

Appendix F
Noise Data/Worksheets

Freq Weight : A
Time Weight : FAST
Level Range : 40-100
Max dB : 86.2 - 2018/11/28 07: 34: 34
Level Range : 40-100
SEL : 97.7
Leq : 70.0

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7	2018/11/28 07: 24: 59	73.0
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Freq Weight : A
Time Weight : FAST
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Max dB : 83.5 - 2018/11/28 07: 53: 17
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SEL : 96.1
Leq : 68.4

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4	2018/11/28 07: 45: 00	67.7
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6	2018/11/28 07: 45: 02	67.0
7	2018/11/28 07: 45: 03	67.8
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262	2018/11/28	07:49:18	65.8
263	2018/11/28	07:49:19	64.6
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266	2018/11/28	07:49:22	55.1
267	2018/11/28	07:49:23	56.0
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269	2018/11/28	07:49:25	62.2
270	2018/11/28	07:49:26	67.9
271	2018/11/28	07:49:27	68.8
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276	2018/11/28	07:49:32	73.0
277	2018/11/28	07:49:33	76.9
278	2018/11/28	07:49:34	75.1
279	2018/11/28	07:49:35	72.2
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297	2018/11/28	07:49:53	65.4
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544	2018/11/28	07:54:00	66.6
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584	2018/11/28	07: 54: 40	69. 1
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586	2018/11/28	07: 54: 42	67. 1
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Time Weight : FAST
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Max dB : 74.3 - 2018/11/28 08: 38: 37
Level Range : 40-100
SEL : 81.7
Leq : 54.0

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6	2018/11/28 08: 31: 46	46.5
7	2018/11/28 08: 31: 47	47.4
8	2018/11/28 08: 31: 48	50.4
9	2018/11/28 08: 31: 49	64.3
10	2018/11/28 08: 31: 50	49.5
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17	2018/11/28 08: 31: 57	40.1
18	2018/11/28 08: 31: 58	46.2
19	2018/11/28 08: 31: 59	42.9
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21	2018/11/28 08: 32: 01	39.2
22	2018/11/28 08: 32: 02	42.0
23	2018/11/28 08: 32: 03	41.6
24	2018/11/28 08: 32: 04	42.4
25	2018/11/28 08: 32: 05	52.0
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521	2018/11/28	08:40:21	44.2
522	2018/11/28	08:40:22	49.9
523	2018/11/28	08:40:23	45.3
524	2018/11/28	08:40:24	45.9
525	2018/11/28	08:40:25	45.6
526	2018/11/28	08:40:26	50.3
527	2018/11/28	08:40:27	49.7
528	2018/11/28	08:40:28	45.5
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530	2018/11/28	08:40:30	44.9
531	2018/11/28	08:40:31	48.4
532	2018/11/28	08:40:32	46.0
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534	2018/11/28	08:40:34	42.0
535	2018/11/28	08:40:35	42.0
536	2018/11/28	08:40:36	44.5
537	2018/11/28	08:40:37	45.8
538	2018/11/28	08:40:38	43.0
539	2018/11/28	08:40:39	42.9
540	2018/11/28	08:40:40	43.4
541	2018/11/28	08:40:41	43.0
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543	2018/11/28	08:40:43	44.0
544	2018/11/28	08:40:44	41.7
545	2018/11/28	08:40:45	43.4
546	2018/11/28	08:40:46	45.0
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548	2018/11/28	08:40:48	43.4
549	2018/11/28	08:40:49	45.7
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551	2018/11/28	08:40:51	50.2
552	2018/11/28	08:40:52	47.2
553	2018/11/28	08:40:53	46.1
554	2018/11/28	08:40:54	42.6
555	2018/11/28	08:40:55	41.7
556	2018/11/28	08:40:56	47.4
557	2018/11/28	08:40:57	43.7
558	2018/11/28	08:40:58	46.1
559	2018/11/28	08:40:59	45.4
560	2018/11/28	08:41:00	52.5
561	2018/11/28	08:41:01	44.8
562	2018/11/28	08:41:02	44.9
563	2018/11/28	08:41:03	46.9
564	2018/11/28	08:41:04	48.6
565	2018/11/28	08:41:05	52.5
566	2018/11/28	08:41:06	45.3
567	2018/11/28	08:41:07	48.3
568	2018/11/28	08:41:08	44.7
569	2018/11/28	08:41:09	48.0
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574	2018/11/28	08:41:14	45.1
575	2018/11/28	08:41:15	44.4
576	2018/11/28	08:41:16	46.0
577	2018/11/28	08:41:17	49.0
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579	2018/11/28	08:41:19	44.2
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Time Weight : FAST
Level Range : 40-100
Max dB : 61.7 - 2018/11/28 08: 51: 47
Level Range : 40-100
SEL : 75.6
Leq : 47.9

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4	2018/11/28 08: 48: 01	56.4
5	2018/11/28 08: 48: 02	52.0
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7	2018/11/28 08: 48: 04	50.1
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9	2018/11/28 08: 48: 06	47.6
10	2018/11/28 08: 48: 07	48.7
11	2018/11/28 08: 48: 08	48.5
12	2018/11/28 08: 48: 09	52.3
13	2018/11/28 08: 48: 10	50.5
14	2018/11/28 08: 48: 11	47.6
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17	2018/11/28 08: 48: 14	52.3
18	2018/11/28 08: 48: 15	47.1
19	2018/11/28 08: 48: 16	49.1
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23	2018/11/28 08: 48: 20	48.7
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27	2018/11/28 08: 48: 24	44.3
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42	2018/11/28 08: 48: 39	41.4
43	2018/11/28 08: 48: 40	41.8
44	2018/11/28 08: 48: 41	43.5
45	2018/11/28 08: 48: 42	42.5
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49	2018/11/28 08: 48: 46	40.9
50	2018/11/28 08: 48: 47	41.0
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63	2018/11/28 08: 49: 00	43.7
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66	2018/11/28 08: 49: 03	41.3
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347	2018/11/28	08:53:44	43.0
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349	2018/11/28	08:53:46	43.9
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353	2018/11/28	08:53:50	45.7
354	2018/11/28	08:53:51	48.8
355	2018/11/28	08:53:52	51.4
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369	2018/11/28	08:54:06	53.2
370	2018/11/28	08:54:07	55.2
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595	2018/11/28	08:57:52	48.5
596	2018/11/28	08:57:53	50.5
597	2018/11/28	08:57:54	50.1
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Freq Weight : A
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11	2018/11/28 09: 02: 28	46.2
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DNL Calculator

WARNING: HUD recommends the use of Microsoft Internet Explorer for performing noise calculations. The HUD Noise Calculator has an error when using Google Chrome unless the cache is cleared before each use of the calculator. HUD is aware of the problem and working to fix it in the programming of the calculator.

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

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DNL Calculator

Site ID	RPV Zone 2 - Existing Traffic
Record Date	1/31/2019
User's Name	Rincon Consultants, Inc.

Road # 1 Name:	Palos Verdes Drive South west of Narcissa Drive
-----------------------	--

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	40	40	40
Distance to Stop Sign			
Average Speed	35	35	35
Average Daily Trips (ADT)	13689	282	141
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	67.1249	60.2636	67.6862
Calculate Road #1 DNL	70.8194	Reset	

Road # 2 Name:	Palos Verdes Drive South east of Narcissa Drive
-----------------------	--

Road #2

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
--------------	--	---	--

DNL Calculator - HUD Exchange

Effective Distance	<input type="text" value="50"/>	<input type="text" value="50"/>	<input type="text" value="50"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="35"/>	<input type="text" value="35"/>	<input type="text" value="35"/>
Average Daily Trips (ADT)	<input type="text" value="14899"/>	<input type="text" value="307"/>	<input type="text" value="154"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="2"/>
Vehicle DNL	<input type="text" value="69.3668"/>	<input type="text" value="62.5066"/>	<input type="text" value="69.9433"/>
<input type="button" value="Calculate Road #2 DNL"/>	<input type="text" value="73.069"/>	<input type="button" value="Reset"/>	

Airport Noise Level

Loud Impulse Sounds? Yes No

Combined DNL for all Road and Rail sources

Combined DNL including Airport

Site DNL with Loud Impulse Sound

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DNL Calculator

Site ID	RPV Zone 2 - Year 2030 with Related Projects Traffic
Record Date	1/31/2019
User's Name	Rincon Consultants, Inc.

Road # 1 Name: Palos Verdes Drive South west of Narcissa Drive

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	40	40	40
Distance to Stop Sign			
Average Speed	35	35	35
Average Daily Trips (ADT)	15650	323	161
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	67.7063	60.8532	68.2623
Calculate Road #1 DNL	71.399	Reset	

Road # 2 Name: Palos Verdes Drive South east of Narcissa Drive

Road #2

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
--------------	--	---	--

DNL Calculator - HUD Exchange

Effective Distance	<input type="text" value="50"/>	<input type="text" value="50"/>	<input type="text" value="50"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="35"/>	<input type="text" value="35"/>	<input type="text" value="35"/>
Average Daily Trips (ADT)	<input type="text" value="16700"/>	<input type="text" value="344"/>	<input type="text" value="172"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="2"/>
Vehicle DNL	<input type="text" value="69.8624"/>	<input type="text" value="63.0008"/>	<input type="text" value="70.4234"/>
<input type="button" value="Calculate Road #2 DNL"/>	<input type="text" value="73.5567"/>	<input type="button" value="Reset"/>	

Airport Noise Level

Loud Impulse Sounds? Yes No

Combined DNL for all Road and Rail sources

Combined DNL including Airport

Site DNL with Loud Impulse Sound

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

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DNL Calculator

Site ID	RPV Zone 2 - Year 2030 with Related Projects and Proposed Project Tr
Record Date	1/31/2019
User's Name	Rincon Consultants, Inc.

Road # 1 Name: Palos Verdes Drive South west of Narcissa Drive

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	40	40	40
Distance to Stop Sign			
Average Speed	35	35	35
Average Daily Trips (ADT)	15844	323	161
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	67.7598	60.8532	68.2623
Calculate Road #1 DNL	71.4204	Reset	

Road # 2 Name: Palos Verdes Drive South east of Narcissa Drive

Road #2

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
--------------	--	---	--

DNL Calculator - HUD Exchange

Effective Distance	50	50	50
Distance to Stop Sign			
Average Speed	35	35	35
Average Daily Trips (ADT)	16800	344	172
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	69.8883	63.0008	70.4234
Calculate Road #2 DNL	73.5671	Reset	

Airport Noise Level

Loud Impulse Sounds? Yes No

Combined DNL for all Road and Rail sources

Combined DNL including Airport

Site DNL with Loud Impulse Sound

RPV Zone 2 Landslide Moratorium - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Demo. txt
Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 02/13/2019
Case Description: Demolition

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Single-Family Residences	Residential	60.0	60.0	45.0

Description	Impact Device	Usage (%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	50.0	0.0
Dozer	No	40		81.7	50.0	0.0
Concrete Saw	No	20		89.6	50.0	0.0
Excavator	No	40		80.7	50.0	0.0
Excavator	No	40		80.7	50.0	0.0
Excavator	No	40		80.7	50.0	0.0

Results

Noise Limit Exceedance (dBA)					Noise Limits (dBA)				
Night	Day	Calculated (dBA)			Day		Evening		
		Evening			Night				
Equipment	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer	N/A	N/A	81.7	77.7	N/A	N/A	N/A	N/A	N/A
Dozer	N/A	N/A	81.7	77.7	N/A	N/A	N/A	N/A	N/A
Concrete Saw	N/A	N/A	89.6	82.6	N/A	N/A	N/A	N/A	N/A
Excavator	N/A	N/A	80.7	76.7	N/A	N/A	N/A	N/A	N/A
Excavator	N/A	N/A	80.7	76.7	N/A	N/A	N/A	N/A	N/A
Excavator	N/A	N/A	80.7	76.7	N/A	N/A	N/A	N/A	N/A
Total		N/A	89.6	86.4	N/A	N/A	N/A	N/A	N/A

SP. txt
Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 02/13/2019
Case Description: Site Preparation

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Singl e-Fami l y Resi dences	Resi denti al	60.0	60.0	45.0

Description	Impact Devi ce	Usage (%)	Equipment		Receptor Di stance (feet)	Esti mated Shi el di ng (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Tractor	No	40	84.0		50.0	0.0
Tractor	No	40	84.0		50.0	0.0
Tractor	No	40	84.0		50.0	0.0
Tractor	No	40	84.0		50.0	0.0
Dozer	No	40		81.7	50.0	0.0
Dozer	No	40		81.7	50.0	0.0
Dozer	No	40		81.7	50.0	0.0

Resul ts

Noi se Li mi t Exceedance (dBA)					Noi se Li mi ts (dBA)				
Ni ght	Cal cul ated (dBA)				Day Ni ght		Eveni ng		
	Day	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Tractor	N/A	N/A	84.0	80.0	N/A	N/A	N/A	N/A	N/A
Tractor	N/A	N/A	84.0	80.0	N/A	N/A	N/A	N/A	N/A
Tractor	N/A	N/A	84.0	80.0	N/A	N/A	N/A	N/A	N/A
Tractor	N/A	N/A	84.0	80.0	N/A	N/A	N/A	N/A	N/A
Dozer	N/A	N/A	81.7	77.7	N/A	N/A	N/A	N/A	N/A
Dozer	N/A	N/A	81.7	77.7	N/A	N/A	N/A	N/A	N/A
Dozer	N/A	N/A	81.7	77.7	N/A	N/A	N/A	N/A	N/A
Total	N/A	N/A	84.0	87.6	N/A	N/A	N/A	N/A	N/A

Grade.txt
Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 02/13/2019
Case Description: Grading

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Single-Family Residences	Residential	60.0	60.0	45.0

Description	Impact Device	Usage (%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84.0		50.0	0.0
Tractor	No	40	84.0		50.0	0.0
Grader	No	40	85.0		50.0	0.0
Excavator	No	40		80.7	50.0	0.0
Excavator	No	40		80.7	50.0	0.0
Scraper	No	40		83.6	50.0	0.0
Scraper	No	40		83.6	50.0	0.0

Results

Noise Limit Exceedance (dBA)					Noise Limits (dBA)				
Night	Day		Calculated (dBA) Evening		Day Night		Evening		
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Tractor			84.0	80.0	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor			84.0	80.0	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader			85.0	81.0	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator			80.7	76.7	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator			80.7	76.7	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper			83.6	79.6	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper			83.6	79.6	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	Total	85.0	87.8	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

BC. txt
Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 02/13/2019
Case Description: Building Construction

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)				
		Daytime	Evening	Night		
Singl e-Fami l y Residences	Residential	60.0	60.0	45.0		
Equipment						
Estimated	Impact	Usage	Spec Lmax	Actual Lmax	Receptor Distance	(dBA)
Shielding Description	Device	(%)	(dBA)	(dBA)	(feet)	(dBA)
Crane 0.0	No	16		80.6	50.0	
All Other Equipment > 5 HP 0.0	No	50	85.0		50.0	
All Other Equipment > 5 HP 0.0	No	50	85.0		50.0	
All Other Equipment > 5 HP 0.0	No	50	85.0		50.0	
Generator 0.0	No	50		80.6	50.0	
Tractor 0.0	No	40	84.0		50.0	
Tractor 0.0	No	40	84.0		50.0	
Tractor 0.0	No	40	84.0		50.0	

Results

Noise Limit Exceedance (dBA) Noise Limits (dBA)

Night	Day	Calculated (dBA)			Day		Evening	
		Evening			Night			
Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	
Crane	N/A	N/A	80.6	72.6	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	N/A	N/A	85.0	82.0	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	N/A	N/A	85.0	82.0	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	N/A	N/A	85.0	82.0	N/A	N/A	N/A	N/A
Generator	N/A	N/A	80.6	77.6	N/A	N/A	N/A	N/A

					BC. txt				
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor				84.0	80.0	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor				84.0	80.0	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor				84.0	80.0	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	Total		85.0	89.3	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Pave. txt
Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 02/13/2019
Case Description: Paving

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Singl e-Fami l y Residences	Residenti al	60.0	60.0	45.0

Description	Impact Device	Usage (%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	50.0	0.0
Paver	No	50		77.2	50.0	0.0
Roller	No	20		80.0	50.0	0.0
Roller	No	20		80.0	50.0	0.0
Pavement Scarafi er	No	20		89.5	50.0	0.0
Pavement Scarafi er	No	20		89.5	50.0	0.0

Results

Noise Limit Exceedance (dBA) Noise Limits (dBA)

Night	Day	Calculated (dBA)		Day		Evening		Lmax
		Lmax	Leq	Night	Evening	Leq		
Equipment								
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	N/A	N/A	77.2	74.2	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	N/A	N/A	77.2	74.2	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	N/A	N/A	80.0	73.0	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	N/A	N/A	80.0	73.0	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafi er	N/A	N/A	89.5	82.5	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafi er	N/A	N/A	89.5	82.5	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Total	89.5	86.5	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

AC. txt
Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 02/13/2019
Case Description: Architectural Coating

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Single-Family Residences	Residential	60.0	60.0	45.0

Description	Impact Device	Usage (%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Compressor (air)	No	40		77.7	50.0	0.0

Results

Noise Limit Exceedance (dBA)					Noise Limits (dBA)					
Night	Day	Calculated (dBA)			Day Night		Evening			
		Lmax	Leq	Evening	Lmax	Leq	Lmax	Leq	Lmax	
Equipment										
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	
Compressor (air)	N/A	N/A	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	Total	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Vibration Analysis - RPV Zone 2 Landslide Ordinance EIR

PPV (in/sec) = PPV {ref} * (25/D)^{1.5}
 Where PPV = Peak Particle Velocity
 {ref} = PPV at the reference distance of 25 feet
 D = distance to the receptor

Equipment =	Vibratory Roller
PPV{ref} =	0.21 in/sec
D =	25 feet
PPV at receptor =	0.210 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.053 in/sec
Receptor Lv =	94 VdB

Equipment =	Bulldozer - Small
PPV{ref} =	0.003 in/sec
D =	25 feet
PPV at receptor =	0.003 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.001 in/sec
Receptor Lv =	58 VdB

Equipment =	Loaded Trucks
PPV{ref} =	0.076 in/sec
D =	25 feet
PPV at receptor =	0.076 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.019 in/sec
Receptor Lv =	86 VdB

Equipment =	Bulldozer - Large
PPV{ref} =	0.089 in/sec
D =	25 feet
PPV at receptor =	0.089 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.022 in/sec
Receptor Lv =	87 VdB

Source: Section 5 Transit Vibration
 Section 6 Vibration Impact Analysis
 Section 7 Noise and Vibration during Construction
Transit Noise and Vibration Assessment, September 2018
 John A. Volpe National Transportation Systems Center
 Prepared For: USDOT Federal Transit Administration

* RMS Velocity in decibels VdB with Vref of 1E-6 in/sec and PPV:RMS of ~4

Criterion

Building Damage	
Type	VdB
Extremely susceptible to vibration damage	90
Non-engineered timber and masonry buildings	94
Engineered concrete and masonry buildings	98
Typical buildings	100
Reinforced concrete, steel, or timber buildings	102

Canmet, Bauer, and Calder, 1977		
Equipment	PPV Threshold, in/sec	Type of Damage
Rigid Mercury Switches	0.5	Trip Out
House	2	Cracked Plaster
Concrete Block	8	Crack in Block
Cased Drill Holes	15	Horizontal Offset
Pumps, Compressors	40	Shaft Misalignment

Human Response Criteria

Level, Lv in VdB	Equivalent Noise Level, dBA		Human Response
	Low Freq (30 Hz)	Mid Freq (60 Hz)	
65	25	40	Approximate threshold of perception, low-freq inaudible, but mid-freq excessive for sleeping
75	35	50	Approx. dividing line between barely perceptible and distinctly perceptible. Annoying vibration for most people. Low-freq acceptable for sleeping areas. Mid-freq excessive in most quiet occupied space.
85	45	60	Vibration tolerable only if infrequent number of events/day. Low-freq excessive for sleeping areas; mid-freq excessive even for infrequent events for some activities.

Impact Criteria

Land Use	Lv in VdB		
	Frequent Events (70+/day)	Occasional Events (30-70/day)	Infrequent (<30 events/day)
Category 1: Vibration Sensitive			
Concert Halls	65	65	65
TV Studios	65	65	65
Recording Studios	65	65	65
Category 2: Residences, hotels, sleeping areas	72	75	80
Auditoriums	72	80	80
Theaters	72	80	80
Category 3: Institutional with primarily daytime use only (i.e. schools and churches)	75	78	83

Vibration Source Levels For Construction Equipment

Equipment	PPV at 25 ft (in/sec)	Approximate Lv at 25 feet *
Impact Pile Driver - Upper Range	1.518	112
Impact Pile Driver - Typical	0.644	104
Sonic Pile Driver - Upper Range	0.734	105
Sonic Pile Driver - Typical	0.17	93
Clam Shovel Drop (slurry wall construction)	0.202	94
Hydromill (slurry wall construction) - in Soil	0.008	66
Hydromill (slurry wall construction) - in Rock	0.017	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Bulldozer - Large	0.089	87
Bulldozer - Small	0.003	58
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79

Vibration Analysis - RPV Zone 2 Landslide Ordinance EIR

$PPV \text{ (in/sec)} = PPV \text{ (ref)} * (25/D)^{1.5}$
 Where PPV = Peak Particle Velocity
 {ref} = PPV at the reference distance of 25 feet
 D = distance to the receptor

Equipment =	Vibratory Roller
PPV{ref} =	0.21 in/sec
D =	50 feet
PPV at receptor =	0.074 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.019 in/sec
Receptor Lv =	85 VdB

Equipment =	Bulldozer - Small
PPV{ref} =	0.003 in/sec
D =	50 feet
PPV at receptor =	0.001 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.000 in/sec
Receptor Lv =	48 VdB

Equipment =	Loaded Trucks
PPV{ref} =	0.076 in/sec
D =	50 feet
PPV at receptor =	0.027 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.007 in/sec
Receptor Lv =	77 VdB

Equipment =	Bulldozer - Large
PPV{ref} =	0.089 in/sec
D =	50 feet
PPV at receptor =	0.031 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.008 in/sec
Receptor Lv =	78 VdB

Source: Section 5 Transit Vibration
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 John A. Volpe National Transportation Systems Center
 Prepared For: USDOT Federal Transit Administration

* RMS Velocity in decibels VdB with Vref of 1E-6 in/sec and PPV:RMS of ~4

Criterion

Building Damage	
Type	VdB
Extremely susceptible to vibration damage	90
Non-engineered timber and masonry buildings	94
Engineered concrete and masonry buildings	98
Typical buildings	100
Reinforced concrete, steel, or timber buildings	102

Canmet, Bauer, and Calder, 1977		
Equipment	PPV Threshold, in/sec	Type of Damage
Rigid Mercury Switches	0.5	Trip Out
House	2	Cracked Plaster
Concrete Block	8	Crack in Block
Cased Drill Holes	15	Horizontal Offset
Pumps, Compressors	40	Shaft Misalignment

Human Response Criteria

Level, Lv in VdB	Equivalent Noise Level, dBA		Human Response
	Low Freq (30 Hz)	Mid Freq (60 Hz)	
65	25	40	Approximate threshold of perception, low-freq inaudible, but mid-freq excessive for sleeping
75	35	50	Approx. dividing line between barely perceptible and distinctly perceptible. Annoying vibration for most people. Low-freq acceptable for sleeping areas. Mid-freq excessive in most quiet occupied space.
85	45	60	Vibration tolerable only if infrequent number of events/day. Low-freq excessive for sleeping areas; mid-freq excessive even for infrequent events for some activities.

Impact Criteria

Land Use	Lv in VdB		
	Frequent Events (70+/day)	Occasional Events (30-70/day)	Infrequent (<30 events/day)
Category 1: Vibration Sensitive			
Concert Halls	65	65	65
TV Studios	65	65	65
Recording Studios	65	65	65
Category 2: Residences, hotels, sleeping areas	72	75	80
Auditoriums	72	80	80
Theaters	72	80	80
Category 3: Institutional with primarily daytime use only (i.e. schools and churches)	75	78	83

Vibration Source Levels For Construction Equipment

Equipment	PPV at 25 ft (in/sec)	Approximate Lv at 25 feet *
Impact Pile Driver - Upper Range	1.518	112
Impact Pile Driver - Typical	0.644	104
Sonic Pile Driver - Upper Range	0.734	105
Sonic Pile Driver - Typical	0.17	93
Clam Shovel Drop (slurry wall construction)	0.202	94
Hydromill (slurry wall construction) - in Soil	0.008	66
Hydromill (slurry wall construction) - in Rock	0.017	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Bulldozer - Large	0.089	87
Bulldozer - Small	0.003	58
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79

Vibration Analysis - RPV Zone 2 Landslide Ordinance EIR

$PPV \text{ (in/sec)} = PPV \text{ (ref)} * (25/D)^{1.5}$
 Where PPV = Peak Particle Velocity
 {ref} = PPV at the reference distance of 25 feet
 D = distance to the receptor

Equipment =	Vibratory Roller
PPV{ref} =	0.21 in/sec
D =	75 feet
PPV at receptor =	0.040 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.010 in/sec
Receptor Lv =	80 VdB

Equipment =	Bulldozer - Small
PPV{ref} =	0.003 in/sec
D =	75 feet
PPV at receptor =	0.001 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.000 in/sec
Receptor Lv =	43 VdB

Equipment =	Loaded Trucks
PPV{ref} =	0.076 in/sec
D =	75 feet
PPV at receptor =	0.015 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.004 in/sec
Receptor Lv =	71 VdB

Equipment =	Bulldozer - Large
PPV{ref} =	0.089 in/sec
D =	75 feet
PPV at receptor =	0.017 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.004 in/sec
Receptor Lv =	73 VdB

Source: Section 5 Transit Vibration
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* RMS Velocity in decibels VdB with Vref of 1E-6 in/sec and PPV:RMS of ~4

Criterion

Building Damage	
Type	VdB
Extremely susceptible to vibration damage	90
Non-engineered timber and masonry buildings	94
Engineered concrete and masonry buildings	98
Typical buildings	100
Reinforced concrete, steel, or timber buildings	102

Canmet, Bauer, and Calder, 1977		
Equipment	PPV Threshold, in/sec	Type of Damage
Rigid Mercury Switches	0.5	Trip Out
House	2	Cracked Plaster
Concrete Block	8	Crack in Block
Cased Drill Holes	15	Horizontal Offset
Pumps, Compressors	40	Shaft Misalignment

Human Response Criteria

Level, Lv in VdB	Equivalent Noise Level, dBA		Human Response
	Low Freq (30 Hz)	Mid Freq (60 Hz)	
65	25	40	Approximate threshold of perception, low-freq inaudible, but mid-freq excessive for sleeping
75	35	50	Approx. dividing line between barely perceptible and distinctly perceptible. Annoying vibration for most people. Low-freq acceptable for sleeping areas. Mid-freq excessive in most quiet occupied space.
85	45	60	Vibration tolerable only if infrequent number of events/day. Low-freq excessive for sleeping areas; mid-freq excessive even for infrequent events for some activities.

Impact Criteria

Land Use	Lv in VdB		
	Frequent Events (70+/day)	Occasional Events (30-70/day)	Infrequent (<30 events/day)
Category 1: Vibration Sensitive			
Concert Halls	65	65	65
TV Studios	65	65	65
Recording Studios	65	65	65
Category 2: Residences, hotels, sleeping areas	72	75	80
Auditoriums	72	80	80
Theaters	72	80	80
Category 3: Institutional with primarily daytime use only (i.e. schools and churches)	75	78	83

Vibration Source Levels For Construction Equipment

Equipment	PPV at 25 ft (in/sec)	Approximate Lv at 25 feet *
Impact Pile Driver - Upper Range	1.518	112
Impact Pile Driver - Typical	0.644	104
Sonic Pile Driver - Upper Range	0.734	105
Sonic Pile Driver - Typical	0.17	93
Clam Shovel Drop (slurry wall construction)	0.202	94
Hydromill (slurry wall construction) - in Soil	0.008	66
Hydromill (slurry wall construction) - in Rock	0.017	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Bulldozer - Large	0.089	87
Bulldozer - Small	0.003	58
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79

Vibration Analysis - RPV Zone 2 Landslide Ordinance EIR

$PPV \text{ (in/sec)} = PPV \text{ (ref)} * (25/D)^{1.5}$
 Where PPV = Peak Particle Velocity
 {ref} = PPV at the reference distance of 25 feet
 D = distance to the receptor

Equipment =	Vibratory Roller
PPV{ref} =	0.21 in/sec
D =	100 feet
PPV at receptor =	0.026 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.007 in/sec
Receptor Lv =	76 VdB

Equipment =	Bulldozer - Small
PPV{ref} =	0.003 in/sec
D =	100 feet
PPV at receptor =	0.000 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.000 in/sec
Receptor Lv =	39 VdB

Equipment =	Loaded Trucks
PPV{ref} =	0.076 in/sec
D =	100 feet
PPV at receptor =	0.010 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.002 in/sec
Receptor Lv =	68 VdB

Equipment =	Bulldozer - Large
PPV{ref} =	0.089 in/sec
D =	100 feet
PPV at receptor =	0.011 in/sec
PPV is 1.7x to 6x larger than RMS velocity	
Assume typical conversion factor of	4 PPV:RMS
Therefore estimated RMS velocity =	0.003 in/sec
Receptor Lv =	69 VdB

Source: Section 5 Transit Vibration
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* RMS Velocity in decibels VdB with Vref of 1E-6 in/sec and PPV:RMS of ~4

Criterion

Building Damage	
Type	VdB
Extremely susceptible to vibration damage	90
Non-engineered timber and masonry buildings	94
Engineered concrete and masonry buildings	98
Typical buildings	100
Reinforced concrete, steel, or timber buildings	102

Canmet, Bauer, and Calder, 1977		
Equipment	PPV Threshold, in/sec	Type of Damage
Rigid Mercury Switches	0.5	Trip Out
House	2	Cracked Plaster
Concrete Block	8	Crack in Block
Cased Drill Holes	15	Horizontal Offset
Pumps, Compressors	40	Shaft Misalignment

Human Response Criteria

Level, Lv in VdB	Equivalent Noise Level, dBA		Human Response
	Low Freq (30 Hz)	Mid Freq (60 Hz)	
65	25	40	Approximate threshold of perception, low-freq inaudible, but mid-freq excessive for sleeping
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85	45	60	Vibration tolerable only if infrequent number of events/day. Low-freq excessive for sleeping areas; mid-freq excessive even for infrequent events for some activities.

Impact Criteria

Land Use	Lv in VdB		
	Frequent Events (70+/day)	Occasional Events (30-70/day)	Infrequent (<30 events/day)
Category 1: Vibration Sensitive			
Concert Halls	65	65	65
TV Studios	65	65	65
Recording Studios	65	65	65
Category 2: Residences, hotels, sleeping areas	72	75	80
Auditoriums	72	80	80
Theaters	72	80	80
Category 3: Institutional with primarily daytime use only (i.e. schools and churches)	75	78	83

Vibration Source Levels For Construction Equipment

Equipment	PPV at 25 ft (in/sec)	Approximate Lv at 25 feet *
Impact Pile Driver - Upper Range	1.518	112
Impact Pile Driver - Typical	0.644	104
Sonic Pile Driver - Upper Range	0.734	105
Sonic Pile Driver - Typical	0.17	93
Clam Shovel Drop (slurry wall construction)	0.202	94
Hydromill (slurry wall construction) - in Soil	0.008	66
Hydromill (slurry wall construction) - in Rock	0.017	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Bulldozer - Large	0.089	87
Bulldozer - Small	0.003	58
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79