.93	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274801.98	2280146.74	25.00	0.00
								6274826.46	2280145.96	25.00	0.00
								6274826.72	2280099.61	25.00	0.00
								6274802.24	2280099.61	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275253.63	2281151.87	25.00	0.00
								6275292.17	2281152.13	25.00	0.00
								6275293.21	2281149.00	25.00	0.00
								6275300.24	2281148.74	25.00	0.00
								6275299.72	2281115.67	25.00	0.00
								6275291.91	2281114.89	25.00	0.00
								6275291.65	2281110.20	25.00	0.00
								6275252.84	2281111.24	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275252.32	2281192.23	25.00	0.00
								6275299.98	2281193.01	25.00	0.00
								6275299.20	2281168.01	25.00	0.00
								6275252.06	2281167.75	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275253.10	2281095.09	25.00	0.00
								6275300.50	2281095.88	25.00	0.00
								6275300.24	2281070.88	25.00	0.00
								6275252.58	2281071.14	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275252.32	2280999.26	25.00	0.00
								6275299.98	2280998.48	25.00	0.00
								6275300.24	2280973.74	25.00	0.00
								6275252.84	2280973.48	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275252.06	2280958.12	25.00	0.00
								6275291.91	2280958.38	25.00	0.00
								6275292.17	2280954.73	25.00	0.00
								6275300.76	2280954.73	25.00	0.00
								6275299.98	2280920.36	25.00	0.00
								6275292.43	2280920.36	25.00	0.00
								6275292.17	2280916.45	25.00	0.00
								6275253.89	2280916.71	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275266.39	2281308.38	25.00	0.00
								6275282.01	2281308.64	25.00	0.00
								6275282.53	2281304.21	25.00	0.00
								6275293.47	2281304.21	25.00	0.00
								6275293.99	2281291.45	25.00	0.00
								6275298.68	2281290.93	25.00	0.00
								6275299.20	2281260.98	25.00	0.00
								6275291.39	2281260.98	25.00	0.00
								6275291.39	2281252.65	25.00	0.00
								6275272.38	2281253.69	25.00	0.00
								6275272.11	2281257.59	25.00	0.00
								6275251.28	2281257.07	25.00	0.00
								6275251.28	2281299.52	25.00	0.00
								6275253.36	2281299.52	25.00	0.00
								6275253.10	2281302.65	25.00	0.00
								6275266.91	2281303.43	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275253.89	2280780.77	25.00	0.00
								6275301.02	2280782.07	25.00	0.00
								6275301.80	2280757.86	25.00	0.00
								6275253.10	2280756.03	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275251.54	2281240.93	25.00	0.00
								6275299.20	2281241.19	25.00	0.00
								6275298.94	2281217.49	25.00	0.00
								6275252.06	2281217.23	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275255.71	2280842.75	25.00	0.00
								6275295.29	2280842.75	25.00	0.00
								6275294.77	2280831.29	25.00	0.00
								6275301.02	2280831.03	25.00	0.00
								6275300.24	2280801.61	25.00	0.00
								6275293.21	2280801.34	25.00	0.00
								6275292.43	2280793.79	25.00	0.00
								6275273.68	2280793.27	25.00	0.00
								6275273.68	2280797.18	25.00	0.00
								6275253.36	2280797.18	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275252.58	2281056.29	25.00	0.00
								6275291.65	2281055.25	25.00	0.00
								6275292.43	2281051.34	25.00	0.00
								6275299.98	2281052.39	25.00	0.00
								6275300.24	2281017.75	25.00	0.00
								6275292.17	2281017.49	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275292.69	2281013.58	25.00	0.00
								6275252.58	2281013.84	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275028.64	2280744.28	25.00	0.00
								6275050.56	2280743.84	25.00	0.00
								6275050.13	2280749.48	25.00	0.00
								6275070.74	2280749.05	25.00	0.00
								6275071.39	2280728.65	25.00	0.00
								6275075.30	2280728.65	25.00	0.00
								6275075.73	2280709.77	25.00	0.00
								6275067.05	2280709.77	25.00	0.00
								6275067.05	2280701.09	25.00	0.00
								6275032.55	2280701.52	25.00	0.00
								6275032.33	2280708.25	25.00	0.00
								6275024.52	2280707.82	25.00	0.00
								6275024.74	2280727.35	25.00	0.00
								6275028.64	2280726.92	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274943.79	2281101.48	25.00	0.00
								6274963.32	2281101.26	25.00	0.00
								6274963.54	2281106.04	25.00	0.00
								6274982.85	2281106.47	25.00	0.00
								6274982.85	2281097.79	25.00	0.00
								6274990.66	2281097.36	25.00	0.00
								6274991.53	2281063.50	25.00	0.00
								6274982.64	2281063.07	25.00	0.00
								6274982.64	2281055.47	25.00	0.00
								6274963.76	2281055.91	25.00	0.00
								6274963.76	2281059.38	25.00	0.00
								6274943.36	2281059.16	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274957.24	2281302.00	25.00	0.00
								6274999.13	2281302.22	25.00	0.00
								6274999.78	2281282.69	25.00	0.00
								6275003.25	2281280.95	25.00	0.00
								6275003.69	2281262.07	25.00	0.00
								6274995.01	2281262.07	25.00	0.00
								6274995.22	2281254.26	25.00	0.00
								6274962.24	2281254.48	25.00	0.00
								6274961.58	2281262.29	25.00	0.00
								6274953.34	2281262.94	25.00	0.00
								6274952.90	2281277.26	25.00	0.00
								6274950.08	2281277.26	25.00	0.00
								6274949.87	2281281.39	25.00	0.00
								6274957.46	2281281.60	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275007.14	2280551.34	25.00	0.00
								6275032.41	2280551.67	25.00	0.00
								6275032.41	2280543.43	25.00	0.00
								6275036.20	2280543.43	25.00	0.00
								6275036.20	2280520.83	25.00	0.00
								6275032.01	2280520.91	25.00	0.00
								6275032.25	2280503.80	25.00	0.00
								6275006.74	2280503.47	25.00	0.00
								6275006.98	2280520.99	25.00	0.00
								6275003.19	2280520.75	25.00	0.00
								6275003.27	2280543.19	25.00	0.00
								6275007.06	2280543.11	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275075.03	2280967.14	25.00	0.00
								6275098.84	2280967.14	25.00	0.00
								6275099.67	2280959.29	25.00	0.00
								6275103.72	2280958.69	25.00	0.00
								6275103.84	2280937.27	25.00	0.00
								6275099.55	2280936.91	25.00	0.00
								6275100.03	2280919.89	25.00	0.00
								6275074.56	2280919.06	25.00	0.00
								6275074.56	2280936.79	25.00	0.00
								6275071.35	2280937.03	25.00	0.00
								6275070.75	2280959.17	25.00	0.00
								6275074.68	2280959.41	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275086.70	2280610.77	25.00	0.00
								6275111.69	2280611.00	25.00	0.00
								6275111.69	2280593.63	25.00	0.00
								6275115.74	2280593.27	25.00	0.00
								6275115.86	2280571.61	25.00	0.00
								6275111.93	2280571.13	25.00	0.00
								6275111.81	2280562.80	25.00	0.00
								6275086.94	2280562.80	25.00	0.00
								6275086.82	2280571.13	25.00	0.00
								6275082.77	2280571.13	25.00	0.00
								6275082.77	2280593.27	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275086.58	2280593.15	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275104.66	2280551.73	25.00	0.00
								6275128.46	2280551.73	25.00	0.00
								6275129.30	2280543.87	25.00	0.00
								6275133.34	2280543.28	25.00	0.00
								6275133.46	2280521.86	25.00	0.00
								6275129.18	2280521.50	25.00	0.00
								6275129.65	2280504.48	25.00	0.00
								6275104.18	2280503.65	25.00	0.00
								6275104.18	2280521.38	25.00	0.00
								6275100.97	2280521.62	25.00	0.00
								6275100.38	2280543.75	25.00	0.00
								6275104.30	2280543.99	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275029.57	2280605.65	25.00	0.00
								6275050.52	2280605.77	25.00	0.00
								6275050.88	2280611.00	25.00	0.00
								6275071.46	2280610.88	25.00	0.00
								6275071.94	2280590.53	25.00	0.00
								6275076.46	2280590.30	25.00	0.00
								6275076.11	2280571.02	25.00	0.00
								6275067.77	2280570.90	25.00	0.00
								6275067.30	2280562.80	25.00	0.00
								6275033.62	2280562.80	25.00	0.00
								6275033.14	2280569.59	25.00	0.00
								6275025.29	2280569.47	25.00	0.00
								6275025.41	2280588.87	25.00	0.00
								6275029.33	2280588.75	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275086.15	2281106.26	25.00	0.00
								6275111.98	2281106.04	25.00	0.00
								6275111.32	2281098.01	25.00	0.00
								6275115.23	2281097.58	25.00	0.00
								6275115.23	2281075.44	25.00	0.00
								6275111.11	2281075.44	25.00	0.00
								6275110.89	2281058.08	25.00	0.00
								6275086.80	2281058.51	25.00	0.00
								6275086.15	2281075.87	25.00	0.00
								6275082.68	2281075.66	25.00	0.00
								6275082.90	2281097.14	25.00	0.00
								6275086.15	2281097.14	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275148.50	2280551.36	25.00	0.00
								6275178.61	2280551.72	25.00	0.00
								6275178.61	2280546.24	25.00	0.00
								6275192.17	2280546.24	25.00	0.00
								6275191.82	2280535.41	25.00	0.00
								6275196.10	2280535.06	25.00	0.00
								6275195.62	2280519.11	25.00	0.00
								6275190.51	2280518.75	25.00	0.00
								6275190.27	2280506.14	25.00	0.00
								6275186.46	2280506.26	25.00	0.00
								6275186.22	2280503.88	25.00	0.00
								6275144.09	2280504.11	25.00	0.00
								6275144.09	2280524.47	25.00	0.00
								6275139.93	2280524.58	25.00	0.00
								6275140.76	2280543.75	25.00	0.00
								6275148.38	2280543.63	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275086.15	2280691.33	25.00	0.00
								6275111.98	2280691.11	25.00	0.00
								6275111.32	2280683.08	25.00	0.00
								6275115.23	2280682.64	25.00	0.00
								6275115.23	2280660.51	25.00	0.00
								6275111.11	2280660.51	25.00	0.00
								6275110.89	2280643.15	25.00	0.00
								6275086.80	2280643.58	25.00	0.00
								6275086.15	2280660.94	25.00	0.00
								6275082.68	2280660.73	25.00	0.00
								6275082.90	2280682.21	25.00	0.00
								6275086.15	2280682.21	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275002.82	2280682.64	25.00	0.00
								6275018.01	2280682.43	25.00	0.00
								6275019.09	2280657.04	25.00	0.00
								6275023.00	2280657.04	25.00	0.00
								6275023.22	2280594.97	25.00	0.00
								6275019.09	2280595.40	25.00	0.00
								6275018.88	2280569.80	25.00	0.00
								6275002.60	2280568.93	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274943.79	2280784.21	25.00	0.00
								6274963.32	2280783.99	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274963.54	2280788.76	25.00	0.00
								6274982.85	2280789.20	25.00	0.00
								6274982.85	2280780.52	25.00	0.00
								6274990.66	2280780.08	25.00	0.00
								6274991.53	2280746.23	25.00	0.00
								6274982.64	2280745.80	25.00	0.00
								6274982.64	2280738.20	25.00	0.00
								6274963.76	2280738.63	25.00	0.00
								6274963.76	2280742.11	25.00	0.00
								6274943.36	2280741.89	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275000.65	2280821.53	25.00	0.00
								6275017.79	2280821.75	25.00	0.00
								6275018.23	2280796.14	25.00	0.00
								6275021.48	2280796.14	25.00	0.00
								6275022.35	2280734.29	25.00	0.00
								6275018.66	2280734.51	25.00	0.00
								6275018.01	2280708.69	25.00	0.00
								6275001.52	2280708.69	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274942.70	2281141.85	25.00	0.00
								6274960.28	2281141.41	25.00	0.00
								6274960.93	2281145.54	25.00	0.00
								6274982.42	2281145.54	25.00	0.00
								6274982.20	2281141.41	25.00	0.00
								6274991.32	2281141.85	25.00	0.00
								6274990.66	2281116.46	25.00	0.00
								6274982.64	2281117.32	25.00	0.00
								6274982.64	2281112.98	25.00	0.00
								6274960.28	2281112.55	25.00	0.00
								6274960.07	2281117.11	25.00	0.00
								6274942.92	2281117.11	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275032.77	2281244.71	25.00	0.00
								6275066.19	2281244.28	25.00	0.00
								6275066.40	2281236.68	25.00	0.00
								6275075.95	2281236.25	25.00	0.00
								6275075.30	2281216.93	25.00	0.00
								6275071.18	2281216.72	25.00	0.00
								6275071.39	2281196.10	25.00	0.00
								6275050.78	2281196.10	25.00	0.00
								6275050.34	2281201.52	25.00	0.00
								6275029.08	2281201.31	25.00	0.00
								6275028.86	2281218.02	25.00	0.00
								6275024.95	2281218.02	25.00	0.00
								6275025.17	2281237.77	25.00	0.00
								6275032.55	2281237.55	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275086.70	2281025.70	25.00	0.00
								6275111.69	2281025.93	25.00	0.00
								6275111.69	2281008.56	25.00	0.00
								6275115.74	2281008.20	25.00	0.00
								6275115.86	2280986.54	25.00	0.00
								6275111.93	2280986.07	25.00	0.00
								6275111.81	2280977.73	25.00	0.00
								6275086.94	2280977.73	25.00	0.00
								6275086.82	2280986.07	25.00	0.00
								6275082.77	2280986.07	25.00	0.00
								6275082.77	2281008.20	25.00	0.00
								6275086.58	2281008.08	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274943.79	2281199.14	25.00	0.00
								6274963.32	2281198.92	25.00	0.00
								6274963.54	2281203.69	25.00	0.00
								6274982.85	2281204.13	25.00	0.00
								6274982.85	2281195.45	25.00	0.00
								6274990.66	2281195.01	25.00	0.00
								6274991.53	2281161.16	25.00	0.00
								6274982.64	2281160.73	25.00	0.00
								6274982.64	2281153.13	25.00	0.00
								6274963.76	2281153.56	25.00	0.00
								6274963.76	2281157.04	25.00	0.00
								6274943.36	2281156.82	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275126.08	2280750.14	25.00	0.00
								6275168.40	2280749.92	25.00	0.00
								6275168.83	2280740.15	25.00	0.00
								6275174.91	2280738.85	25.00	0.00
								6275175.56	2280724.75	25.00	0.00
								6275172.52	2280724.53	25.00	0.00
								6275172.52	2280710.21	25.00	0.00
								6275163.84	2280710.42	25.00	0.00
								6275164.06	2280701.74	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275130.64	2280700.87	25.00	0.00
								6275130.42	2280709.77	25.00	0.00
								6275122.39	2280709.77	25.00	0.00
								6275122.61	2280728.87	25.00	0.00
								6275125.86	2280728.87	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274942.70	2281239.50	25.00	0.00
								6274960.28	2281239.07	25.00	0.00
								6274960.93	2281243.19	25.00	0.00
								6274982.42	2281243.19	25.00	0.00
								6274982.20	2281239.07	25.00	0.00
								6274991.32	2281239.50	25.00	0.00
								6274990.66	2281214.11	25.00	0.00
								6274982.64	2281214.98	25.00	0.00
								6274982.64	2281210.64	25.00	0.00
								6274960.28	2281210.21	25.00	0.00
								6274960.07	2281214.76	25.00	0.00
								6274942.92	2281214.76	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275016.06	2281302.87	25.00	0.00
								6275058.81	2281302.22	25.00	0.00
								6275058.59	2281281.60	25.00	0.00
								6275062.93	2281280.95	25.00	0.00
								6275062.93	2281263.16	25.00	0.00
								6275054.25	2281262.72	25.00	0.00
								6275055.12	2281254.48	25.00	0.00
								6275021.26	2281254.91	25.00	0.00
								6275021.48	2281263.16	25.00	0.00
								6275012.15	2281262.94	25.00	0.00
								6275012.58	2281281.82	25.00	0.00
								6275016.27	2281281.17	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275126.45	2280610.53	25.00	0.00
								6275168.58	2280611.12	25.00	0.00
								6275169.17	2280601.13	25.00	0.00
								6275176.31	2280600.29	25.00	0.00
								6275176.20	2280586.13	25.00	0.00
								6275172.98	2280586.01	25.00	0.00
								6275172.98	2280571.49	25.00	0.00
								6275164.89	2280571.13	25.00	0.00
								6275164.65	2280562.92	25.00	0.00
								6275131.09	2280563.16	25.00	0.00
								6275131.09	2280571.25	25.00	0.00
								6275122.40	2280571.49	25.00	0.00
								6275122.64	2280590.30	25.00	0.00
								6275126.57	2280590.41	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275000.65	2281236.46	25.00	0.00
								6275017.79	2281236.68	25.00	0.00
								6275018.23	2281211.07	25.00	0.00
								6275021.48	2281211.07	25.00	0.00
								6275022.35	2281149.22	25.00	0.00
								6275018.66	2281149.44	25.00	0.00
								6275018.01	2281123.62	25.00	0.00
								6275001.52	2281123.62	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275129.55	2280690.89	25.00	0.00
								6275164.49	2280691.98	25.00	0.00
								6275164.71	2280684.16	25.00	0.00
								6275172.74	2280683.73	25.00	0.00
								6275173.17	2280669.62	25.00	0.00
								6275175.78	2280669.19	25.00	0.00
								6275174.91	2280652.91	25.00	0.00
								6275168.62	2280652.91	25.00	0.00
								6275168.83	2280642.93	25.00	0.00
								6275125.86	2280644.45	25.00	0.00
								6275126.30	2280663.55	25.00	0.00
								6275121.52	2280663.55	25.00	0.00
								6275122.83	2280683.51	25.00	0.00
								6275130.42	2280683.30	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275033.42	2281106.26	25.00	0.00
								6275067.05	2281106.26	25.00	0.00
								6275067.49	2281097.58	25.00	0.00
								6275075.95	2281097.36	25.00	0.00
								6275075.73	2281078.69	25.00	0.00
								6275071.18	2281078.69	25.00	0.00
								6275071.83	2281057.86	25.00	0.00
								6275050.99	2281058.30	25.00	0.00
								6275050.34	2281063.72	25.00	0.00
								6275030.16	2281063.50	25.00	0.00
								6275029.08	2281080.00	25.00	0.00
								6275024.52	2281079.56	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275024.95	2281098.88	25.00	0.00
								6275032.98	2281099.09	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275002.82	2281097.58	25.00	0.00
								6275018.01	2281097.36	25.00	0.00
								6275019.09	2281071.97	25.00	0.00
								6275023.00	2281071.97	25.00	0.00
								6275023.22	2281009.90	25.00	0.00
								6275019.09	2281010.34	25.00	0.00
								6275018.88	2280984.73	25.00	0.00
								6275002.60	2280983.86	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274943.79	2280686.55	25.00	0.00
								6274963.32	2280686.33	25.00	0.00
								6274963.54	2280691.11	25.00	0.00
								6274982.85	2280691.54	25.00	0.00
								6274982.85	2280682.86	25.00	0.00
								6274990.66	2280682.43	25.00	0.00
								6274991.53	2280648.57	25.00	0.00
								6274982.64	2280648.14	25.00	0.00
								6274982.64	2280640.54	25.00	0.00
								6274963.76	2280640.98	25.00	0.00
								6274963.76	2280644.45	25.00	0.00
								6274943.36	2280644.23	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275051.46	2280551.42	25.00	0.00
								6275085.29	2280551.91	25.00	0.00
								6275085.29	2280543.19	25.00	0.00
								6275093.52	2280543.11	25.00	0.00
								6275093.60	2280524.62	25.00	0.00
								6275089.40	2280524.14	25.00	0.00
								6275089.40	2280503.64	25.00	0.00
								6275047.10	2280503.31	25.00	0.00
								6275047.18	2280524.06	25.00	0.00
								6275042.42	2280524.14	25.00	0.00
								6275042.82	2280543.92	25.00	0.00
								6275051.46	2280543.84	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275129.55	2281105.82	25.00	0.00
								6275164.49	2281106.91	25.00	0.00
								6275164.71	2281099.09	25.00	0.00
								6275172.74	2281098.66	25.00	0.00
								6275173.17	2281084.55	25.00	0.00
								6275175.78	2281084.12	25.00	0.00
								6275174.91	2281067.84	25.00	0.00
								6275168.62	2281067.84	25.00	0.00
								6275168.83	2281057.86	25.00	0.00
								6275125.86	2281059.38	25.00	0.00
								6275126.30	2281078.48	25.00	0.00
								6275121.52	2281078.48	25.00	0.00
								6275122.83	2281098.44	25.00	0.00
								6275130.42	2281098.23	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274943.36	2280629.69	25.00	0.00
								6274960.93	2280629.26	25.00	0.00
								6274961.58	2280633.38	25.00	0.00
								6274983.07	2280633.38	25.00	0.00
								6274982.85	2280629.26	25.00	0.00
								6274991.97	2280629.69	25.00	0.00
								6274991.32	2280604.30	25.00	0.00
								6274983.29	2280605.17	25.00	0.00
								6274983.29	2280600.83	25.00	0.00
								6274960.93	2280600.40	25.00	0.00
								6274960.72	2280604.95	25.00	0.00
								6274943.57	2280604.95	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275000.65	2281236.46	25.00	0.00
								6275017.79	2281236.68	25.00	0.00
								6275018.23	2281211.07	25.00	0.00
								6275021.48	2281211.07	25.00	0.00
								6275022.35	2281149.22	25.00	0.00
								6275018.66	2281149.44	25.00	0.00
								6275018.01	2281123.62	25.00	0.00
								6275001.52	2281123.62	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275086.15	2280829.56	25.00	0.00
								6275111.32	2280829.56	25.00	0.00
								6275110.46	2280821.10	25.00	0.00
								6275114.58	2280820.88	25.00	0.00
								6275114.80	2280799.18	25.00	0.00
								6275110.67	2280798.75	25.00	0.00
								6275110.67	2280782.04	25.00	0.00
								6275085.72	2280781.82	25.00	0.00
								6275084.85	2280798.96	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275081.59	2280799.18	25.00	0.00
								6275082.03	2280820.88	25.00	0.00
								6275086.58	2280820.88	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275000.65	2280821.53	25.00	0.00
								6275017.79	2280821.75	25.00	0.00
								6275018.23	2280796.14	25.00	0.00
								6275021.48	2280796.14	25.00	0.00
								6275022.35	2280734.29	25.00	0.00
								6275018.66	2280734.51	25.00	0.00
								6275018.01	2280708.69	25.00	0.00
								6275001.52	2280708.69	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274942.70	2280824.57	25.00	0.00
								6274960.28	2280824.14	25.00	0.00
								6274960.93	2280828.26	25.00	0.00
								6274982.42	2280828.26	25.00	0.00
								6274982.20	2280824.14	25.00	0.00
								6274991.32	2280824.57	25.00	0.00
								6274990.66	2280799.18	25.00	0.00
								6274982.64	2280800.05	25.00	0.00
								6274982.64	2280795.71	25.00	0.00
								6274960.28	2280795.27	25.00	0.00
								6274960.07	2280799.83	25.00	0.00
								6274942.92	2280799.83	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275014.48	2280887.01	25.00	0.00
								6275038.57	2280887.22	25.00	0.00
								6275039.01	2280869.21	25.00	0.00
								6275043.13	2280868.78	25.00	0.00
								6275042.91	2280847.29	25.00	0.00
								6275039.22	2280847.51	25.00	0.00
								6275039.22	2280839.70	25.00	0.00
								6275014.70	2280839.70	25.00	0.00
								6275014.70	2280847.51	25.00	0.00
								6275011.01	2280847.73	25.00	0.00
								6275010.79	2280869.43	25.00	0.00
								6275014.27	2280869.00	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275085.93	2281163.33	25.00	0.00
								6275110.24	2281163.55	25.00	0.00
								6275110.67	2281147.27	25.00	0.00
								6275114.58	2281146.84	25.00	0.00
								6275115.45	2281125.14	25.00	0.00
								6275111.54	2281124.92	25.00	0.00
								6275111.32	2281116.46	25.00	0.00
								6275086.37	2281116.24	25.00	0.00
								6275086.15	2281124.48	25.00	0.00
								6275082.24	2281124.92	25.00	0.00
								6275082.68	2281146.62	25.00	0.00
								6275085.72	2281146.40	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275130.20	2280829.78	25.00	0.00
								6275164.49	2280830.43	25.00	0.00
								6275164.06	2280821.75	25.00	0.00
								6275172.52	2280821.32	25.00	0.00
								6275173.39	2280791.80	25.00	0.00
								6275168.83	2280791.59	25.00	0.00
								6275168.18	2280780.95	25.00	0.00
								6275126.52	2280781.17	25.00	0.00
								6275126.30	2280802.44	25.00	0.00
								6275121.74	2280801.79	25.00	0.00
								6275122.39	2280821.10	25.00	0.00
								6275129.99	2280821.53	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275114.15	2281302.65	25.00	0.00
								6275155.81	2281302.87	25.00	0.00
								6275155.60	2281300.92	25.00	0.00
								6275159.72	2281300.48	25.00	0.00
								6275159.50	2281287.90	25.00	0.00
								6275164.93	2281287.03	25.00	0.00
								6275164.93	2281272.27	25.00	0.00
								6275160.80	2281271.40	25.00	0.00
								6275161.02	2281260.55	25.00	0.00
								6275147.35	2281260.99	25.00	0.00
								6275147.57	2281255.34	25.00	0.00
								6275118.05	2281255.13	25.00	0.00
								6275118.05	2281262.94	25.00	0.00
								6275110.02	2281263.16	25.00	0.00
								6275109.59	2281282.04	25.00	0.00
								6275113.28	2281281.82	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275126.45	2281025.46	25.00	0.00
								6275168.58	2281026.05	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275169.17	2281016.06	25.00	0.00
								6275176.31	2281015.22	25.00	0.00
								6275176.20	2281001.06	25.00	0.00
								6275172.98	2281000.94	25.00	0.00
								6275172.98	2280986.42	25.00	0.00
								6275164.89	2280986.07	25.00	0.00
								6275164.65	2280977.85	25.00	0.00
								6275131.09	2280978.09	25.00	0.00
								6275131.09	2280986.18	25.00	0.00
								6275122.40	2280986.42	25.00	0.00
								6275122.64	2281005.23	25.00	0.00
								6275126.57	2281005.35	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275126.08	2281165.07	25.00	0.00
								6275168.40	2281164.85	25.00	0.00
								6275168.83	2281155.08	25.00	0.00
								6275174.91	2281153.78	25.00	0.00
								6275175.56	2281139.68	25.00	0.00
								6275172.52	2281139.46	25.00	0.00
								6275172.52	2281125.14	25.00	0.00
								6275163.84	2281125.35	25.00	0.00
								6275164.06	2281116.67	25.00	0.00
								6275130.64	2281115.80	25.00	0.00
								6275130.42	2281124.70	25.00	0.00
								6275122.39	2281124.70	25.00	0.00
								6275122.61	2281143.80	25.00	0.00
								6275125.86	2281143.80	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275025.64	2280967.26	25.00	0.00
								6275055.52	2280967.50	25.00	0.00
								6275055.40	2280959.17	25.00	0.00
								6275064.32	2280958.69	25.00	0.00
								6275063.73	2280940.25	25.00	0.00
								6275060.04	2280939.89	25.00	0.00
								6275059.44	2280919.66	25.00	0.00
								6275017.67	2280919.54	25.00	0.00
								6275017.43	2280921.08	25.00	0.00
								6275013.98	2280921.32	25.00	0.00
								6275013.86	2280934.53	25.00	0.00
								6275008.74	2280933.94	25.00	0.00
								6275008.86	2280950.48	25.00	0.00
								6275011.96	2280950.36	25.00	0.00
								6275012.91	2280961.43	25.00	0.00
								6275026.36	2280961.43	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275103.44	2280886.66	25.00	0.00
								6275145.10	2280886.88	25.00	0.00
								6275144.89	2280884.93	25.00	0.00
								6275149.01	2280884.49	25.00	0.00
								6275148.79	2280871.91	25.00	0.00
								6275154.22	2280871.04	25.00	0.00
								6275154.22	2280856.28	25.00	0.00
								6275150.10	2280855.41	25.00	0.00
								6275150.31	2280844.56	25.00	0.00
								6275136.64	2280845.00	25.00	0.00
								6275136.86	2280839.36	25.00	0.00
								6275107.34	2280839.14	25.00	0.00
								6275107.34	2280846.95	25.00	0.00
								6275099.31	2280847.17	25.00	0.00
								6275098.88	2280866.05	25.00	0.00
								6275102.57	2280865.83	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275085.93	2280748.40	25.00	0.00
								6275110.24	2280748.62	25.00	0.00
								6275110.67	2280732.34	25.00	0.00
								6275114.58	2280731.91	25.00	0.00
								6275115.45	2280710.21	25.00	0.00
								6275111.54	2280709.99	25.00	0.00
								6275111.32	2280701.52	25.00	0.00
								6275086.37	2280701.31	25.00	0.00
								6275086.15	2280709.55	25.00	0.00
								6275082.24	2280709.99	25.00	0.00
								6275082.68	2280731.69	25.00	0.00
								6275085.72	2280731.47	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274957.24	2280887.07	25.00	0.00
								6274999.13	2280887.29	25.00	0.00
								6274999.78	2280867.76	25.00	0.00
								6275003.25	2280866.02	25.00	0.00
								6275003.69	2280847.14	25.00	0.00
								6274995.01	2280847.14	25.00	0.00
								6274995.22	2280839.33	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274962.24	2280839.55	25.00	0.00
								6274961.58	2280847.36	25.00	0.00
								6274953.34	2280848.01	25.00	0.00
								6274952.90	2280862.33	25.00	0.00
								6274950.08	2280862.33	25.00	0.00
								6274949.87	2280866.46	25.00	0.00
								6274957.46	2280866.67	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275028.64	2281159.21	25.00	0.00
								6275050.56	2281158.77	25.00	0.00
								6275050.13	2281164.42	25.00	0.00
								6275070.74	2281163.98	25.00	0.00
								6275071.39	2281143.58	25.00	0.00
								6275075.30	2281143.58	25.00	0.00
								6275075.73	2281124.70	25.00	0.00
								6275067.05	2281124.70	25.00	0.00
								6275067.05	2281116.02	25.00	0.00
								6275032.55	2281116.46	25.00	0.00
								6275032.33	2281123.18	25.00	0.00
								6275024.52	2281122.75	25.00	0.00
								6275024.74	2281142.28	25.00	0.00
								6275028.64	2281141.85	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275029.57	2281020.58	25.00	0.00
								6275050.52	2281020.70	25.00	0.00
								6275050.88	2281025.93	25.00	0.00
								6275071.46	2281025.82	25.00	0.00
								6275071.94	2281005.46	25.00	0.00
								6275076.46	2281005.23	25.00	0.00
								6275076.11	2280985.95	25.00	0.00
								6275067.77	2280985.83	25.00	0.00
								6275067.30	2280977.73	25.00	0.00
								6275033.62	2280977.73	25.00	0.00
								6275033.14	2280984.52	25.00	0.00
								6275025.29	2280984.40	25.00	0.00
								6275025.41	2281003.80	25.00	0.00
								6275029.33	2281003.68	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275086.15	2281244.49	25.00	0.00
								6275111.32	2281244.49	25.00	0.00
								6275110.46	2281236.03	25.00	0.00
								6275114.58	2281235.81	25.00	0.00
								6275114.80	2281214.11	25.00	0.00
								6275110.67	2281213.68	25.00	0.00
								6275110.67	2281196.97	25.00	0.00
								6275085.72	2281196.75	25.00	0.00
								6275084.85	2281213.89	25.00	0.00
								6275081.59	2281214.11	25.00	0.00
								6275082.03	2281235.81	25.00	0.00
								6275086.58	2281235.81	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275118.95	2280967.26	25.00	0.00
								6275149.06	2280967.62	25.00	0.00
								6275149.06	2280962.14	25.00	0.00
								6275162.63	2280962.14	25.00	0.00
								6275162.27	2280951.31	25.00	0.00
								6275166.56	2280950.96	25.00	0.00
								6275166.08	2280935.01	25.00	0.00
								6275160.96	2280934.65	25.00	0.00
								6275160.72	2280922.04	25.00	0.00
								6275156.92	2280922.16	25.00	0.00
								6275156.68	2280919.78	25.00	0.00
								6275114.55	2280920.01	25.00	0.00
								6275114.55	2280940.36	25.00	0.00
								6275110.38	2280940.48	25.00	0.00
								6275111.21	2280959.64	25.00	0.00
								6275118.83	2280959.53	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274943.36	2281044.62	25.00	0.00
								6274960.93	2281044.19	25.00	0.00
								6274961.58	2281048.31	25.00	0.00
								6274983.07	2281048.31	25.00	0.00
								6274982.85	2281044.19	25.00	0.00
								6274991.97	2281044.62	25.00	0.00
								6274991.32	2281019.23	25.00	0.00
								6274983.29	2281020.10	25.00	0.00
								6274983.29	2281015.76	25.00	0.00
								6274960.93	2281015.33	25.00	0.00
								6274960.72	2281019.88	25.00	0.00
								6274943.57	2281019.88	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275063.79	2280887.44	25.00	0.00
								6275087.88	2280887.66	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
								Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)	
								6275088.31	2280869.65	25.00	0.00	
								6275092.43	2280869.21	25.00	0.00	
								6275092.22	2280847.73	25.00	0.00	
								6275088.53	2280847.95	25.00	0.00	
								6275088.53	2280840.13	25.00	0.00	
								6275064.01	2280840.13	25.00	0.00	
								6275064.01	2280847.95	25.00	0.00	
								6275060.32	2280848.16	25.00	0.00	
								6275060.10	2280869.87	25.00	0.00	
								6275063.57	2280869.43	25.00	0.00	
BLDG_R		0		x	0		25.00	a	6274943.29	2280589.70	25.00	0.00
									6274963.88	2280589.46	25.00	0.00
									6274964.23	2280594.58	25.00	0.00
									6274983.04	2280594.10	25.00	0.00
									6274983.04	2280586.73	25.00	0.00
									6274991.61	2280585.89	25.00	0.00
									6274991.37	2280555.78	25.00	0.00
									6274986.13	2280555.54	25.00	0.00
									6274986.13	2280542.69	25.00	0.00
									6274975.30	2280542.57	25.00	0.00
									6274975.42	2280538.76	25.00	0.00
									6274958.16	2280538.64	25.00	0.00
									6274958.16	2280544.12	25.00	0.00
									6274946.26	2280543.52	25.00	0.00
									6274946.14	2280547.93	25.00	0.00
									6274943.76	2280548.05	25.00	0.00
BLDG_R		0		x	0		25.00	a	6275033.42	2280691.33	25.00	0.00
									6275067.05	2280691.33	25.00	0.00
									6275067.49	2280682.64	25.00	0.00
									6275075.95	2280682.43	25.00	0.00
									6275075.73	2280663.76	25.00	0.00
									6275071.18	2280663.76	25.00	0.00
									6275071.83	2280642.93	25.00	0.00
									6275050.99	2280643.36	25.00	0.00
									6275050.34	2280648.79	25.00	0.00
									6275030.16	2280648.57	25.00	0.00
									6275029.08	2280665.07	25.00	0.00
									6275024.52	2280664.63	25.00	0.00
									6275024.95	2280683.95	25.00	0.00
									6275032.98	2280684.16	25.00	0.00
BLDG_R		0		x	0		25.00	a	6275074.00	2281302.44	25.00	0.00
									6275098.09	2281302.65	25.00	0.00
									6275098.52	2281284.64	25.00	0.00
									6275102.64	2281284.21	25.00	0.00
									6275102.43	2281262.72	25.00	0.00
									6275098.74	2281262.94	25.00	0.00
									6275098.74	2281255.13	25.00	0.00
									6275074.22	2281255.13	25.00	0.00
									6275074.22	2281262.94	25.00	0.00
									6275070.53	2281263.16	25.00	0.00
									6275070.31	2281284.86	25.00	0.00
									6275073.78	2281284.42	25.00	0.00
BLDG_R		0		x	0		25.00	a	6275032.77	2280829.78	25.00	0.00
									6275066.19	2280829.35	25.00	0.00
									6275066.40	2280821.75	25.00	0.00
									6275075.95	2280821.32	25.00	0.00
									6275075.30	2280802.00	25.00	0.00
									6275071.18	2280801.79	25.00	0.00
									6275071.39	2280781.17	25.00	0.00
									6275050.78	2280781.17	25.00	0.00
									6275050.34	2280786.59	25.00	0.00
									6275029.08	2280786.38	25.00	0.00
									6275028.86	2280803.09	25.00	0.00
									6275024.95	2280803.09	25.00	0.00
									6275025.17	2280822.84	25.00	0.00
									6275032.55	2280822.62	25.00	0.00
BLDG_R		0		x	0		25.00	a	6274942.70	2280726.92	25.00	0.00
									6274960.28	2280726.48	25.00	0.00
									6274960.93	2280730.60	25.00	0.00
									6274982.42	2280730.60	25.00	0.00
									6274982.20	2280726.48	25.00	0.00
									6274991.32	2280726.92	25.00	0.00
									6274990.66	2280701.52	25.00	0.00
									6274982.64	2280702.39	25.00	0.00
									6274982.64	2280698.05	25.00	0.00
									6274960.28	2280697.62	25.00	0.00
									6274960.07	2280702.18	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6274942.92	2280702.18	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274943.29	2281004.63	25.00	0.00
								6274963.88	2281004.39	25.00	0.00
								6274964.23	2281009.51	25.00	0.00
								6274983.04	2281009.03	25.00	0.00
								6274983.04	2281001.66	25.00	0.00
								6274991.61	2281000.82	25.00	0.00
								6274991.37	2280970.71	25.00	0.00
								6274986.13	2280970.47	25.00	0.00
								6274986.13	2280957.62	25.00	0.00
								6274975.30	2280957.50	25.00	0.00
								6274975.42	2280953.69	25.00	0.00
								6274958.16	2280953.58	25.00	0.00
								6274958.16	2280959.05	25.00	0.00
								6274946.26	2280958.45	25.00	0.00
								6274946.14	2280962.86	25.00	0.00
								6274943.76	2280962.98	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275130.20	2281244.71	25.00	0.00
								6275164.49	2281245.36	25.00	0.00
								6275164.06	2281236.68	25.00	0.00
								6275172.52	2281236.25	25.00	0.00
								6275173.39	2281206.73	25.00	0.00
								6275168.83	2281206.52	25.00	0.00
								6275168.18	2281195.88	25.00	0.00
								6275126.52	2281196.10	25.00	0.00
								6275126.30	2281217.37	25.00	0.00
								6275121.74	2281216.72	25.00	0.00
								6275122.39	2281236.03	25.00	0.00
								6275129.99	2281236.46	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275028.21	2280319.80	25.00	0.00
								6275061.85	2280319.80	25.00	0.00
								6275062.28	2280311.12	25.00	0.00
								6275070.74	2280310.90	25.00	0.00
								6275070.53	2280292.24	25.00	0.00
								6275065.97	2280292.24	25.00	0.00
								6275066.62	2280271.40	25.00	0.00
								6275045.79	2280271.84	25.00	0.00
								6275045.14	2280277.26	25.00	0.00
								6275024.95	2280277.05	25.00	0.00
								6275023.87	2280293.54	25.00	0.00
								6275019.31	2280293.10	25.00	0.00
								6275019.74	2280312.42	25.00	0.00
								6275027.77	2280312.64	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274995.44	2280450.01	25.00	0.00
								6275012.58	2280450.22	25.00	0.00
								6275013.02	2280424.61	25.00	0.00
								6275016.27	2280424.61	25.00	0.00
								6275017.14	2280362.77	25.00	0.00
								6275013.45	2280362.98	25.00	0.00
								6275012.80	2280337.16	25.00	0.00
								6274996.31	2280337.16	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274938.58	2280315.02	25.00	0.00
								6274958.11	2280314.81	25.00	0.00
								6274958.33	2280319.58	25.00	0.00
								6274977.64	2280320.01	25.00	0.00
								6274977.64	2280311.33	25.00	0.00
								6274985.46	2280310.90	25.00	0.00
								6274986.32	2280277.05	25.00	0.00
								6274977.43	2280276.61	25.00	0.00
								6274977.43	2280269.02	25.00	0.00
								6274958.55	2280269.45	25.00	0.00
								6274958.55	2280272.92	25.00	0.00
								6274938.15	2280272.71	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275027.56	2280458.25	25.00	0.00
								6275060.98	2280457.82	25.00	0.00
								6275061.19	2280450.22	25.00	0.00
								6275070.74	2280449.79	25.00	0.00
								6275070.09	2280430.47	25.00	0.00
								6275065.97	2280430.26	25.00	0.00
								6275066.19	2280409.64	25.00	0.00
								6275045.57	2280409.64	25.00	0.00
								6275045.14	2280415.07	25.00	0.00
								6275023.87	2280414.85	25.00	0.00
								6275023.65	2280431.56	25.00	0.00
								6275019.74	2280431.56	25.00	0.00
								6275019.96	2280451.31	25.00	0.00
								6275027.34	2280451.09	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
								Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)	
BLDG_R			0	x	0		25.00	a	6275125.00	2280458.25	25.00	0.00
									6275159.28	2280458.90	25.00	0.00
									6275158.85	2280450.22	25.00	0.00
									6275167.31	2280449.79	25.00	0.00
									6275168.18	2280420.27	25.00	0.00
									6275163.62	2280420.06	25.00	0.00
									6275162.97	2280409.42	25.00	0.00
									6275121.31	2280409.64	25.00	0.00
									6275121.09	2280430.91	25.00	0.00
									6275116.53	2280430.26	25.00	0.00
									6275117.18	2280449.57	25.00	0.00
									6275124.78	2280450.01	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274938.58	2280412.68	25.00	0.00
									6274958.11	2280412.46	25.00	0.00
									6274958.33	2280417.24	25.00	0.00
									6274977.64	2280417.67	25.00	0.00
									6274977.64	2280408.99	25.00	0.00
									6274985.46	2280408.56	25.00	0.00
									6274986.32	2280374.70	25.00	0.00
									6274977.43	2280374.27	25.00	0.00
									6274977.43	2280366.67	25.00	0.00
									6274958.55	2280367.11	25.00	0.00
									6274958.55	2280370.58	25.00	0.00
									6274938.15	2280370.36	25.00	0.00
BLDG_R			0	x	0		25.00	a	6275080.94	2280319.80	25.00	0.00
									6275106.77	2280319.58	25.00	0.00
									6275106.12	2280311.55	25.00	0.00
									6275110.02	2280311.12	25.00	0.00
									6275110.02	2280288.98	25.00	0.00
									6275105.90	2280288.98	25.00	0.00
									6275105.68	2280271.62	25.00	0.00
									6275081.59	2280272.05	25.00	0.00
									6275080.94	2280289.42	25.00	0.00
									6275077.47	2280289.20	25.00	0.00
									6275077.69	2280310.68	25.00	0.00
									6275080.94	2280310.68	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274938.15	2280258.17	25.00	0.00
									6274955.73	2280257.73	25.00	0.00
									6274956.38	2280261.85	25.00	0.00
									6274977.86	2280261.85	25.00	0.00
									6274977.64	2280257.73	25.00	0.00
									6274986.76	2280258.17	25.00	0.00
									6274986.11	2280232.77	25.00	0.00
									6274978.08	2280233.64	25.00	0.00
									6274978.08	2280229.30	25.00	0.00
									6274955.73	2280228.87	25.00	0.00
									6274955.51	2280233.43	25.00	0.00
									6274938.36	2280233.43	25.00	0.00
BLDG_R			0	x	0		25.00	a	6275024.36	2280234.12	25.00	0.00
									6275045.31	2280234.24	25.00	0.00
									6275045.67	2280239.48	25.00	0.00
									6275066.26	2280239.36	25.00	0.00
									6275066.73	2280219.01	25.00	0.00
									6275071.25	2280218.77	25.00	0.00
									6275070.90	2280199.49	25.00	0.00
									6275062.57	2280199.37	25.00	0.00
									6275062.09	2280191.28	25.00	0.00
									6275028.41	2280191.28	25.00	0.00
									6275027.93	2280198.06	25.00	0.00
									6275020.08	2280197.94	25.00	0.00
									6275020.20	2280217.34	25.00	0.00
									6275024.13	2280217.22	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274937.50	2280355.39	25.00	0.00
									6274955.07	2280354.95	25.00	0.00
									6274955.73	2280359.08	25.00	0.00
									6274977.21	2280359.08	25.00	0.00
									6274976.99	2280354.95	25.00	0.00
									6274986.11	2280355.39	25.00	0.00
									6274985.46	2280330.00	25.00	0.00
									6274977.43	2280330.86	25.00	0.00
									6274977.43	2280326.52	25.00	0.00
									6274955.07	2280326.09	25.00	0.00
									6274954.86	2280330.65	25.00	0.00
									6274937.71	2280330.65	25.00	0.00
BLDG_R			0	x	0		25.00	a	6275080.73	2280376.87	25.00	0.00
									6275105.03	2280377.09	25.00	0.00
									6275105.47	2280360.81	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275109.37	2280360.38	25.00	0.00
								6275110.24	2280338.68	25.00	0.00
								6275106.33	2280338.46	25.00	0.00
								6275106.12	2280330.00	25.00	0.00
								6275081.16	2280329.78	25.00	0.00
								6275080.94	2280338.03	25.00	0.00
								6275077.04	2280338.46	25.00	0.00
								6275077.47	2280360.16	25.00	0.00
								6275080.51	2280359.94	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274995.44	2280450.01	25.00	0.00
								6275012.58	2280450.22	25.00	0.00
								6275013.02	2280424.61	25.00	0.00
								6275016.27	2280424.61	25.00	0.00
								6275017.14	2280362.77	25.00	0.00
								6275013.45	2280362.98	25.00	0.00
								6275012.80	2280337.16	25.00	0.00
								6274996.31	2280337.16	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275120.87	2280378.61	25.00	0.00
								6275163.19	2280378.39	25.00	0.00
								6275163.62	2280368.63	25.00	0.00
								6275169.70	2280367.32	25.00	0.00
								6275170.35	2280353.22	25.00	0.00
								6275167.31	2280353.00	25.00	0.00
								6275167.31	2280338.68	25.00	0.00
								6275158.63	2280338.89	25.00	0.00
								6275158.85	2280330.21	25.00	0.00
								6275125.43	2280329.35	25.00	0.00
								6275125.21	2280338.24	25.00	0.00
								6275117.18	2280338.24	25.00	0.00
								6275117.40	2280357.34	25.00	0.00
								6275120.66	2280357.34	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275121.24	2280239.00	25.00	0.00
								6275163.37	2280239.60	25.00	0.00
								6275163.96	2280229.60	25.00	0.00
								6275171.11	2280228.76	25.00	0.00
								6275170.99	2280214.60	25.00	0.00
								6275167.77	2280214.48	25.00	0.00
								6275167.77	2280199.96	25.00	0.00
								6275159.68	2280199.61	25.00	0.00
								6275159.44	2280191.40	25.00	0.00
								6275125.88	2280191.63	25.00	0.00
								6275125.88	2280199.73	25.00	0.00
								6275117.19	2280199.96	25.00	0.00
								6275117.43	2280218.77	25.00	0.00
								6275121.36	2280218.89	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275023.43	2280372.75	25.00	0.00
								6275045.35	2280372.31	25.00	0.00
								6275044.92	2280377.96	25.00	0.00
								6275065.53	2280377.52	25.00	0.00
								6275066.19	2280357.12	25.00	0.00
								6275070.09	2280357.12	25.00	0.00
								6275070.53	2280338.24	25.00	0.00
								6275061.85	2280338.24	25.00	0.00
								6275061.85	2280329.56	25.00	0.00
								6275027.34	2280330.00	25.00	0.00
								6275027.12	2280336.72	25.00	0.00
								6275019.31	2280336.29	25.00	0.00
								6275019.53	2280355.82	25.00	0.00
								6275023.43	2280355.39	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275124.35	2280319.36	25.00	0.00
								6275159.28	2280320.45	25.00	0.00
								6275159.50	2280312.64	25.00	0.00
								6275167.53	2280312.20	25.00	0.00
								6275167.97	2280298.10	25.00	0.00
								6275170.57	2280297.66	25.00	0.00
								6275169.70	2280281.39	25.00	0.00
								6275163.41	2280281.39	25.00	0.00
								6275163.62	2280271.40	25.00	0.00
								6275120.66	2280272.92	25.00	0.00
								6275121.09	2280292.02	25.00	0.00
								6275116.32	2280292.02	25.00	0.00
								6275117.62	2280311.98	25.00	0.00
								6275125.21	2280311.77	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275080.94	2280458.04	25.00	0.00
								6275106.12	2280458.04	25.00	0.00
								6275105.25	2280449.57	25.00	0.00
								6275109.37	2280449.35	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275109.59	2280427.65	25.00	0.00
								6275105.47	2280427.22	25.00	0.00
								6275105.47	2280410.51	25.00	0.00
								6275080.51	2280410.29	25.00	0.00
								6275079.64	2280427.44	25.00	0.00
								6275076.39	2280427.65	25.00	0.00
								6275076.82	2280449.35	25.00	0.00
								6275081.38	2280449.35	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275081.49	2280239.24	25.00	0.00
								6275106.48	2280239.48	25.00	0.00
								6275106.48	2280222.10	25.00	0.00
								6275110.53	2280221.74	25.00	0.00
								6275110.65	2280200.08	25.00	0.00
								6275106.72	2280199.61	25.00	0.00
								6275106.60	2280191.28	25.00	0.00
								6275081.73	2280191.28	25.00	0.00
								6275081.61	2280199.61	25.00	0.00
								6275077.56	2280199.61	25.00	0.00
								6275077.56	2280221.74	25.00	0.00
								6275081.37	2280221.62	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274937.50	2280453.04	25.00	0.00
								6274955.07	2280452.61	25.00	0.00
								6274955.73	2280456.73	25.00	0.00
								6274977.21	2280456.73	25.00	0.00
								6274976.99	2280452.61	25.00	0.00
								6274986.11	2280453.04	25.00	0.00
								6274985.46	2280427.65	25.00	0.00
								6274977.43	2280428.52	25.00	0.00
								6274977.43	2280424.18	25.00	0.00
								6274955.07	2280423.75	25.00	0.00
								6274954.86	2280428.30	25.00	0.00
								6274937.71	2280428.30	25.00	0.00
BLDG_R		0		x	0		25.00	a 6274997.61	2280311.12	25.00	0.00
								6275012.80	2280310.90	25.00	0.00
								6275013.89	2280285.51	25.00	0.00
								6275017.79	2280285.51	25.00	0.00
								6275018.01	2280223.44	25.00	0.00
								6275013.89	2280223.88	25.00	0.00
								6275013.67	2280198.27	25.00	0.00
								6274997.39	2280197.40	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275486.71	2280338.43	25.00	0.00
								6275475.95	2280337.65	25.00	0.00
								6275476.77	2280330.84	25.00	0.00
								6275460.97	2280330.98	25.00	0.00
								6275460.99	2280333.61	25.00	0.00
								6275446.74	2280334.40	25.00	0.00
								6275446.59	2280342.52	25.00	0.00
								6275438.69	2280342.81	25.00	0.00
								6275438.77	2280376.81	25.00	0.00
								6275447.11	2280376.96	25.00	0.00
								6275446.75	2280385.30	25.00	0.00
								6275466.49	2280385.13	25.00	0.00
								6275466.01	2280380.52	25.00	0.00
								6275487.30	2280380.34	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275695.29	2280428.31	25.00	0.00
								6275677.08	2280428.47	25.00	0.00
								6275676.23	2280431.77	25.00	0.00
								6275655.84	2280432.82	25.00	0.00
								6275655.77	2280475.61	25.00	0.00
								6275658.41	2280475.37	25.00	0.00
								6275658.44	2280479.32	25.00	0.00
								6275670.73	2280478.99	25.00	0.00
								6275670.77	2280484.04	25.00	0.00
								6275686.78	2280483.68	25.00	0.00
								6275687.41	2280479.72	25.00	0.00
								6275698.60	2280480.50	25.00	0.00
								6275698.48	2280466.68	25.00	0.00
								6275704.41	2280467.28	25.00	0.00
								6275703.71	2280437.23	25.00	0.00
								6275695.59	2280437.52	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275556.06	2280389.38	25.00	0.00
								6275534.56	2280390.01	25.00	0.00
								6275534.37	2280393.74	25.00	0.00
								6275517.04	2280393.68	25.00	0.00
								6275517.26	2280418.91	25.00	0.00
								6275535.03	2280418.97	25.00	0.00
								6275535.07	2280422.70	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275556.57	2280422.51	25.00	0.00
								6275556.53	2280418.34	25.00	0.00
								6275565.09	2280418.71	25.00	0.00
								6275565.53	2280393.47	25.00	0.00
								6275556.75	2280393.98	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275555.78	2280332.99	25.00	0.00
								6275541.73	2280332.68	25.00	0.00
								6275541.05	2280330.49	25.00	0.00
								6275526.57	2280330.62	25.00	0.00
								6275526.42	2280337.86	25.00	0.00
								6275516.98	2280338.16	25.00	0.00
								6275517.35	2280379.19	25.00	0.00
								6275537.11	2280380.33	25.00	0.00
								6275537.58	2280384.72	25.00	0.00
								6275556.88	2280383.89	25.00	0.00
								6275556.16	2280376.44	25.00	0.00
								6275565.15	2280375.70	25.00	0.00
								6275563.76	2280342.14	25.00	0.00
								6275556.30	2280342.64	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275695.39	2280330.96	25.00	0.00
								6275676.31	2280330.69	25.00	0.00
								6275676.13	2280334.81	25.00	0.00
								6275655.96	2280335.64	25.00	0.00
								6275656.34	2280377.71	25.00	0.00
								6275676.72	2280377.75	25.00	0.00
								6275676.10	2280381.44	25.00	0.00
								6275694.98	2280381.71	25.00	0.00
								6275695.12	2280373.25	25.00	0.00
								6275703.79	2280373.17	25.00	0.00
								6275703.49	2280339.34	25.00	0.00
								6275695.26	2280339.85	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275556.19	2280429.32	25.00	0.00
								6275537.98	2280429.48	25.00	0.00
								6275537.13	2280432.78	25.00	0.00
								6275516.73	2280433.83	25.00	0.00
								6275516.67	2280476.62	25.00	0.00
								6275519.30	2280476.38	25.00	0.00
								6275519.34	2280480.33	25.00	0.00
								6275531.62	2280480.00	25.00	0.00
								6275531.67	2280485.05	25.00	0.00
								6275547.68	2280484.68	25.00	0.00
								6275548.30	2280480.73	25.00	0.00
								6275559.50	2280481.51	25.00	0.00
								6275559.38	2280467.69	25.00	0.00
								6275565.31	2280468.29	25.00	0.00
								6275564.61	2280438.24	25.00	0.00
								6275556.49	2280438.53	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275695.04	2280388.87	25.00	0.00
								6275673.57	2280388.62	25.00	0.00
								6275673.38	2280392.31	25.00	0.00
								6275655.82	2280392.47	25.00	0.00
								6275656.47	2280417.62	25.00	0.00
								6275673.61	2280417.69	25.00	0.00
								6275674.29	2280421.37	25.00	0.00
								6275695.54	2280421.40	25.00	0.00
								6275695.51	2280417.93	25.00	0.00
								6275704.40	2280417.63	25.00	0.00
								6275704.19	2280393.12	25.00	0.00
								6275695.07	2280392.55	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275466.24	2280430.77	25.00	0.00
								6275447.15	2280431.16	25.00	0.00
								6275447.65	2280438.17	25.00	0.00
								6275438.44	2280438.69	25.00	0.00
								6275439.18	2280472.48	25.00	0.00
								6275447.30	2280472.85	25.00	0.00
								6275447.37	2280480.96	25.00	0.00
								6275462.08	2280481.27	25.00	0.00
								6275462.55	2280484.56	25.00	0.00
								6275477.24	2280483.99	25.00	0.00
								6275477.40	2280477.19	25.00	0.00
								6275486.39	2280476.67	25.00	0.00
								6275485.58	2280434.77	25.00	0.00
								6275466.49	2280434.28	25.00	0.00
BLDG_R		0		x	0		25.00	a 6275486.12	2280396.36	25.00	0.00
								6275469.01	2280396.51	25.00	0.00
								6275468.75	2280392.13	25.00	0.00
								6275447.25	2280392.10	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
								Begin	x	y	z
							(ft)	(ft)	(ft)	(ft)	(ft)
								6275447.06	2280396.05	25.00	0.00
								6275438.73	2280397.00	25.00	0.00
								6275438.95	2280421.57	25.00	0.00
								6275447.50	2280421.28	25.00	0.00
								6275447.33	2280425.89	25.00	0.00
								6275468.82	2280425.04	25.00	0.00
								6275469.66	2280420.65	25.00	0.00
								6275486.12	2280420.94	25.00	0.00
BLDG_R			0	x	0		25.00	a 6275620.97	2280335.49	25.00	0.00
								6275608.46	2280335.60	25.00	0.00
								6275607.97	2280330.34	25.00	0.00
								6275591.52	2280330.70	25.00	0.00
								6275591.33	2280334.00	25.00	0.00
								6275581.25	2280334.96	25.00	0.00
								6275581.14	2280347.69	25.00	0.00
								6275575.44	2280348.18	25.00	0.00
								6275575.48	2280377.36	25.00	0.00
								6275583.16	2280377.51	25.00	0.00
								6275583.45	2280385.41	25.00	0.00
								6275602.54	2280385.24	25.00	0.00
								6275602.29	2280381.95	25.00	0.00
								6275622.69	2280381.11	25.00	0.00
BLDG_R			0	x	0		25.00	a 6275602.72	2280431.10	25.00	0.00
								6275583.63	2280431.49	25.00	0.00
								6275584.14	2280438.50	25.00	0.00
								6275574.92	2280439.02	25.00	0.00
								6275575.66	2280472.81	25.00	0.00
								6275583.78	2280473.18	25.00	0.00
								6275583.86	2280481.29	25.00	0.00
								6275598.56	2280481.60	25.00	0.00
								6275599.03	2280484.89	25.00	0.00
								6275613.72	2280484.32	25.00	0.00
								6275613.88	2280477.52	25.00	0.00
								6275622.87	2280477.00	25.00	0.00
								6275622.07	2280435.10	25.00	0.00
								6275602.97	2280434.61	25.00	0.00
BLDG_R			0	x	0		25.00	a 6275622.60	2280396.69	25.00	0.00
								6275605.49	2280396.85	25.00	0.00
								6275605.23	2280392.46	25.00	0.00
								6275583.73	2280392.43	25.00	0.00
								6275583.54	2280396.38	25.00	0.00
								6275575.21	2280397.33	25.00	0.00
								6275575.43	2280421.91	25.00	0.00
								6275583.99	2280421.61	25.00	0.00
								6275583.81	2280426.22	25.00	0.00
								6275605.30	2280425.37	25.00	0.00
								6275606.14	2280420.98	25.00	0.00
								6275622.60	2280421.27	25.00	0.00

APPENDIX 11.1:
CADNAA CONSTRUCTION NOISE MODEL INPUTS

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14556 - Town Center at Moreno Valley

CadnaA Noise Prediction Model: 14556-08_Construction.cna

Date: 05.03.24

Analyst: B. Lawson

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius #(Unit,LEN)	2000.01
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section #(Unit,LEN)	999.99
Min. Length of Section #(Unit,LEN)	1.01
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Incl. Ground Att. over Barrier Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature #(Unit,TEMP)	10
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. #(Unit,SPEED)	3.0
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height (ft)	Coordinates			
			Day (dBA)	Night (dBA)	CNEL (dBA)	Day (dBA)	Night (dBA)	CNEL (dBA)	Type	Auto	Noise Type		X (ft)	Y (ft)	Z (ft)	
RECEIVERS		R1	57.2	57.2	63.8	65.0	60.0	0.0				5.00	a	6275307.89	2281421.37	5.00
RECEIVERS		R2	57.4	57.4	64.1	65.0	60.0	0.0				5.00	a	6276110.91	2279887.19	5.00
RECEIVERS		R3	56.0	56.0	62.6	65.0	60.0	0.0				5.00	a	6276138.70	2278988.68	5.00
RECEIVERS		R4	52.7	52.7	59.4	65.0	60.0	0.0				5.00	a	6275289.33	2278331.00	5.00
RECEIVERS		R5	56.4	56.4	63.1	65.0	60.0	0.0				5.00	a	6274814.12	2278626.53	5.00
RECEIVERS		R6	45.7	45.7	52.3	65.0	60.0	0.0				5.00	a	6274039.91	2279362.36	5.00
RECEIVERS		R7	60.6	60.6	67.3	65.0	60.0	0.0				5.00	a	6274699.80	2280117.31	5.00
RECEIVERS		R8	50.6	50.6	57.3	65.0	60.0	0.0				5.00	a	6274608.07	2281514.86	5.00
RECEIVERS		R9	55.4	55.4	62.0	65.0	60.0	0.0				5.00	a	6276170.53	2280523.90	5.00
RECEIVERS		@200	56.3	56.3	63.0	65.0	60.0	0.0				5.00	a	6276122.00	2278962.85	5.00

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL"			Lw / Li		Operating Time			Height (ft)		
			Day (dBA)	Evening (dBA)	Night (dBA)	Day (dBA)	Evening (dBA)	Night (dBA)	Type	Value dB(A)	norm.	Day (min)	Special (min)		Night (min)	
20221013_PROJECTFOOTPRINT		CONSTRUCTION	115.6	115.6	115.6	61.0	61.0	61.0	Lw	115.6					8	a

Name	ID	Height		Coordinates			
		Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)
20221013_PROJECTFOOTPRINT	CONSTRUCTION	8.00	a	6275404.86	2281350.58	8.00	0.00
				6275404.86	2281350.31	8.00	0.00
				6275415.49	2281349.85	8.00	0.00
				6275447.32	2281348.98	8.00	0.00
				6275486.63	2281347.04	8.00	0.00

Name	ID	Height		Coordinates			
		Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)
				6275506.23	2281345.88	8.00	0.00
				6275527.56	2281344.84	8.00	0.00
				6275562.20	2281342.96	8.00	0.00
				6275634.83	2281340.20	8.00	0.00
				6275714.39	2281339.61	8.00	0.00
				6275714.39	2281338.10	8.00	0.00
				6275404.79	2281331.25	8.00	0.00
				6275404.71	2281331.25	8.00	0.00
				6275404.67	2281331.25	8.00	0.00
				6275404.67	2281331.20	8.00	0.00
				6275404.65	2281330.75	8.00	0.00
				6275404.48	2281324.75	8.00	0.00
				6275401.79	2281324.72	8.00	0.00
				6275399.12	2281324.44	8.00	0.00
				6275394.85	2281323.44	8.00	0.00
				6275390.79	2281321.80	8.00	0.00
				6275387.02	2281319.56	8.00	0.00
				6275383.64	2281316.76	8.00	0.00
				6275381.46	2281314.40	8.00	0.00
				6275379.56	2281311.81	8.00	0.00
				6275379.55	2281311.80	8.00	0.00
				6275374.98	2280703.32	8.00	0.00
				6275953.14	2280698.86	8.00	0.00
				6276005.14	2280698.46	8.00	0.00
				6276035.59	2280698.23	8.00	0.00
				6276030.80	2280078.55	8.00	0.00
				6276030.17	2279998.32	8.00	0.00
				6276020.27	2278718.36	8.00	0.00
				6275924.52	2278719.08	8.00	0.00
				6275926.99	2278687.56	8.00	0.00
				6275674.70	2278689.47	8.00	0.00
				6275587.57	2278694.96	8.00	0.00
				6275371.88	2278695.39	8.00	0.00
				6275366.99	2278692.71	8.00	0.00
				6275362.48	2278689.42	8.00	0.00
				6275358.45	2278685.57	8.00	0.00
				6275319.41	2278685.69	8.00	0.00
				6275316.15	2278689.61	8.00	0.00
				6275312.45	2278693.12	8.00	0.00
				6275308.36	2278696.17	8.00	0.00
				6275025.51	2278699.64	8.00	0.00
				6274766.88	2278705.84	8.00	0.00
				6274702.64	2278707.38	8.00	0.00
				6274522.80	2278709.74	8.00	0.00
				6274499.67	2278709.79	8.00	0.00
				6274499.63	2278709.98	8.00	0.00
				6274499.55	2278709.99	8.00	0.00
				6274499.60	2278716.78	8.00	0.00
				6274499.67	2278728.01	8.00	0.00
				6274499.68	2278730.07	8.00	0.00
				6274499.69	2278731.72	8.00	0.00
				6274499.78	2278743.47	8.00	0.00
				6274500.70	2278743.47	8.00	0.00
				6274510.34	2278745.39	8.00	0.00
				6274700.14	2278783.30	8.00	0.00
				6274700.17	2278788.36	8.00	0.00
				6274709.53	2280008.45	8.00	0.00
				6274710.13	2280088.45	8.00	0.00
				6274713.15	2280487.81	8.00	0.00
				6274713.26	2280502.51	8.00	0.00
				6274718.15	2281151.36	8.00	0.00
				6274822.97	2281150.57	8.00	0.00
				6274824.10	2281300.57	8.00	0.00
				6274799.28	2281323.74	8.00	0.00
				6274719.45	2281324.36	8.00	0.00
				6274719.49	2281328.36	8.00	0.00
				6274719.49	2281328.55	8.00	0.00
				6274719.79	2281368.55	8.00	0.00
				6274719.80	2281368.55	8.00	0.00
				6274719.89	2281380.55	8.00	0.00
				6275019.43	2281378.23	8.00	0.00
				6275405.05	2281375.25	8.00	0.00
				6275404.96	2281363.25	8.00	0.00

Barrier(s)

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height		Coordinates				
				left	right		horz.	vert.	Begin	End	x	y	z	Ground	
						(ft)	(ft)	(ft)	(ft)	a	(ft)	(ft)	(ft)	(ft)	
BARRIEREXISTING			0						6.00	a		6275948.77	2281443.08	6.00	0.00
												6275929.39	2281422.15	6.00	0.00
												6275664.26	2281425.25	6.00	0.00
												6275654.95	2281440.76	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274886.69	2281446.96	6.00	0.00
												6274912.27	2281428.35	6.00	0.00
												6275580.53	2281425.28	6.00	0.00
												6275593.71	2281437.66	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274721.74	2281319.79	6.00	0.00
												6274710.65	2280367.58	6.00	0.00
												6274678.96	2280367.58	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274710.91	2280270.88	6.00	0.00
												6274709.65	2280128.43	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274002.53	2279985.13	6.00	0.00
												6273998.82	2279915.63	6.00	0.00
												6274005.31	2279906.37	6.00	0.00
												6274005.31	2279847.06	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274047.01	2279732.16	6.00	0.00
												6274045.16	2279568.15	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274045.15	2279446.84	6.00	0.00
												6274042.02	2279286.30	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274043.06	2279172.67	6.00	0.00
												6274039.94	2278823.45	6.00	0.00

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APPENDIX 11.2:

CADNAA CUMULATIVE CONSTRUCTION NOISE MODEL INPUTS

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14556 - Town Center at Moreno Valley

CadnaA Noise Prediction Model: 14556-08_Cumulative.cna

Date: 05.03.24

Analyst: B. Lawson

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius #(Unit,LEN)	2000.01
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section #(Unit,LEN)	999.99
Min. Length of Section #(Unit,LEN)	1.01
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	
	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature #(Unit,TEMP)	10
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. #(Unit,SPEED)	3.0
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height (ft)	Coordinates			
			Day (dBA)	Night (dBA)	CNEL (dBA)	Day (dBA)	Night (dBA)	CNEL (dBA)	Type	Auto	Noise Type		X (ft)	Y (ft)	Z (ft)	
RECEIVERS		R1	60.1	60.1	66.8	65.0	60.0	0.0				5.00	a	6275307.89	2281421.37	5.00
RECEIVERS		R2	53.3	53.3	59.9	65.0	60.0	0.0				5.00	a	6276110.91	2279887.19	5.00
RECEIVERS		R3	50.3	50.3	57.0	65.0	60.0	0.0				5.00	a	6276138.70	2278988.68	5.00
RECEIVERS		R4	51.5	51.5	58.2	65.0	60.0	0.0				5.00	a	6275289.33	2278331.00	5.00
RECEIVERS		R5	56.4	56.4	63.0	65.0	60.0	0.0				5.00	a	6274814.12	2278626.53	5.00
RECEIVERS		R6	61.2	61.2	67.8	65.0	60.0	0.0				5.00	a	6274039.91	2279362.36	5.00
RECEIVERS		R7	59.1	59.1	65.8	65.0	60.0	0.0				5.00	a	6274699.80	2280117.31	5.00
RECEIVERS		R8	52.7	52.7	59.3	65.0	60.0	0.0				5.00	a	6274608.07	2281514.86	5.00
RECEIVERS		R9	57.2	57.2	63.9	65.0	60.0	0.0				5.00	a	6276170.53	2280523.90	5.00
RECEIVERS		@200	50.3	50.3	57.0	65.0	60.0	0.0				5.00	a	6276122.00	2278962.85	5.00

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li		Operating Time			Height (ft)	
			Day (dBA)	Evening (dBA)	Night (dBA)	Day (dBA)	Evening (dBA)	Night (dBA)	Type	Value norm.	Day (min)	Special (min)	Night (min)		
CUMULATIVE		4	115.0	115.0	115.0	66.2	66.2	66.2	Lw	115				8	a
CUMULATIVE		11	115.0	115.0	115.0	69.9	69.9	69.9	Lw	115				8	a

Name	ID	Height		Coordinates			
		Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)
CUMULATIVE	4	8.00	a	6274051.53	2280012.49	8.00	0.00
				6274719.55	2280008.09	8.00	0.00
				6274710.53	2278788.61	8.00	0.00
				6274044.93	2278793.69	8.00	0.00

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
CUMULATIVE	11	8.00	a	6275385.57	2281328.29	8.00	0.00
				6275940.85	2281323.18	8.00	0.00
				6275951.78	2280702.18	8.00	0.00
				6275381.57	2280707.68	8.00	0.00

Barrier(s)

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height		Coordinates			
				left	right		horz.	vert.	Begin	End	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
BARRIEREXISTING			0						6.00	a	6275948.77	2281443.08	6.00	0.00
											6275929.39	2281422.15	6.00	0.00
											6275664.26	2281425.25	6.00	0.00
											6275654.95	2281440.76	6.00	0.00
BARRIEREXISTING			0						6.00	a	6274886.69	2281446.96	6.00	0.00
											6274912.27	2281428.35	6.00	0.00
											6275580.53	2281425.28	6.00	0.00
											6275593.71	2281437.66	6.00	0.00
BARRIEREXISTING			0						6.00	a	6274721.74	2281319.79	6.00	0.00
											6274710.65	2280367.58	6.00	0.00
											6274678.96	2280367.58	6.00	0.00
BARRIEREXISTING			0						6.00	a	6274710.91	2280270.88	6.00	0.00
											6274709.65	2280128.43	6.00	0.00
BARRIEREXISTING			0						6.00	a	6274002.53	2279985.13	6.00	0.00
											6273998.82	2279915.63	6.00	0.00
											6274005.31	2279906.37	6.00	0.00
											6274005.31	2279847.06	6.00	0.00
BARRIEREXISTING			0						6.00	a	6274047.01	2279732.16	6.00	0.00
											6274045.16	2279568.15	6.00	0.00
BARRIEREXISTING			0						6.00	a	6274045.15	2279446.84	6.00	0.00
											6274042.02	2279286.30	6.00	0.00
BARRIEREXISTING			0						6.00	a	6274043.06	2279172.67	6.00	0.00
											6274039.94	2278823.45	6.00	0.00