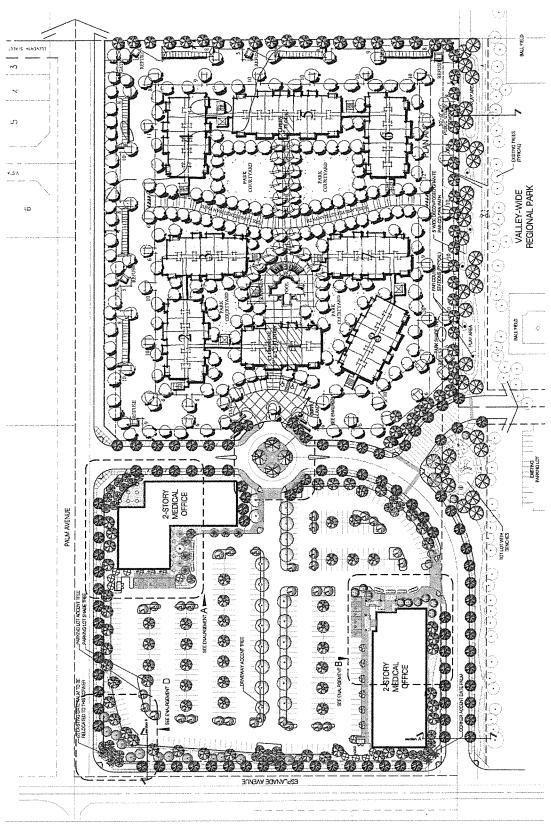
### PARKSIDE PRELIMINARY ACOUSTICAL STUDY San Jacinto, California







transportation planning • traffic engineering acoustical engineering • parking studies

March 20, 2006

Mr. Steve Delson DBN PARKSIDE, LLC 27032 Rocking Horse Lane Laguna Hills, CA 92753

**Subject: Parkside Preliminary Acoustical Study** 

Dear Mr. Delson:

RK ENGINEERING GROUP, INC. (RK) is pleased to provide the attached preliminary acoustical study for the Parkside project, located in the City of San Jacinto. This study has been prepared in response to City requirements for tentative tract maps, and should be sufficient to obtain acoustical approval of the proposed project.

The attached study indicates that the proposed mixed land use (residential and medical) is compatible with the site from a noise standpoint, if the mitigation measures detailed in this study are implemented. Mitigation measures would be limited to "windows closed" conditions, necessitating mechanical fresh-air ventilation; however a final noise study should be prepared prior to obtaining building permits for the project. By utilizing more precise grading plans in conjunction with detailed building design and construction information, the final noise study will be used to confirm the recommendations made in this preliminary study and determine more accurate interior noise levels and possible mitigation.

RK appreciates this opportunity to work with DBN Parkside, LLC and looks forward to working with you on future projects. If you have any questions regarding this study, or would like further review, please do not hesitate to call us at (949) 474-0809.

No. 20285 EXP: 09/30/07

Sincerely,

RK ENGINEERING GROUP, INC.

Mike Rosa

Senior Transportation/ Acoustical Plannel

Robert Kahn, P.E.

Principal

Attachments

MR:RK:ym/RK4566 JN:1512-05-08 3991 macarthur boulevard, suite 310 newport beach, california 92660 tel 949.474.0809 fax 949.474.0902 http://www.rkengineer.com

# PARKSIDE PRELIMINARY ACOUSTICAL STUDY SAN JACINTO, CALIFORNIA

#### Prepared for:

DBN PARKSIDE, LLC 27032 Rocking Horse Lane Laguna Hills, CA 92753

#### Prepared by:

RK ENGINEERING GROUP, INC. 20201 S.W. Birch Street, Suite 250 Newport Beach, CA 92660

> Mike Rosa Robert Kahn, P.E.



March 20, 2006

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#### 1.0 Executive Summary

A detailed acoustical analysis has been completed to determine noise exposure and necessary mitigation measures for the Parkside project. As shown on Exhibit A, the proposed project is located on the north side of Esplanade Avenue, between Palm Avenue and Valley Wide Regional Park, in the City of San Jacinto; the site plan was prepared by CDPC, and is shown on Exhibit B. Future motor vehicle noise, emanating from Esplanade Avenue and Palm Avenue will represent the principle source of community noise that will impact the site; however, these noise impacts can be adequately mitigated with the noise control measures detailed later in this study.

The Parkside project will consist of 8 residential (senior housing) and 2 medical office buildings; of the 8 residential buildings only 3 are adjacent to a noise source (Palm Avenue); of the 2 planned medical office buildings 1 is adjacent to Palm Avenue and the other is adjacent to Esplanade Avenue. The results of this analysis indicate that the projected exterior noise levels, under worst-case conditions, will not exceed the City of San Jacinto's exterior noise standard of 65 dBA CNEL for residential land uses. There are no exterior livable spaces included as part of the medical office buildings; hence the 65 dBA CNEL medical building exterior noise standard does not apply. Potential noise impacts emanating from the Regional Park on the east side of the project will not be an adverse noise source (as concluded in the focused "Parkside San Jacinto Acoustical Study" performed by RK, dated September 7, 2005). Exposed exterior livable areas within the project are limited to unit patios/balconies that are adjacent to Palm Avenue, as all other exterior livable areas are sufficiently shielded by the planned structures.

It is expected that the City of San Jacinto's interior noise standard of 45 dBA CNEL for residential/medical uses will be met by incorporating "windows closed" conditions at all units/rooms that are adjacent to and facing Palm Avenue and Esplanade Avenue. The "windows closed" conditions will necessitate the inclusion of mechanical fresh-air ventilation systems that will be further detailed later in this study.

A comprehensive list of required noise control measures is presented in the Summary of Mitigation Requirements section of this study and is graphically illustrated on Exhibit C. The acoustical analysis and mitigation measures contained in this study are intended to satisfy City of San Jacinto acoustical requirements for residential land uses.

#### 2.0 Mitigation Requirements

#### 2.1 Exterior Area Noise Exposure Control

City of San Jacinto noise standards for residential development require that outdoor living areas have a CNEL no greater than 65 dBA; qualifying exterior areas for this project are limited to the residential buildings' patios/balconies as there are no identified exterior livable spaces as part of the medical office buildings. The findings of this analysis indicate that maximum future unmitigated noise impacts to this site will not exceed the 65 dBA CNEL exposure limit at the proposed residential units.

To meet the City of San Jacinto's exterior noise standard of 65 dBA CNEL, noise control barriers are not required for the residential building's patios/balconies. Table 1 specifies the anticipated unmitigated noise levels within the patios/balconies.

#### 2.2 Interior Area - Noise Exposure Control

An analysis has been completed to determine the anticipated interior noise levels within the project site. As shown in Table 2, the results of the analysis indicate exterior noise levels at the building facades, for buildings adjacent to Palm Avenue, will range from 59.2 to 66.3 dBA CNEL, and the medical office building adjacent to Esplanade Avenue will range from 69.7 to 71.8 dBA CNEL.

Typical preliminary noise study assumptions indicate "windows closed" conditions will be required for the residential units and medical office building rooms that are adjacent to Palm Avenue and Esplanade Avenue in order to attain an interior noise level equal to or less than the City of San Jacinto's required 45 dBA CNEL standard. Each building/unit requiring the "windows closed" condition will also be required to include a mechanical fresh-air ventilation systems to ensure proper aeration per UBC and CBC requirements (see §2.2.1 for specifics). A summary of preliminary interior noise mitigation measures is shown on Exhibit C.

#### 2.3 Unit Ventilation

When an operable door or window is open, it is expected that the interior 45 dBA CNEL intrusion limit for residential units and medical office building rooms adjacent to Esplanade Avenue and Palm Avenue will be exceeded; therefore, a "windows closed" condition is applicable to these units/rooms, and a means of mechanical fresh-air ventilation is required to meet the interior noise standard. This mechanical fresh-air ventilation system shall supply two (2) air changes per hour for each habitable room, with a minimum of 15 cubic feet per minute or 7 L/s (liters per second) of outside air per occupant. The fresh air inlet duct shall be of sound attenuating construction and shall consist of a minimum of ten (10) feet of straight or curved duct, or six (6) feet plus one sharp 90° bend.

For units and rooms adjacent to Esplanade Avenue and Palm Avenue, all attic vents facing Esplanade Avenue and Palm Avenue must be supplemented with acoustical baffles to prevent vehicle noise intrusion through said vents; or an equally effective option would be to fully insulate the attics including any attic access panels (Exhibit D shows a typical attic vent acoustical baffle detail).

#### 2.4 . Building Shell Design

The interior noise exposure standard will be met by using a "windows closed" condition for units/rooms facing Esplanade Avenue and Palm Avenue, as detailed on Exhibit C. This condition requires a means of mechanical fresh-air ventilation for these units/buildings to ensure satisfactory ventilation. For proper acoustical performance, all exterior windows, doors and sliding glass doors within the Parkside project must have a positive seal, and leaks and cracks must be kept to a minimum.

#### 3.0 Introduction

This study presents the results of a preliminary acoustical analysis for the Parkside project, located in the City of San Jacinto. Included in this study is a discussion of the expected exterior community noise environment and mitigation measures needed to control excessive noise impacts to useable exterior and interior areas.

The project is located on the north side of Esplanade Avenue, between Palm Avenue and Valley Wide Regional Park, as shown on the Location Map (Exhibit A). The site plan used in the analysis was prepared by CDPC, and is shown on Exhibit B.

In the following sections, noise exposures expected within the planned site are reviewed and compared to the applicable noise standards. Design recommendations necessary to comply with the noise standards have been presented in the Summary of Mitigation Requirements section of this study.

#### 3.1 Noise Standards

The City of San Jacinto Noise Element of the General Plan includes guidelines for community noise impacts for different land uses. The project's residential and medical land uses are considered "noise sensitive land uses," for both of which City standards require exterior noise not to exceed 65 dBA CNEL in outdoor living areas, and interior noise levels not to exceed 45 dBA CNEL in all habitable rooms.

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#### 4.0 Exterior Noise Environmental Analysis

It is expected that the primary source of noise impacts to the site will be traffic noise emanating from Esplanade Avenue and Palm Avenue. The proximity of the roadways to the site is shown on the Site Plan (Exhibit B). Other local roads are not expected to contribute to the noise impacts for this project due to their distance from the project, lower volume/speed, and/or shielding by building structures between the site and these streets. Railroad lines do not exist and are not planned in the vicinity of the site.

As mentioned in the Executive Summary, potential noise impacts emanating from the Regional Park on the east side of the project will not be an adverse noise source (as concluded in the focused "Parkside San Jacinto Acoustical Study" performed by RK, dated September 7, 2005).

The expected future roadway noise impacts were projected using a version of the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (FHWA-RD-77-108), together with several key roadway and site parameters. The key inputs include roadway classification (e.g., Urban Arterial, Major, Secondary or Collector); roadway active width (the distance between the center of the outer most travel lanes on each side of the roadway); roadway buildout Average Daily Traffic (ADT) (see following paragraph); travel speed; percentages of automobiles, medium trucks and heavy trucks in the roadway volume; roadway grade; angle of view; site conditions ("hard" or "soft"); and percent of total average daily traffic (ADT) which flows each hour throughout a 24-hour period.

Buildout ADT volumes used in this study were sourced from the *San Jacinto General Plan Update*, Exhibit K "Proposed Buildout (Post 2050) Daily Traffic Volumes," prepared by Urban Crossroads, dated March 15, 2002 (see Appendix B). Based on this information, Esplanade Avenue is classified as a Major Highway and was analyzed using an ADT volume of 38,400 traveling at 45 MPH; whereas Palm Avenue is classified as a Secondary Highway and was analyzed using an ADT volume of 10,300 traveling at 45 MPH. Both hard and

soft site conditions were utilized depending on various factors; see Appendix E for computer calculation printouts.

A summary of the roadway parameters and vehicle distribution (see Appendix A) information used in this analysis is shown on Table 4, and reflect the City of San Jacinto's required parameters.

#### 5.0 Exterior Area Noise Exposure Analysis and Control

City of San Jacinto standards for new residential and medical construction require that noise exposure in all usable outdoor areas not exceed 65 dBA CNEL. Analysis and recommendations for control of motor vehicle noise impacts to outdoor living areas are presented in this section.

Using the FHWA-RD-77-108 Traffic Noise Prediction Model and parameters outlined in Table 3, calculations of potential "worst-case" traffic noise impacts were completed. The computer printouts of the calculations used to determine specific site's impacts are included in Appendix C. Applicable portions of the grading plan used in the analysis are included in Appendix D.

Determinations of maximum future noise impacts to exterior useable areas were developed using the assumptions in Table 4 and site plan for the project. Calculations were made using road and pad grades indicated on the plans (provided by CDPC) and previously specified parameters.

The site exposure analysis indicates projected future unmitigated noise impacts will not exceed the 65 dBA CNEL limit at any of the residential building's patios/balconies in the project (there are no identified livable exterior spaces planned as part of the medical office buildings). A barrier analysis has been performed to determine acoustical shielding requirements, which could be necessary to reduce expected roadway noise impacts to below 65 dBA CNEL for the affected outdoor useable areas. This barrier analysis was completed using a version of the FHWA-RD-77-108 Traffic Noise Prediction Model. The key input data for these barrier performance equations includes relative source-barrier-receiver horizontal separations; relative source-barrier-receiver vertical separations; typical noise source spectra; and barrier transmission loss. Following are the general assumptions used in determining the source and receiver geometry:

#### Receiver Geometry

Horizontal Geometry: Distance behind top-of-slope barrier: 10 feet (3 feet in the

case of patios/balconies due to depth constraints).

<u>Vertical Geometry:</u> Height above pad for ground level receivers:

Exterior Noise: 5 feet above ground

1st Floor Interior: 5 feet above finished floor

2nd Floor Interior: 15 feet above finished floor

3rd Floor Interior: 25 feet above finished floor

#### Source Assumptions

Horizontal Geometry: For roadways with grades no greater than 2%, all vehicles

are located at the single-lane equivalent acoustical center

of the full roadway. For roadways with over 2% grade,

vehicle count is divided in half and is located at the

single-lane acoustical equivalent for <u>each</u> side of the

roadway.

Vertical Geometry: Height above road grade:

Autos: 0.0 feet

Medium Trucks: 2.3 feet

Heavy Trucks: 8.0 feet

These assumptions, the site plan (Exhibit B), and the grading plan (Appendix D) were used to fix the horizontal and vertical geometry used in the barrier analysis. For the purposes of this study, the FHWA traffic noise spectra assumptions were used in the barrier analysis.

Noise control barriers are not required for any exterior livable areas within the project (residential patios/balconies) to meet the City of San Jacinto exterior noise standard of 65 dBA CNEL for residential/medical land uses.

#### 6.0 Interior Area Noise Exposure Analysis and Control

The interior noise exposure level is the difference between the projected exterior dBA CNEL noise impact level at the structure's facade and the noise reduction effects of the structure (including but not limited to the exterior and interior building and finishing materials). Typical California residential building construction will provide a conservative 12 dBA noise level reduction under "windows open" conditions, and a very conservative 20 dBA noise level reduction under "windows closed" conditions. The two planned medical office buildings within the project will attain at least the same attenuation affects as the aforementioned residential buildings; however this will have to be confirmed in a final noise study that will analyze architectural plans to confirm said assumptions.

The results of this preliminary analysis indicate that some residential buildings adjacent to Palm Avenue will require noise reductions of up to 18.4 dBA CNEL, requiring "windows closed" conditions necessitating a means of mechanical fresh-air ventilation. Upgraded windows are not anticipated for the residential buildings within this project; however the final acoustical study will confirm this assumption. It is assumed that the medical office building windows offer substantially higher STC ratings than typical California residential construction windows hence will offer equal or greater attenuation; again this will need to be determined in the final acoustical study once more building material information is available.

Final interior noise exposure levels for this project will be determined at the time building permits are being applied for, when a final noise study will likely need to be prepared. Said final noise study will evaluate the affects of precise building placement, specific plan design, and materials used in each unit's construction; in addition, recommendations for any necessary building upgrades or other requirements will be made so as to meet the 45 dBA CNEL interior noise standard.

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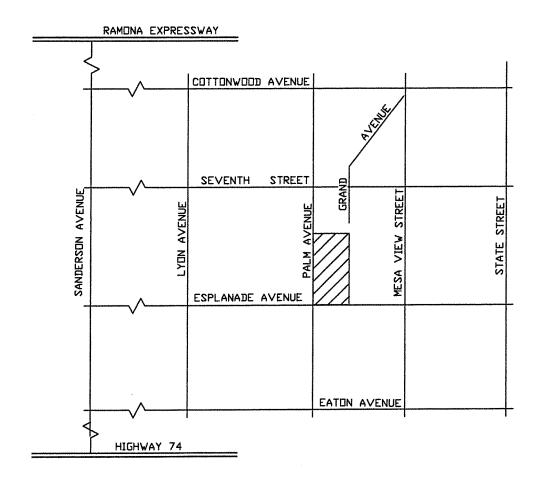
#### 7.0 Conclusions

An acoustical analysis and design has been completed for the Parkside project, located in the City of San Jacinto. This analysis indicates that the future noise environment is expected to be dominated by vehicle noise emanating from Esplanade Avenue and Palm Avenue. The noise control findings contained in this study show the 65 dBA CNEL outdoor noise exposure limit is expected to be met without the construction of noise control barriers around the identified exterior livable areas. Compliance with the 45 dBA CNEL interior noise exposure limit and the California Noise Insulation standards should be met with the implementation of the "windows closed" conditions (and obligatory mechanical fresh-air ventilation systems) recommended in this study, however this will need to be verified in a final noise study.

The analysis and design presented in this study comply with applicable City of San Jacinto requirements for control of community noise impacts to exterior/interior living areas for residential/medical land uses.

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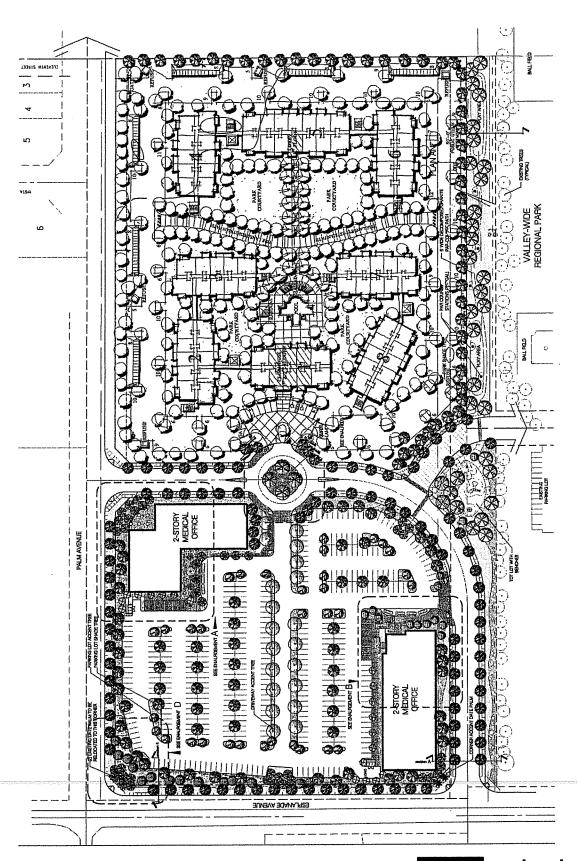
### **Exhibits**







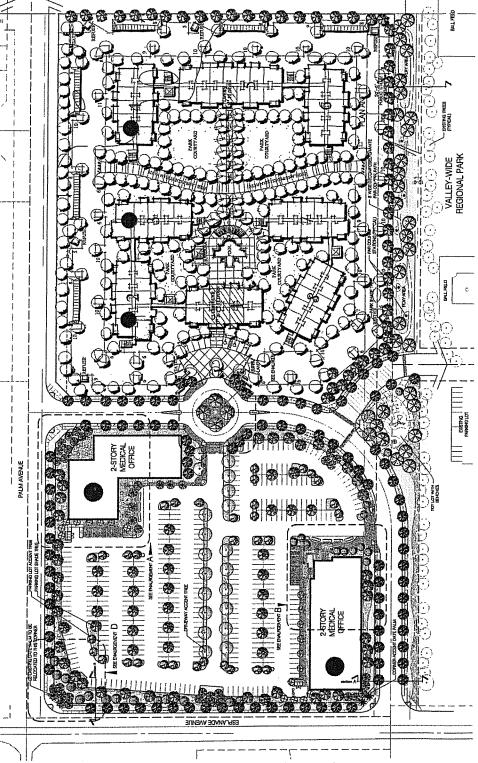
## Exhibit B **Site Plan**



### **Required Noise Mitigation Measures**

#### NOTE:

The planned senior residential buildings were still in a conceptual stage at the time this study was prepared; dimensions were taken from the latest version available. There are no exterior mitigation requirements for any of the qualifying exterior \ livable spaces in the the project; interior mitigation requirements are limited to "windows closed" conditions (necessitating mechanical fresh-air ventilation) for all residential units and medical buildings' rooms that are adjacent to the subject roadways.



NOTE: This exhibit is NOT drawn to any particular scale and is conceptual ONLY. This exhibit is NOT to be used as construction plans. Please refer to the text portion of this study for noise control barrier positioning and construction-materials specifics.

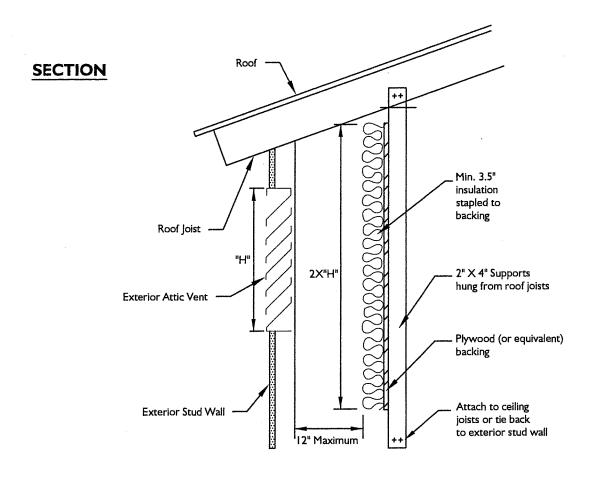
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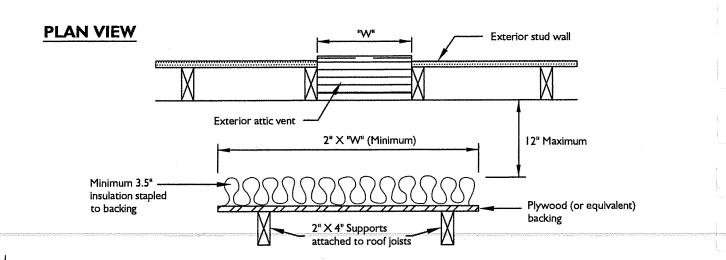
 "Windows closed" condition requiring a means of mechanical ventilation per UBC requirements

1512-05-08 (ExC)



#### **Attic Vent Acoustical Baffle Detail**





### **Tables**

TABLE 1
Future Exterior Noise Levels and Noise Barrier Requirements (dBA CNEL)<sup>1</sup>

Building <sup>2</sup> Floor		Unmitigat Noise Imp	Minimum Required	
		Esplanade Avenue	Palm Avenue	Noise Barrier Height (in feet)
	1		59.7	
Residential Building 2	2		63.3	ab us
	3		63.2	
Danida saint	1		56.1	
Residential Building 3	2		59.8	
	3		59.8	
6 . 1	1		59.7	
Residential Building 4	2		63.3	
	3		63.2	

<sup>&</sup>lt;sup>1</sup> Exterior noise levels calculated 3 feet in from balcony perimeter, perpendicular to subject roadway, as balconies are only 5 feet deep..

<sup>&</sup>lt;sup>2</sup> The medical buildings have no exterior livable areas, hence their absence on Table 1.

<sup>&</sup>lt;sup>3</sup> "- -" Indicates no noise impacts from corresponding roadway.

TABLE 2
Future Interior Noise Levels (dBA CNEL)

		Noise Impact at Facade from		Minimum Required Interior	Projected Noise Level Using Standard California Construction Windows (STC <u>&gt;</u> 25)	
Lot	Floor	Palm Avenue	Esplanade Avenue	Noise Reduction	"Windows Open"	"Windows Closed"
	1	59.2		14.2	47.2	39.2
Residential Building 2	2	62.9		17.9	50.9	42.9
	3	62.9		17.9	50.9	42.9
	1	59.8		14.8	47.8	39.8
residential Building 3	2	63.4		18.4	51.4	43.4
	3	63.3		18.3	51.3	43.3
	1	59.2		14.2	47.2	39.2
residential Building 4	2	62.9		17.9	50.9	42.9
	3	62.9		17.9	50.9	42.9
Medical	1	64.4		19.4	52.4	44.4
Building (west)	2	66.3		21.3	54.3	46.3
Medical	1		69.7	24.7	57.7	49.7
Building (east)	2		71.8	26.8	59.8	51.8

<sup>&</sup>lt;sup>1</sup> Indicated noise level includes noise attenuation provided by the recommended sound wall.

TABLE 3
Roadway Parameters and Vehicle Distribution

Roadway	Classification	Lanes	Buildout (ADT) <sup>1</sup>	Speed (MPH)	Site Conditions
Esplanade Avenue	Major Hwy.	4	38,400	45	Soft/Hard
Palm Avenue	Secondary Hwy.	4	10,300	45	Soft/Hard

#### **Vehicle Distribution (Truck Mix)**

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

<sup>&</sup>lt;sup>1</sup> Source: San Jacinto General Plan Update - 00025:37, prepared by Urban Crossroads, dated 03/15/02. ADT traffic volumes sourced from Exhibit K "Proposed General Plan Buildout (Post 2050) Daily Traffic Volumes".

### **Appendices**

### Appendix A

City of San Jacinto Acoustical Parameters



Community Development 248 E. Main Street San Jacinto, CA 92583 (951) 487-7330 (951) 487-6779 fax

City of San Jacinto

To: Mike	Fax:	949-4	174-0702
From: Summer	Date:	2/8/05	7
Re: Noise Control	Pages:	6 d	ncluding
1,000		Cover	Letter !

#### Chapter 8.40

#### NOISE CONTROL

Sections:	w.
8.40.010	Purpose.
8.40.020	Definitions.
8.40.030	Exemptions.
8.40.040	General noise regulations.
8,40,050	General noise standards.
8,40,060	Amplified sound.
8.40.070	Sound-amplifying equipment—
	Use.
8.40.080	Appeals.
8.40.090	Fees.
8,40.100	Violation—Penalty.
8.40.110	Violations—Additional
*********	remedies—Injunctions.

#### 8.40.010 Purpose.

It is the purpose of this chapter to prohibit unnecessary, excessive and annoying noises from all sources subject to the city's jurisdiction and police power. At certain levels noises are detrimental to the health and welfare of the citizenry and in the public interest shall be systematically proscribed. (Ord. 1043 § 1, 1997)

#### 8.40.020 Definitions.

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

"Commercial purpose" means and includes the use, operation or maintenance of any sound-amplifying equipment for the purpose of advertising any business, or any goods, or any services, or for the purpose of attracting the attention of the public to, or advertising for, or soliciting patronage or customers to or for any performance, show, entertainment, exhibition or event.

"Motor vehicle" includes, but is not limited to, motorcycles, trail bikes, motor scooters, mini-bikes, go carts, and dune buggies.

"Noncommercial purpose" means the use, operation or maintenance of any sound equipment for other than a commercial purpose. "Noncommercial purpose" means and includes, but is not limited to, philanthropic, political, patriotic and charitable purposes.

"Person" means a person, firm, association, copartnership, joint venture, corporation, or any entity, public or private in nature.

"Sound-amplifying equipment" means any machine or device for the reproduction or amplification of the human voice, music or any other sound, but shall not include standard automobile radios or other sound-reproducing devices when used or heard only by the occupants of the vehicle in which installed, nor any warning or alerting devices on authorized emergency vehicles or horns or other warning devices on any vehicle used only for traffic safety purposes.

"Sound truck" means any motor vehicle, or any other vehicle or conveyance regardless of motive power, whether in motion or stationary, having mounted thereon, attached thereto or carrying any sound-amplifying equipment, excepting trucks or other vehicles of any public agency or public utility when in use by such public agency or public utility. (Ord. 1043 § 2, 1997)

#### 8.40.030 Exemptions.

A. Noise created by and emanating from equipment operated in the public interest or for emergency or safety purposes is specifically exempt from the provisions of this chapter. Such equipment includes, but is not limited to, sirens, street sweepers, spray rigs, garbage trucks, or public utility equipment.

B. Noise created by and emanating during the conduct and operation of any public event, whether commercial or noncommercial in nature, which has been authorized by permit lawfully issued by the city, is specifically excluded from the restrictions of this chapter.

C. Noise created by and emanating during the conduct of religious services is specifically excluded from the restrictions of this chapter. Such noise includes, but is not limited to, music, chimes, bells and carillon. D. Noise created by and emanating during the conduct of any authorized school activity upon school grounds; authorized activities being conducted in public parks, public playgrounds and/or public or private school grounds is specifically excluded from the restrictions of this chapter. (Ord. 1043 § 7, 1997)

#### 8.40.040 General noise regulations.

A. Construction Noise. It is unlawful to create and emit noise from equipment operated during construction activities, whether on private property or within the public right of way between the hours of seven p.m. of one day and seven a.m. of the following day, and at any time on Sunday. Emergency construction activities or emergency repairs resulting from an unforseen occurrence are specifically exempt from the provisions of this chapter. Such equipment includes, but is not limited to, trucks, road graders, tractors, power saws, power drills, and generators.

B. Residential Noise. It is unlawful to create and emit noise created or generated within or adjacent to residential property which is necessary and normally associated with residential living between the hours of nine p.m. of one day and seven a.m. of the following day. Residential noise includes, but is not limited to, noise created by power mowers, leaf blowers, trimmers, home appliances, home workshops, personal vehicle repairs and maintenance, and home construction projects.

C. Recreational Noise. It is unlawful to create and emit noise from motorized or mechanical equipment or devises used in sporting, recreational and hobby activities between the hours of nine p.m. of one day and seven am. of the following day. The operation of such equipment or devices shall not be performed within three hundred (300) feet of residential uses. Recreational noise includes, but is not limited to, noise created by motor-equipped minibikes, go-carts, motorcycles operating off public rights-of-way, drag races, model planes and cars.

D. Unnecessary/Unnatural/Unusual Noise. It is unlawful for any person to make or cause, or permit to be made or caused, upon any public or private property, or upon any public street, road, lane, alley or thoroughfare, any unnecessary, unnatural or unusual noise. Unnecessary, unnatural or unusual noises include, but are not limited to, those sounds created by means of human voice or animal outcry, or by any other means or methods which are so annoying, or which are so harsh or prolonged, as to be injurious to the health, peace and comfort of any reasonable person of normal sensitiveness residing in the area.

E. Agricultural Noise. It is unlawful to emit noise from cannon simulators between the hours of midnight and six a.m., unless a permit is issued by the director of community development. The permit shall be subject to following terms and conditions:

 Cannon shall be set at the lowest charge setting.

2. There shall be no more than one cannon for every twenty (20) acres.

In the event ten or more written complaints are received, staff shall contact the farmers in an attempt to reduce the impacts from the cannons. If no resolution can be achieved, the farming committee shall be convened to determine a solution. (Ord. 1047 § 1, 1998; Ord. 1043 § 6, 1997)

#### 8.40.050 General noise standards.

The standard which shall be considered in determining whether a violation of the provisions of this code exists shall include, but shall not be limited to, the following:

- A. The volume and intensity of the noise;
- B. The number of persons affected by the noise;
- C. The volume and intensity of the background noise, if any;
- D. The use and zoning of the area within which the noise emanates;
  - E. The time of the day or night the noise occurs;
- F. Whether the nature of the noise is usual or unusual;
- G. The proximity of the noise to residential sleeping facilities;
- H. The density of the inhabitation of the area within which the noise emanates;

#### 8.40.050

- I. Whether the origin of the noise is natural or unnatural:
  - J. The duration of the noise;
- K. Whether the noise is recurrent, intermittent or constant;
- L. Whether the noise is produced by a commercial or a noncommercial activity (Ord. 1043 § 8, 1997)

#### 8.40.060 Amplified sound.

- A. While recognizing that the use of sound-amplifying equipment is protected by the constitutional rights of freedom of speech and assembly, the city council nevertheless feels obligated to reasonably regulate the use of sound-amplifying equipment in order to protect the correlative constitutional rights of the citizens of this community to privacy and freedom from public nuisance of loud and unnecessary noise.
- B. It is unlawful for any person, other than personnel of law enforcement or governmental agencies, to install, use or operate within the city a loudspeaker or sound-amplifying equipment in a fixed or movable position or mounted upon any sound truck for the purposes of giving instructions, directions, talks, addresses or lectures, or transmitting music to any persons or assemblages of persons in or upon any street, alley, sidewalks, park, place or public property without first filing a registration statement and obtaining approval thereof as set forth in this chapter, except that the provisions of this section shall not apply to sound-amplification systems installed on church buildings for emission of the sound of chimes, bells, carillon or music when used in conjunction with religious services.
- C. Registration Statements—Filing. Every user of sound-amplifying equipment shall file a registration statement with the city manager, using a form to be furnished by that officer, three days prior to the date on which the sound-amplifying equipment is intended to be used, which statement shall contain the following information:
- 1. The name, address and telephone number of both the owner and the user of the sound-amplifying equipment;

- 2. The location at which the sound-amplifying equipment will be placed, and the license registration number if a sound truck is to be used;
- 3. A description of the purpose for which the sound-amplification equipment will be used, including a statement as to whether the purpose is commercial or noncommercial;
- The exact dates and hours of the proposed operation;
- 5. A general description of the sound-amplifying equipment, including power output and the approximate distance for which sound from the equipment will be audible;
- 6. A statement of public liability insurance coverage, including the name of the insurance carrier, policy limits and expiration date of policy;
- 7. License number and name of the licensee of the San Jacinto business.
- D. Registration Statements—Approval. The city manager shall return to the applicant within twenty-four (24) hours an approved certified copy of the registration statement unless he or she finds that:
- 1. The conditions of the motor vehicle movement are such that in the opinion of the chief of police use of the equipment would constitute a detriment to traffic safety; or
- The conditions of pedestrian movement are such that use of the equipment would constitute a detriment to traffic safety; or
- 3. The registration statement required reveals that the applicant would violate the provisions set forth in subsection B of this section or any other provisions of this code.
- E. Registration Statements—Disapproval. In the event the registration statement is disapproved, the city manager shall endorse upon the statement his or her reasons for disapproval and return it within twenty-four (24) hours to the applicant. (Ord. 1043 § 9, 1997)

### 8.40.070 Sound-amplifying equipment—

The commercial and noncommercial use of sound-amplifying equipment shall be subject to the following regulations:

A. The only sounds permitted shall be music or human speech, or both.

B. Hours of operation of sound equipment shall be between eight a.m. and ten p.m. Operation before eight a.m. or after ten p.m. is permitted only at the location of a public event or affair of general public interest or as otherwise permitted by the sound-amplification permit.

C. Sound-amplification systems shall not be operated within three hundred fifty (350) feet of hospitals, schools, churches, courthouses, public libraries or mortuaries when the same are in use, unless otherwise permitted by the sound-amplification permit.

D. No operating sound truck shall traverse any one block in the city more than four times in any one calendar day.

E. Amplified human speech and music shall not be unreasonably loud, raucous, jarring or disturbing to persons of normal sensitiveness within the area of audibility, nor louder than permitted in subsection F and G of this section.

F. When the sound truck is in motion the volume of sound shall be controlled so that it will not be audible for a distance in excess of four hundred fifty (450) feet from its source, provided that when the sound truck is stopped by traffic, the sound-amplifying equipment shall not be operated for longer than one minute at such stop.

G. In all cases where sound-amplifying equipment remains at one location or when the sound truck is not in motion, the volume of sound shall not be audible for a distance in excess of three hundred fifty (350) feet from the periphery of the attendant audience, unless otherwise authorized specifically in the sound-amplification permit for public gatherings.

H. No loudspeaker equipment mounted on sound trucks in motion shall be operated unless the axis of the center of the equipment used shall be parallel to the direction of travel of the sound truck; provided, however, that any sound reproducing equipment may be so placed upon the sound truck as to not vary more than fifteen (15) degrees either side of the radial; nondirectional type of loudspeakers may

be used on the sound trucks either alone or in conjunction with sound-reproducing equipment placed within fifteen (15) degrees of the centerline of the direction of travel. (Ord. 1043 § 12, 1997)

#### 8.40.080 Appeals.

Any person aggrieved by disapproval of a registration statement may appeal by filing a written notice of appeal with the city clerk within five days of receipt by the applicant of disapproval of the registration statement. The city council shall hold a hearing within ten days after the filing of the notice of appeal, at which hearing the applicant and any other interested persons shall have the right to present evidence as to the facts upon which the city manager based the refusal to issue the requested permit, and any other facts which may aid the city council in determining whether this chapter has been violated, whereupon the council may sustain the action of the city manager in refusing to issue the requested permit or may order that such permit be issued forthwith. The city council shall not vary or depart from any of the substantive provisions of this chapter. (Ord. 1043 § 10, 1997)

#### 8.40.090 Fees.

Prior to the issuance of the registration statement, a fee in an amount to be fixed by the city council by resolution shall be paid to the city, if the loud-speaker or sound-amplifying equipment is to be used for commercial purposes. No fees shall be required for the operation of a loud-speaker or sound-amplifying equipment for noncommercial purposes. (Ord. 1043 § 11, 1997)

#### 8.40.100 Violation—Penalty.

Any person violating or failing to comply with any of the provisions of this chapter shall be guilty of an infraction and upon conviction thereof shall be punishable by:

A. A fine not exceeding fifty dollars (\$50.00) for the first violation;

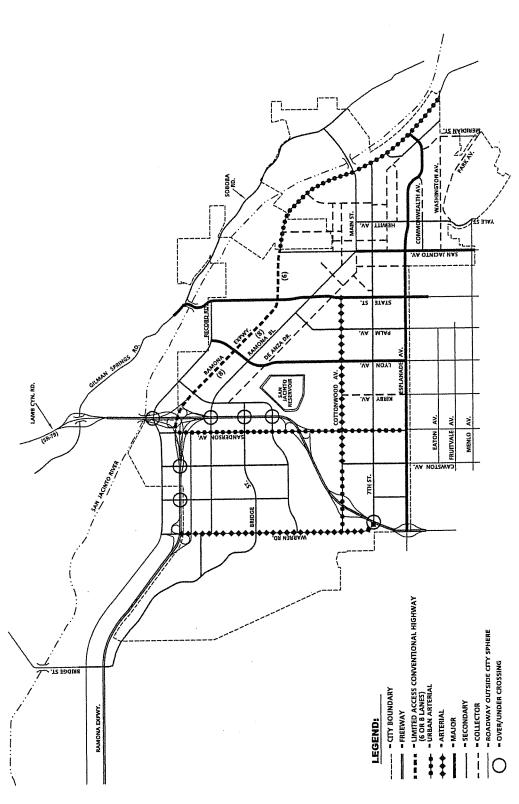
B. A fine not exceeding one hundred dollars (\$100.00) for the second violation within one year,

8.40.100

C. A fine not exceeding two hundred fifty dollars (\$250.00) each additional violation within one year. (Ord. 1043 § 3, 1997)

### 8.40.110 Violations—Additional remedies—Injunctions.

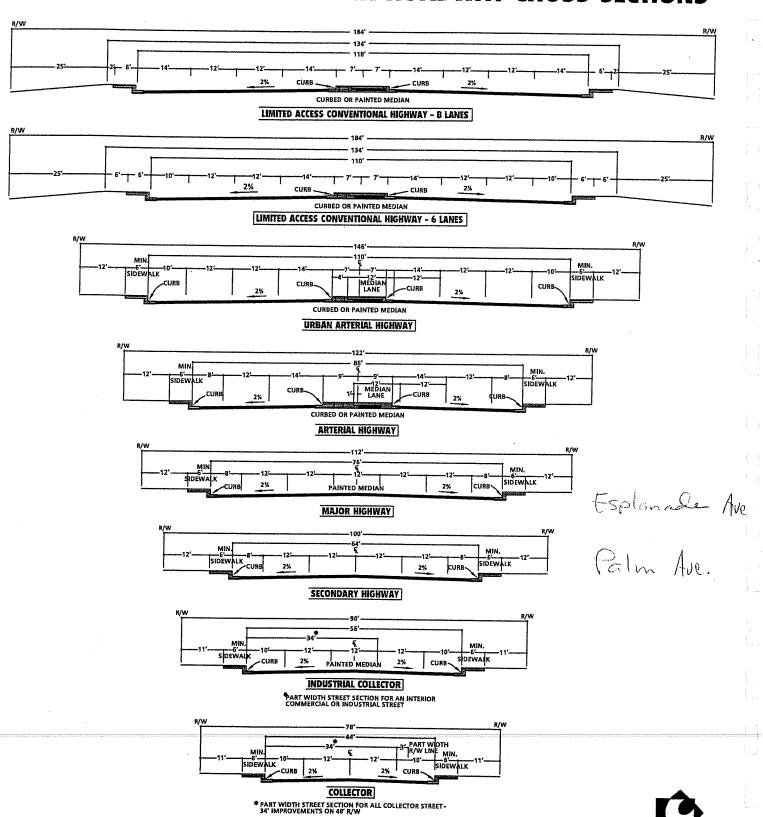
As an additional remedy, the operation or maintenance of any device, instrument, vehicle or machinery in violation of any provision of this chapter, which operation or maintenance causes discomfort or annoyance to reasonable persons of normal sensitiveness or which endangers the comfort, repose, health or peace of residents in the area, shall be deemed, and is declared to be, a public nuisance and may be subject to abatement by an injunction issued by a court of competent jurisdiction. (Ord. 1043 § 4, 1997)



SAN JACINTO GENERAL PLAN UPDATE - 00025:41 (rev. 050329)

**EXHIBIT J** 

# CITY OF SAN JACINTO GENERAL PLAN ROADWAY CROSS-SECTIONS



SAN JACINTO GENERAL PLAN UPDATE - 00025:20

URBAN

			Fu	Table 5.10-5 Future Noise Contours	Table 5.10-5 e Noise Conto	urs						
	Arterial Type	Speed Limit (moh)	Elev.	% Trucks	ucks	Avg. Daily Traffic	CNEL @ 50' From Near Lane C/L	<u>,                                    </u>	Distance rom Near	Distance to Existing Contours From Near Lane Centerline, feet	Contour terline, fe	, <b>5</b>
				Med.	Hvy.	2050	2050	gp09	65dB	70dB	75dB	80dB
BRIDGE STREET												
North of Kamona Expwy.	9	55	AT	1.8%	0.7%	11,200	68.5	235	100	ı	١	1
South of Ramona Expwy.	9	45	AT	1.8%	0.7%	16,800	68.5	235	100	ı	ı	***
North of unnamed B Street	9	45	AT	1.8%	0.7%	16,500	68.5	235	100	1	1	-
Unnamed B Street to Warren	9	45	AT	1.8%	%2'0	13,400	67.5	200	83	ı	1	1
Warren to Sanderson	9	45	AT	1.8%	0.7%	8,000	65.5	143	56	1	1	1
Sanderson to SR-79	9	45	AT	1.8%	0.7%	15,900	68.0	215	96		-	1
SR-79 to Ramona Blvd.	9	45	AT	1.8%	0.7%	10,700	66.5	170	69	-	1	1
Ramona Blvd. to Ramona Expwy.	9	45	AT	1.8%	0.7%	8,000	65.5	143	56			ı
Ramona Expwy. to Record	9	45	AT	1.8%	%/'0	10,800	66.5	170	69			1
BRINTON STREET												
State to Main	2	40	AT	1.8%	0.7%	12,700	67.5	200	83	1	ı	1
CAWSTON AVENUE												
Esplanade to 7th	9	45	AT	1.8%	0.7%	13,600	67.5	200	83	1	1	ı
7th to Cottonwood	9	45	AT	1.8%	%2'0	6,200	0.99	155	62	ı	ı	1
Unnamed A Street to Record	9	45	AT	1.8%	0.7%	8,000	65.5	143	26	ı	1	1
COTTONWOOD AVENUE												
West of Warren	9	50	AT	1.8%	%2.0	008′8	66.5	170	69	ł	1	
Warren to SR-79	9	50	AT	1.8%	0.7%	21,600	70.5	320	143	26	ı	Į
SR-79 to Cawston	9	50	AT	1.8%	0.7%	52,300	74.5	260	278	120	i	ı
Cawston to Sanderson	9	50	ΑT	1.8%	0.7%	36,900	73.0	460	215	06	1	1
Sanderson to Kirby	9	50	AT	1.8%	0.7%	42,500	73.5	490	235	100	ļ	1
Kirby to Lyon	9	20	AT	1.8%	0.7%	33,700	72.5	428	200	83	1	1
Lyon to Palm	9	50	ΑŢ	1.8%	0.7%	34,700	72.5	428	200	83	ı	1
Palm to State	9	50	ΑŢ	1.8%	0.7%	27,600	71.5	368	170	69	j	ı
ESPLANADE AVENUE												
West of SR-79	9	50	AT	1.8%	0.7%	4,900	64.5	120	1	ı	1	ı
SR-79 to Odell	9	50	AT	1.8%	0.7%	23,800	71.0	340	155	62	1	ı
Odell to Cawston	9	50	ΑT	1.8%	0.7%	24,000	71.0	340	155	62	1	i
Cawston to Sanderson	9	20	AT	1.8%	0.7%	34,700	72.5	428	200	83	1	1
Sanderson to Kirby	9	50	AT	1.8%	0.7%	39,400	73.0	460	215	90	ı	ſ
Kirby to Lyon	9	50	AT	1.8%	0.7%	40,900	73.5	490	235	100	1	J
Lyon to Palm	9	45	AT	1.8%	0.7%	41,400	72.5	428	200	83	ı	ı
Palm to State	9	45	AT	1.8%	0.7%	38,400	72.0	395	185	75	1	

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			•		!	2						
	Arterial Type	Speed Limit	Elev.	% Trucks	ırcks	Avg. Daily Traffic	CNEL @ 50' From Near Lane C/L		Distance to Existing Contours From Near Lane Centerline, feet	to Existing Lane Cen	Contour terline, fe	et
				Med.	Hwy.	2050	2050	gp09	65dB	70dB	75dB	80dB
State to Santa Fe	9	45	AT	1.8%	0.7%	47,100	73.0	460	215	96	1	
Santa Fe to San Jacinto	9	45	AT	1.8%	0.7%	44,700	73.0	460	215	96	1	1
San Jacinto to Hewitt	5	40	AT	1.8%	0.7%	46,000	72.0	395	185	75	,	ı
Hewitt to Commonwealth	5	40	AT	1.8%	0.7%	22,800	0.69	255	110	1	1	1
Commonwealth to Ramona Expwy.	5	40	AT	1.8%	0.7%	27,400	69.5	278	120		1	ı
GILMAN SPRINGS ROAD												
West of SR-79	9	55	AT	3.7%	3.6%	26,100	74.0	520	255	110	1	ı
SR-79 to State	9	55	ΑT	3.7%	3.6%	8,900	69.5	278	120	ı	ı	ı
HEWITT STREET												
Shaver to 7th	4	30	¥Τ	1.8%	0.7%	18,100	65.5	143	56	ı	,	1
7th to Main	4	30	AT	1.8%	0.7%	15,100	65.0	130	20	ı	1	1
KIRBY AVENUE												
Esplanade to 7th	2	40	ΑT	1.8%	0.7%	11,100	66.5	170	69	ı	ı	ı
7th to Cottonwood	2	40	AT	1.8%	0.7%	10,400	66.5	170	69	1	ı	1
LYON AVENUE												
Esplanade to 7th	9	50	AT	1.8%	0.7%	24,500	71.0	340	155	62	I	1
7th to Cattonwood	9	50	AT	1.8%	0.7%	18,700	70.0	300	130	20	1	1
Cottonwood to De Anza	9	50	AT	1.8%	0.7%	28,700	72.0	395	185	75	ı	I
De Anza to Ramona Blvd.	9	50	AT	1.8%	0.7%	21,600	70.5	320	143	26	ı	I
Ramona Blvd. to Ramona Expwy.	9	20	AT	1.8%	0.7%	24,000	71.0	340	155	62	ı	١
Ramona Expwy. to Record	9	50	AT	1.8%	0.7%	15,900	0.69	255	110	ı	J	!
MAIN STREET												
Ramona Blvd. to Cam. Los Banos	5	40	AT	1.8%	0.7%	15,600	67.0	185	75	ı	1	١
Cam. Los Banos to Ramona Expwy.	5	4	AT	1.8%	0.7%	16,700	67.5	200	83	I	I	1
Ramona Expwy. to Soboba	5	40	AT	1.8%	0.7%	8,000	64.5	120	1	ı	1	ı
MERIDIAN STREET												
Park to Washington	7	40	AT	1.8%	%/'0	18,500	0.69	255	110	1	1	-
Washington to Esplanade	2	40	AT	1.8%	0.7%	17,700	69.0	255	110	1	1	ı
ODELL AVENUE		-										
Esplanade to 7th	9	45	AT	1.8%	%2.0	10,900	66.5	170	69	1	1	1
Unnamed A Street to Record	9	45	AT	1.8%	%2'0	8,000	65.5	143	26	1	1	1
PALM AVENUE												
Esplanade to 7th	<b>7</b>	35	AT	1.8%	0.7%	10,300	64.0	110	ı	1	1	1
7th to Contour of 147	•	LC										

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			Fu	Table 5.10-5 Future Noise Contours	Table 5.10-5 e Noise Conto	urs						
	Arterial	Speed Limit (moh)	Elev.	% Incks	ncks	Avg. Daily Traffic	CNEL @ 50' From Near Lane C/L	<u> </u>	Distance to Existing Contours From Near Lane Centerline, feet	to Existing	S Contour sterline, fe	et
				Med.	Hwy.	2050	2050	800B	65dB	70dB	75dB	80dB
Cottonwood to De Anza	4	35	AT	1.8%	0.7%	8,000	63.0	96	ı	ı	1	ı
PARK AVENUE												
Hewitt to Meridian	2	40	AT	1.8%	0.7%	5,800	64.0	110	ı	,	1	
RAMONA BOULEVARD												
Warren to Odell	9	45	AT	1.8%	0.7%	9,800	0.99	155	62			1
Odell to Cawston	9	45	AT	1.8%	0.7%	10,800	66.5	170	69	-	-	1
Cawston to Sanderson	9	45	AT	1.8%	%2'0	15,300	68.0	215	96		ı	,
Sanderson to Bridge	9	45	AT	1.8%	0.7%	21,000	69.5	278	120	ı	1	
Bridge to Lyon	9	45	AT	1.8%	0.7%	25,800	70.5	320	143	56	ı	ı
Lyon to Palm	9	45	AT	1.8%	0.7%	27,800	70.5	320	143	56		ı
Palm to State	9	45	¥Υ	1.8%	%2'0	21,800	69.5	278	120	1	1	ı
State to San Jacinto	5	40	AT	1.8%	0.7%	26,700	69.5	278	120	1	1	-
RAMONA EXPRESSWAY												
West of Bridge	8	55	ΑT	1.8%	%2'0	112,100	78.5	905	490	235	100	ı
Bridge to Warren	8	55	AT	1.8%	0.7%	92,100	77.5	810	428	200	83	******
Warren to Sanderson	8	55	AT	1.8%	0.7%	87,900	77.5	810	428	200	83	1
Sanderson to SR-79	8	55	AT	1.8%	0.7%	71,800	76.5	720	368	170	69	
SR-79 to Bridge	8	55	AT	1.8%	0.7%	81,800	0.77	260	395	185	75	1
Bridge to Lyon	8	55	AT	1.8%	0.7%	74,800	76.5	720	368	170	69	ı
Lyon to State	8	55	AT	1.8%	0.7%	71,500	76.5	720	368	170	69	1
State to San Jacinto	7	55	ΑT	1.8%	0.7%	66,100	75.5	640	320	143	26	I
East of San Jacinto	9	55	AT	1.8%	0.7%	47,500	75.0	009	300	130	50	1
North of Main	9	55	AT	1.8%	0.7%	40,800	74.5	560	278	120	1	1
Main to 7th	9	55	AT	1.8%	0.7%	48,800	75.0	009	300	130	50	ı
7th to Esplanade	9	55	AT	1.8%	0.7%	46,300	75.0	009	300	130	20	1
South of Esplanade	9	55	AT	1.8%	0.7%	39,500	74.0	520	255	110	1	-
RECORD ROAD												
Bridge to Cawston	9	45	AT	1.8%	0.7%	8,000	65.5	143	26	ı	1	ı
Cawston to Sanderson	9	45	AT	1.8%	0.7%	18,900	0.69	255	110	****	1	ļ
Sanderson to SR-79	9	45	AT	1.8%	0.7%	8,000	65.5	143	26	ı	1	ı
SR-79 to Bridge	9	45	AT	1.8%	0.7%	12,500	67.0	185	75	ı	1	ı
Bridge to Lyon	9	45	AT	1.8%	0.7%	0066	66.0	155	62	1	1	1
Lyon to State	9	45	AT	1.8%	0.7%	8,000	65.5	143	56	1	1	ı
SAN JACINTO AVENUE												

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			Fut	Table 5.10-5 Future Noise Contours	Table 5.10-5 e Noise Conto	urs						
	Arterial Type	Speed Limit (mph)	Elev.	% Trucks	locks	Avg. Daily Traffic	CNEL @ 50' From Near Lane C/L		Distance to Existing Contours From Near Lane Centerline, feet	o Existing Lane Cen	Contour terline, fe	s
		<b>1</b>		Med.	Hwy.	2050	2050	e0dB	65dB	70dB	75dB	80dB
Washington to Commonwealth	9	45	AT	1.8%	0.7%	23,100	70.0	300	130	05		1
Commonwealth to Esplanade	9	45	AT	1.8%	0.7%	39,000	72.0	395	185	75	I	I
Esplanade to 7th	9	45	AT	1.8%	0.7%	43,800	72.5	428	200	83	1	1
7th to Main	9	45	AT	1.8%	0.7%	35,800	72.0	395	185	75	1	]
Main to Ramona Expwy.	9	45	AT	1.8%	0.7%	15,300	68.0	215	90	-	1	ſ
SANDERSON AVENUE												
Eaton to Esplanade	9	50	AT	1.8%	0.7%	42,800	73.5	490	235	100	-	I
Esplanade to 7th	9	20	AT	1.8%	%2'0	44,500	74.0	520	255	110	1	ı
7th to Cottonwood	9	50	AT	1.8%	0.7%	48,300	74.0	520	255	110	1	١
Cottonwood to SR-79	9	50	AT	1.8%	0.7%	49,800	74.5	260	278	120	ı	1
SR-79 to unnamed Street A	9	50	AT	1.8%	0.7%	53,900	74.5	260	278	120	ı	1
Unnamed Street A to Bridge	9	20	AT	1.8%	0.7%	32,500	72.5	428	200	83		I
Bridge to Ramona Blvd.	9	50	AT	1.8%	%2'0	25,600	71.5	368	170	69	١	1
Ramona Blvd. to Ramona Expwy.	9	50	AT	1.8%	%2'0	22,800	71.0	340	155	62	l	1
Ramona Expwy. to Record	9	09	AT	1.8%	0.7%	22,200	72.5	428	200	83	I	ı
7TH STREET												
SR-79 to Cawston	4	35	ΑT	1.8%	0.7%	10,800	64.5	120	ł	1	١	
Cawston to Sanderson	4	35	AT	1.8%	0.7%	8,000	63.0	90	ı	1	1	
Sanderson to Kirby	4	35	ΑT	1.8%	0.7%	9,400	64.0	110	1	1	1	ı
Kirby to Lyon	4	35	ΑT	1.8%	0.7%	006′6	64.0	110	1	ı	-	1
Lyon to Palm	4	35	ΑT	1.8%	0.7%	9,700	64.0	110	1	ı	1	
Palm to State	4	35	AT	1.8%	0.7%	12,800	65.0	130	20	1	1	1
State to San Jacinto	4	35	ΑT	1.8%	0.7%	19,100	67.0	185	75	1	1	1
San Jacinto to Hewitt	4	25	ΑT	1.8%	0.7%	14,800	62.5	83	1	1	ı	1
Hewitt to Ramona Expwy.	4	25	AT	1.8%	0.7%	12,000	62.0	75	١	-	1	1
SOBOBA ROAD	-											
State to Main	9	45	AT	1.8%	0.7%	8,000	65.5	143	26	1	ı	1
SR-79			-									
Gilman Springs to Ramona Expwy.	8	65	AT	4.8%	4.7%	128,500	82.5	1,400	810	428	700	83
Ramona Expwy. to Sanderson	8	65	ΑŢ	4.8%	4.7%	99,800	81.5	1,200	720	368	179	69
Sanderson to Cottonwood	8	65	ΑT	4.8%	4.7%	88,400	81.0	1,150	680	340	155	62
Cottonwood to Esplanade	8	65	ΑŢ	4.8%	4.7%	114,900	82.0	1,250	760	395	185	75
South of Esplanade	8	65	AT	4.8%	4.7%	126,400	82.5	1,400	810	428	200	83
STATE STREET												

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0-2	Contours
Table 5.10	e Noise (
	Future

na Blvd. ona Expwy. cord ngs	Arterial Type	Speed Limit	Elev.	7. ₩	% Trucks	Avg. Daily Traffic	CNEL @ 50' From Near Lane C/L	- E	Distance 1 om Near	Distance to Existing Contours From Near Lane Centerline, feet	g Contour Iterline, fe	e s
		(indina)		Med.	Hwy.	2050	2050	60dB	65dB	70dB	75dB	80dB
	5	40	AT	1.8%	0.7%	31,500	70.0	300	130	20	1	1
	5	40	AT	1.8%	0.7%	45,000	72.0	395	185	75	1	1
	5	40	AT	1.8%	0.7%	38,700	71.0	340	155	62	1	1
	9	50	AT	1.8%	0.7%	40,600	73.5	490	235	100	1	1
	9	50	AT	1.8%	0.7%	38,500	73.0	460	215	96		1
	9	50	AT	1.8%	0.7%	15,600	0.69	255	110	-		ı
	9	55	AT	1.8%	0.7%	10,900	68.5	235	100		-	ı
	9	45	AT	1.8%	0.7%	8,000	65.5	143	56	1	ı	1
	9	45	AT	1.8%	0.7%	10,600	66.5	170	69	1	1	ı
	9	45	ΑΤ	1.8%	0.7%	8,900	0.99	155	62		ı	ı
	9	45	AT	1.8%	0.7%	14,000	67.5	200	83	1	-	1
UNNAMED B STREET												
9	9	45	ΑT	1.8%	0.7%	19,400	0.69	255	110			1
UNNAMED C STREET												
Warren to Sanderson	9	45	AT	1.8%	0.7%	8,000	65.5	143	56	1	1	ı
SR-79 to Cottonwood	9	55	AT	1.8%	0.7%	11,100	68.5	235	100	1	1	1
Cottonwood to unnamed Street A	9	55	AT	1.8%	0.7%	28,000	72.5	428	200	83	1	1
Unnamed Street A to Bridge	9	55	AT	1.8%	0.7%	27,500	72.5	428	200	83	1	1
Bridge to Ramona Blvd.	9	55	AT	1.8%	0.7%	17,000	70.5	320	143	26	1	ı
Ramona Blvd. to unnamed Street B	9	55	AT	1.8%	0.7%	23,100	72.0	395	185	75	ı	1
Unnamed Street B to Ramona Expwy.	9	55	AT	1.8%	0.7%	25,500	72.5	428	200	83	ı	ı
Ramona Expwy. to Record	9	55	AT	1.8%	0.7%	8,000	67.5	200	83	ł	. 1	1
WASHINGTON AVENUE									:			
	2	40	AT	1.8%	0.7%	3,400	61.5	69	1	ı	1	1

\* Arterial Types: 1) 2 lanes, 35 mph or less; 2) 2 lanes, 40 mph; 3) 2 lanes, 45 mph or more; 4) 46 lanes, 35 mph or less; 5) 46 lanes, 40 mph; 6) 46 lanes, 45 mph or more.

Notes: 'AT, 'ABOVE, and 'BELOW' refer to the elevation of the arterial relative to the surrounding area.

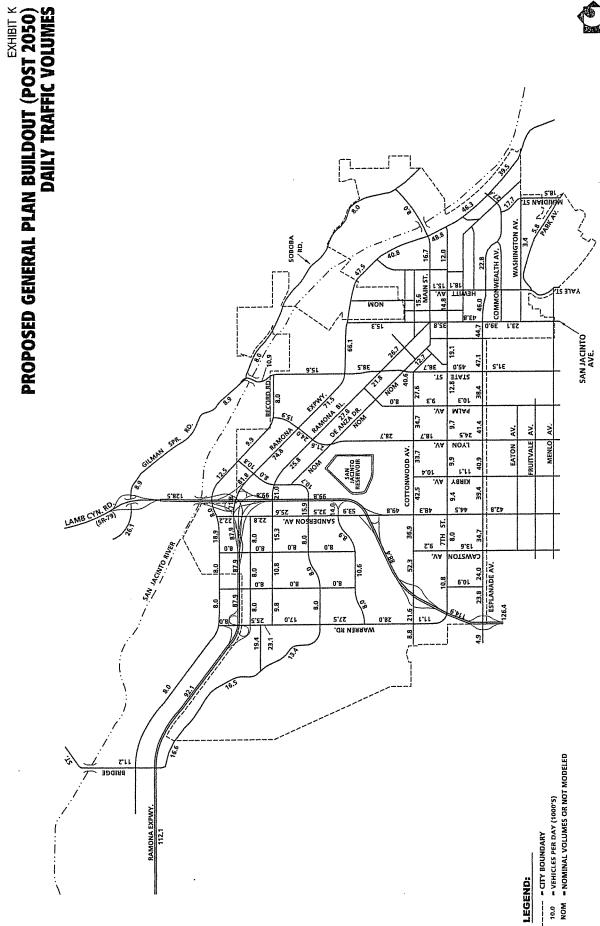
Source: Weiland Associates, Inc

City of San Jacinto January 2006

#### Appendix B

San Jacinto General Plan Update Buildout (Post 2050) Daily Traffic Volumes





5AN JACINTO GENERAL PLAN UPDATE - 00025:57

#### Appendix C

Traffic Noise Impact Computer Printouts

ROADWAY:		Prelimi	nary				JOB #:	1512-05-08
	Palm Avenu						DATE:	27-Feb-06
LOCATION:	Residentia	al Bldg	2 - 1:	st Floor	Patio	(no wall)	BY:	Mike Rosa
ADT =	10,300						PK HR VOL =	1,030
SPEED =	45							
PK HR % =	10							
CTL DIST=	148							
DIST N/F=	36					AUTO SLE D	DISTANCE =	146.90
DT WALL=	145					MED TRUCK	SLE DIST=	146.90
DT W/OB=	3					HVY TRUCK	SLE DIST=	146.99
HTH WALL=	0.0	**:	*****					
OBS HTH=	5.0							
AMBIENT=	0.0							
ROADWAY VIEW	Ñ:	LF ANG	LE=	-90				
		RT ANG	LE=	90				
		DF ANG	LE=	180				
SITE CONDITI	IONS (10=HA			SOFT SIT	E)			
AUTOMOBILES	S ==		15				•	
MEDIUM TRUC	CKS =		15			GRADE ADJU	STMENT=	0.00
HEAVY TRUCK	KS =		15			(ADJUSTMEN	T TO HEAVY T	RUCKS)
BARRIER =	0	(O=WAL	L, 1=BE	RM)				
PAD EL =	1525.0					EL AUTOMOE	BILES =	1529.0
ROAD EL =	1527.0					EL MEDIUM	TRUCKS=	1531.0
GRADE =	0.1	8				EL HEAVY T	RUCKS =	1535.0
VEHICLE TYPE	3				DAY	EVENING	NIGHT	DAIL
	_							
AUTOMOBILES					0.775	0.129	0.096	0.9742
					0.848	0.049	0.103	0.0184
	<b>KS</b>							
MEDIUM TRUCKS					0.865	0.027	0.108	0.0074
MEDIUM TRUCK								0.0074
MEDIUM TRUCK		NOISE	IMPACT	s withou		0.027 OR BARRIER		0.0074
MEDIUM TRUCK		NOISE PK HR	LEQ		T TOPO	OR BARRIER	SHIELDING NIGHT LEQ	CNEL
MEDIUM TRUCK HEAVY TRUCKS	5	PK HR	LEQ 59.2		T TOPO	OR BARRIER  EVEN LEQ  55.5	SHIELDING NIGHT LEQ 49.5	CNEL 58.7
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES	LEQ	PK HR	LEQ		T TOPO	OR BARRIER  EVEN LEQ 55.5	SHIELDING NIGHT LEQ 49.5	CNEL 58.7 49.5
MEDIUM TRUCK	LEQ KS LEQ	PK HR	LEQ 59.2		T TOPO	OR BARRIER  EVEN LEQ  55.5  42.4	SHIELDING NIGHT LEQ 49.5	CNEL 58.7
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCK	LEQ KS LEQ S LEQ	PK HR	LEQ 59.2 50.2		T TOPO LEQ 57.3 48.7	OR BARRIER  EVEN LEQ 55.5 42.4 40.3	SHIELDING  NIGHT LEQ  49.5  40.8  41.6	CNEL 58.7 49.5 50.1
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS	LEQ KS LEQ S LEQ	PK HR	LEQ 59.2 50.2 50.8	DAY	T TOPO 57.3 48.7 49.4	OR BARRIER  EVEN LEQ 55.5 42.4 40.3	SHIELDING NIGHT LEQ 49.5 40.8 41.6	CNEL 58.7 49.5 50.1
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS	LEQ KS LEQ S LEQ DISE	PK HR	LEQ 59.2 50.2 50.8 60.2	DAY	T TOPO 57.3 48.7 49.4 58.4	OR BARRIER  EVEN LEQ 55.5 42.4 40.3 55.9  BARRIER SE	SHIELDING  NIGHT LEQ 49.5 40.8 41.6  50.6	CNEL 58.7 49.5 50.1
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS	LEQ KS LEQ S LEQ DISE	PK HR  NOISE PK HR	LEQ 59.2 50.2 50.8 60.2	DAY	T TOPO 57.3 48.7 49.4 58.4 OPO AND	OR BARRIER  EVEN LEQ 55.5 42.4 40.3 55.9  BARRIER SE	SHIELDING  NIGHT LEQ 49.5 40.8 41.6  50.6  HIELDING  NIGHT LEQ	CNEL 58.7 49.5 50.1
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS HEAVY TRUCKS	LEQ KS LEQ S LEQ DISE	PK HR  NOISE PK HR	LEQ 59.2 50.2 50.8 60.2	DAY S WITH T	T TOPO 57.3 48.7 49.4 58.4 OPO AND	OR BARRIER  EVEN LEQ 55.5 42.4 40.3  55.9  BARRIER SE  EVEN LEQ 55.9	SHIELDING  NIGHT LEQ 49.5 40.8 41.6  50.6  RIELDING  NIGHT LEQ 50.6	CNEL 58.7 49.5 50.1 59.7
MEDIUM TRUCK HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCK HEAVY TRUCKS VEHICULAR NO	LEQ KS LEQ S LEQ DISE	PK HR	LEQ 59.2 50.2 50.8 60.2 IMPACT: LEQ 60.2	DAY S WITH T	T TOPO 57.3 48.7 49.4 58.4 OPO AND	OR BARRIER  EVEN LEQ 55.5 42.4 40.3  55.9  BARRIER SH EVEN LEQ 55.9	SHIELDING  NIGHT LEQ 49.5 40.8 41.6  50.6  HIELDING  NIGHT LEQ 50.6	CNEL 58.7 49.5 50.1 59.7 CNEL 59.7
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS HEAVY TRUCKS VEHICULAR NO	LEQ (S LEQ DISE	PK HR  NOISE  PK HR	LEQ 59.2 50.2 50.8 60.2 IMPACT: LEQ 60.2	DAY S WITH T	T TOPO 57.3 48.7 49.4 58.4 OPO AND	OR BARRIER  EVEN LEQ 55.5 42.4 40.3  55.9  BARRIER SE EVEN LEQ 55.9  W/O AMBIEN 60.2	SHIELDING  NIGHT LEQ 49.5 40.8 41.6  50.6  NIGHT LEQ 50.6	CNEL 58.7 49.5 50.1 59.7 CNEL 59.7 W/ AMBIENT 60.2
MEDIUM TRUCK HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCK HEAVY TRUCKS VEHICULAR NO	LEQ KS LEQ S LEQ DISE  THOUT TOPO	PK HR  NOISE PK HR  O OR BA	LEQ 59.2 50.2 50.8 60.2 IMPACT: LEQ 60.2	DAY S WITH T	T TOPO 57.3 48.7 49.4 58.4 OPO AND	OR BARRIER  EVEN LEQ 55.5 42.4 40.3  55.9  BARRIER SH EVEN LEQ 55.9	SHIELDING  NIGHT LEQ 49.5 40.8 41.6  50.6  NIGHT LEQ 50.6	CNEL 58.7 49.5 50.1 59.7 CNEL 59.7 W/ AMBIENT 60.2

PROJECT: ROADWAY: LOCATION:	Palm Avenu	Preliminary de dl Bldg 2 -	2nd Floor	Patio (	'no wall)	JOB #: DATE: BY:	1512-05-08 27-Feb-06 Mike Rosa
LOCATION:	Kesidencia	II BIUG Z	Zna riooi	14110	,110 " 4117		
ADT =	10,300					PK HR VOL =	1,030
SPEED =	45						
PK HR % =	10		1				
CTL DIST=	148						
DIST N/F=	36				AUTO SLE D	ISTANCE =	147.31
DT WALL=	145				MED TRUCK	SLE DIST=	147.18
DT W/OB=	3				HVY TRUCK	SLE DIST=	146.99
HTH WALL=	0.0	*****	<del>k</del>				
OBS HTH=	15.0						
AMBIENT=	0.0						
		LF ANGLE=	-90				
ROADWAY VIE	w:	RT ANGLE=	90				
		DF ANGLE=	180				
army compres	TONG /10-117			E)			
		RD SITE, 15		<b>-</b> /			
AUTOMOBILE		10			anana an m	COMMENSOR—	0.00
MEDIUM TRU		1			GRADE ADJU		
HEAVY TRUC		1			(ADJUSTMEN	TO HEAVY	'RUCKS)
BARRIER =	0	(0=WALL, 1=E	BERM)				
PAD EL =	1525.0				EL AUTOMOE		1529.0
ROAD EL =	1527.0				EL MEDIUM		1531.0
GRADE =	0.1	8			EL HEAVY T	RUCKS =	1535.0
VEHICLE TYP	E			DAY	EVENING	; NIGH	r DAILY
NUMONOD II E.O.				0,775	0.129	0.096	0.9742
AUTOMOBILES				0.773	0.049	0.103	0.0184
MEDIUM TRUC HEAVY TRUCK				0.865	0.027	0.108	0.0074
neavi ikock	.5			0.000			
		NOISE IMPAG	CTS WITHOU	JT TOPO	OR BARRIER	SHIELDING	
		PK HR LEQ	D <b>A</b>	Y LEQ	EVEN LEQ	NIGHT LEQ	CNEL
AUTOMOBILES	LEQ	62.8		60.9	59.1	53.0	62.3
MEDIUM TRUC		53.8		52.3	45.9	44.4	53.1
HEAVY TRUCK		54.4		53.0	43.9	45.2	53.6
VEHICULAR N	OISE	63.8		62.0	59.4	54.2	63.3
,		NOISE IMPAG	CTS WITH	TOPO AND	BARRIER SI	HIELDING	
		Dr. Up. 150	L. J.	V IEO	EVEN LEQ	NIGHT LEQ	CNEL
VEHICULAR N	OISE	PK HR LEQ 63.8		Y LEQ 62.0			
. Lincomm N		00.0					× / - = × = × = × = × = × = × = × = × = × =
					W/O AMBIEN		W/ AMBIENT
PK HR LEQ W	ITHOUT TOP	OR BARRIEF	<b>:</b> =		63.8		63.8
MIT PK HR L	EQ WITH TO	PO AND BARRI	ER =		63.8	*****	
CNEL WITHOU	TOPO AND	BARRIER	=		63.3		63.3
MIT CNEL WI	TH TOPO AN	D BARRIER	=		63.3	****	* 63.3

ROADWAY: P	alm Aven					JOB #: DATE:	1512-05-08 27-Feb-06
LOCATION: R	esidenti	al Bldg 2 - 3	3rd Floor	Patio	(no wall)	BY:	Mike Rosa
ADT =	10,300					PK HR VOL =	1,030
SPEED =	45						
PK HR % =	10						
CTL DIST=	148						
DIST N/F=	36				AUTO SLE D	ISTANCE =	148.39
DT WALL=	145				MED TRUCK	SLE DIST=	148.12
DT W/OB=	3				HVY TRUCK	SLE DIST=	147.66
HTH WALL=	0.0	*****					
OBS HTH=	25.0						
AMBIENT=	0.0						
ROADWAY VIEW:		LF ANGLE=	-90				
NOADWAI VIEW.		RT ANGLE=	90				
		DF ANGLE=	180				
SITE CONDITIO	MC /10			다 <b>\</b>			
		10 ARD 311E, 13		L)			
AUTOMOBILES	=				CDADE ADT	ICHMENIU-	0.00
MEDIUM TRUCK		10			GRADE ADJU		
HEAVY TRUCKS		10			(ADJUSTMEN	IT TO HEAVY T	RUCKS)
BARRIER =		) (0=WALL,1=B	ERM)				1500.0
PAD EL =	1525.0				EL AUTOMOE		1529.0
ROAD EL =	1527.0				EL MEDIUM		1531.0
GRADE =	0.1	96			EL HEAVY I	'RUCKS =	1535.0
VEHICLE TYPE				DAY	EVENING	NIGHT	DAILY
AUTOMOBILES				0.775	0.129	0.096	0.9742
MEDIUM TRUCKS				0.848	0.049	0.103	0.0184
HEAVY TRUCKS				0.865	0.027	0.108	0.0074
		NOISE IMPAC	rs withou	T TOPO	OR BARRIER	SHIELDING	
		PK HR LEQ	DAY	LEQ	EVEN LEQ	NIGHT LEQ	CNEL
AUTOMOBILES L	EQ	62.7		60.8	59.1	53.0	62.2
MEDIUM TRUCKS	LEQ	53.8		52.3	45.9	44.4	53.1
HEAVY TRUCKS	LEQ	54.4		52.9	43.9	45.1	53.6
VEHICULAR NOI	SE	63.8		62.0	59.4	54.1	63.2
		NOISE IMPAC	rs with t	OPO AND	BARRIER SH	HIELDING	
		PK HR LEQ	אנט	′ I.E.O	EVEN LEQ	NIGHT LEQ	CNEL
VEHICULAR NOI	SE	63.8		62.0	59.4		63.2
					W/O AMPTEN	ותי	W/ AMBIENT
					W/O AMBIEN	11	63.8
PK HR LEQ WIT			<b></b>		63.8	****	
MIT PK HR LEQ					63.8		00.0
CNEL WITHOUT			=	•	63.2	*****	63.2
MIT CNEL WITH	TOPO AN	D BARRIER	===		63.2	****	63.2

	Parkside Pr					JOB #:	1512-05-08 27-Feb-06
	Palm Avenue		h 171 - am	Essado	/no11\	DATE: BY:	Mike Rosa
LOCATION:	Residential	L B1dg 2 - 1st	t Floor	racade	(no wall)	BI:	MIKE KOSA
ADT =	10,300					PK HR VOL =	1,030
SPEED =	45						
PK HR % =	10						
CTL DIST=	160						
DIST N/F=	36				AUTO SLE D	ISTANCE =	158.99
OT WALL=	160				MED TRUCK		158.99
DT W/OB=	0				HVY TRUCK	SLE DIST=	159.06
HTH WALL=	0.0	*****					
OBS HTH=	5.0						
AMBIENT=	0.0						
ROADWAY VIEW		LF ANGLE=	-90				
		RT ANGLE=	90				
		DF ANGLE=	180				
		RD SITE, 15=S	OFT SITE	:)			
AUTOMOBILES	=	15					
MEDIUM TRUC		1.5			GRADE ADJU		0.00
HEAVY TRUCK		15			(ADJUSTMEN	IT TO HEAVY T	RUCKS)
BARRIER =		(0=WALL, 1=BER	M)				
PAD EL =	1525.0				EL AUTOMOE		1529.0
ROAD EL =	1527.0				EL MEDIUM		1531.0
GRADE =	0.1	96			EL HEAVY T	'RUCKS =	1535.0
VEHICLE TYPE	1			DAY	EVENING	NIGHT	r DAIL
AUTOMOBILES				0.775	0.129	0.096	0.9742
MEDIUM TRUCK	S			0.848	0.049	0.103	0.0184
HEAVY TRUCKS				0.865	0.027	0.108	0.0074
	7	NOISE IMPACTS	WITTHOU	г торо (	OR BARRIER	SHIELDING	
	•		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
	ī	PK HR LEQ	DAY	LEQ	EVEN LEQ	NIGHT LEQ	CNEL
AUTOMOBILES	LEQ	58.7		56.8	55.0	49.0	58.2
MEDIUM TRUCK	S LEQ	49.7		48.2		40.3	49.0
HEAVY TRUCKS	LEQ	50.3		48.9	39.8	41.1	49.6
VEHICULAR NO	ISE	59.7		57.9	55.3	50.1	59.2
	7	NOISE IMPACTS	<b>W</b> ፐጥዞ ጥ/	DPO AND	BARRIER SE	HELDING	
		TOTOE INFACTS	************	OLO AND			
	7	PK HR LEQ	DAY	LEQ	***		CNEL
EHICULAR NO	ISE	59.7		57.9	55.3	50.1	59.2
					W/O AMBIEN	IT .	W/ AMBIENT
K HR LEQ WI	THOUT TOPO	OR BARRIER	=		59.7		59.7
IT PK HR LE	O WITH TOPO	AND BARRIER	enga <del></del>		59.7	*****	× 59.7
MIT PK HR LE	_		=		59.7 59.2	****	* 59.7 59.2

ROADWAY: Palm A	de Preliminary venue ential Bldg 2 -	2nd Floor Faca	de (no wall)	JOB #: DATE: BY:	1512-05-08 27-Feb-06 Mike Rosa
ADT = 10,	300			PK HR VOL =	1,030
SPEED =	45				
PK HR % =	10				
CTL DIST=	160				
DIST N/F=	36			DISTANCE =	159.36
DT WALL=	160		MED TRUCK	SLE DIST=	159.24
DT W/OB=	0		HVY TRUCK	SLE DIST=	159.06
HTH WALL=	0.0 *****	ŧ			
OBS HTH= 1	5.0				
AMBIENT=	0.0				
ROADWAY VIEW:	LF ANGLE=	-90			
	RT ANGLE=	90			
	DF ANGLE=	180			
SITE CONDITIONS (1	0=HARD SITE, 15	=SOFT SITE)			
AUTOMOBILES =	10	)			
MEDIUM TRUCKS =	10		GRADE ADJ	USTMENT=	0.00
HEAVY TRUCKS =	10	)	(ADJUSTME)	NT TO HEAVY T	RUCKS)
BARRIER =	0 (0=WALL,1=B	ERM)			
PAD EL = 1525	5.0		EL AUTOMO	BILES =	1529.0
ROAD EL = 152	7.0		EL MEDIUM	TRUCKS=	1531.0
	0.1 %		EL HEAVY	TRUCKS =	1535.0
VEHICLE TYPE		Γ	AY EVENING	G NIGHT	DAILY
AUTOMOBILES		0.77	5 0.129	0.096	0.9742
MEDIUM TRUCKS		0.84	8 0.049	0.103	0.0184
HEAVY TRUCKS		0.86	0.027	0.108	0.0074
	NOISE IMPAC	TS WITHOUT TOP	O OR BARRIER	SHIELDING	
	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	CNEL
AUTOMOBILES LEQ	62.4	60.		52.7	61.9
MEDIUM TRUCKS LEQ	53.5	52.		44.0	52.7
HEAVY TRUCKS LEQ	54.0	52.	6 43.6	44.8	53.3
VEHICULAR NOISE	63.5	61.	7 59.1	53.8	62.9
	NOISE IMPAC	TS WITH TOPO A	ND BARRIER S	HIELDING	
	PK HR LEQ	DAY LEQ	EVEN LEO	NIGHT LEQ	CNEL
VEHICULAR NOISE	63.5		7 59.1		62.9
			W/O AMBIE	ΝT	W/ AMBIENT
PK HR LEQ WITHOUT	TOPO OR BARRIER	==	63.5		63.5
MIT PK HR LEQ WITH			63.5	****	
CNEL WITHOUT TOPO		==	62.9		62.9
MIT CNEL WITH TOPO		=	62.9		

PROJECT: ROADWAY:	Parkside P.					JOB #: DATE:	1512-05-08 27-Feb-06
LOCATION:	Residentia		3rd Floor	Facade	(no wall)	BY:	Mike Rosa
ADT =	10,300					PK HR VOL =	1,030
SPEED =	45						
PK HR % =	10						
CTL DIST=	160						
DIST N/F=	36				AUTO SLE D	ISTANCE =	160.37
DT WALL=	160				MED TRUCK	SLE DIST=	160.12
DT W/OB=	0				HVY TRUCK	SLE DIST=	159.69
HTH WALL=	0.0	*****	*				
OBS HTH=	25.0						
AMBIENT=	0.0						
ROADWAY VIE	W:	LF ANGLE=	-90				
		RT ANGLE=	90				
		DF ANGLE=	180				
SITE CONDIT	IONS (10=HA			E)			
AUTOMOBILE	· ·	•	0				
MEDIUM TRU		1	0		GRADE ADJU	STMENT=	0.00
HEAVY TRUC			0			T TO HEAVY T	
BARRIER =		(0=WALL, 1=1			(1120001111111		,
PAD EL =	1525.0	(O-MADD) I	DEIG1)		EL AUTOMOE	TLES =	1529.0
ROAD EL =	1527.0				EL MEDIUM		1531.0
GRADE =	0.1	Q.			EL HEAVY T		1535.0
GIGIDE	0.1	Ü				-10 0=10	
VEHICLE TYP	E			DAY	EVENING	NIGHT	DAIL
AUTOMOBILES			***************************************	0.775	0.129	0.096	0.9742
MEDIUM TRUC	KS			0.848	0.049	0.103	0.0184
HEAVY TRUCK	S			0.865	0.027	0.108	0.0074
		NOISE IMPA	CTS WITHOU	T TOPO	OR BARRIER	SHIELDING	
		PK HR LEO	DAY	' LEO	EVEN LEQ	NIGHT LEQ	CNEL
AUTOMOBILES		62.4		60.5	58.7	52.7	61.9
MEDIUM TRUC	_	53.4		51.9			52.7
HEAVY TRUCK		54.0			43.6		
VEHICULAR N	OISE	63.4		61.6	59.1	53.8	62.9
	-	NOTEE TMP	OME MIMI M	ODO AND	BARRIER SF	ITEI DINC	
		NOISE IMPA					
	•	PK HR LEQ				NIGHT LEQ	CNEL
VEHICULAR N	OISE	63.4		61.6	59.1	53.8	62.9
					W/O AMBIEN	T	W/ AMBIENT
PK HR LEQ W	ITHOUT TOPO	OR BARRIER	₹ =		63.4		63.4
MIT PK HR L	EQ WITH TOP	O AND BARRI	ER =		63.4	*****	63.4
CNEL WITHOU	T TOPO AND I	BARRIER	=		62.9		62.9
					62.9	*****	62.9

PROJECT: ROADWAY: LOCATION:	Palm Aven	Preliminary ue al B1dg 3 -	1st Floor P	atio	(no wall)	JOB #: DATE: BY:	1512-05-08 20-Mar-06 Mike Rosa
ADT =	10,300					PK HR VOL =	1,030
SPEED =	10,300					FK IIK VOII —	1,050
PK HR % =	10						
CTL DIST=	163						
DIST N/F=	36				אוויים פוד ר	ISTANCE =	162.01
DIST N/E-	160					SLE DIST=	162.01
DT W/OB=	3					SLE DIST=	162.08
HTH WALL=	0.0	****	<b>k</b>		IIVI IROCK	DID DIDI	102.00
OBS HTH=	5.0						
AMBIENT=	0.0						
ROADWAY VIE		LF ANGLE=	-90				
ROADWAI VIE	w .	RT ANGLE=	0				
		DF ANGLE=	90				
STUE CONDIT	TONG /10	ARD SITE, 15					
AUTOMOBILE		1!					
					GRADE ADJU	COMENIO	0.00
MEDIUM TRU		1!				T TO HEAVY T	
HEAVY TRUC		1!			(ADJUSTMEN	T TO REAVE I	RUCASI
BARRIER = PAD EL =		0 (0=WALL, 1=E	EKM)		EL AUTOMOB	ידונים	1528.0
	1524.0				EL MEDIUM		1530.0
ROAD EL =	1526.0	Q.			EL HEAVY T		1534.0
GRADE =	0.1	**			EL LEAVI I	RUCKS	1334.0
VEHICLE TYP	2			DAY	EVENING	NIGHT	DAILY
AUTOMOBILES			O	).775	0.129	0.096	0.9742
MEDIUM TRUCI	KS		O	.848	0.049	0.103	0.0184
HEAVY TRUCKS	S		C	.865	0.027	0.108	0.0074
		NOISE IMPAC	TS WITHOUT	TOPO (	DR BARRIER	SHIELDING	
-		PK HR LEQ	DAY I	ΞĘQ	EVEN LEQ	NIGHT LEQ	CNEL
		III IIII DDg	2111 2				
ATTHOMORITES	LEO	55.6		53.7		_	55.1
AUTOMOBILES MEDIUM TRUCK		55.6 46.6		53.7 45.1	51.9	45.8	55.1 45.9
AUTOMOBILES MEDIUM TRUCKS HEAVY TRUCKS	KS LEQ	55.6 46.6 47.2		53.7 45.1 45.7		_	55.1 45.9 46.4
MEDIUM TRUCE	KS LEQ S LEQ	46.6		45.1	51.9 38.7	45.8 37.2	45.9
MEDIUM TRUCK	KS LEQ S LEQ	46.6 47.2		45.1 45.7 54.8	51.9 38.7 36.7 52.2	45.8 37.2 38.0 47.0	45.9 46.4
MEDIUM TRUCK	KS LEQ S LEQ	46.6 47.2 56.6 NOISE IMPAC	TS WITH TOP	45.1 45.7 54.8	51.9 38.7 36.7 52.2 BARRIER SH	45.8 37.2 38.0 47.0	45.9 46.4 56.1
MEDIUM TRUCK	KS LEQ S LEQ DISE	46.6 47.2		45.1 45.7 54.8	51.9 38.7 36.7 52.2	45.8 37.2 38.0 47.0	45.9 46.4
MEDIUM TRUCK HEAVY TRUCKS VEHICULAR NO	KS LEQ S LEQ DISE	46.6 47.2 56.6 NOISE IMPAC	TS WITH TOP	45.1 45.7 54.8 O AND	51.9 38.7 36.7 52.2 BARRIER SH EVEN LEQ 52.2	45.8 37.2 38.0 47.0 IELDING NIGHT LEQ 47.0	45.9 46.4 56.1 CNEL 56.1
MEDIUM TRUCKS HEAVY TRUCKS VEHICULAR NO	KS LEQ S LEQ DISE	46.6 47.2 56.6 NOISE IMPAC PK HR LEQ 56.6	TS WITH TOP	45.1 45.7 54.8 O AND	51.9 38.7 36.7 52.2 BARRIER SH EVEN LEQ 52.2 W/O AMBIEN	45.8 37.2 38.0 47.0 IELDING NIGHT LEQ 47.0	45.9 46.4 56.1 CNEL 56.1 W/ AMBIENT
MEDIUM TRUCKS HEAVY TRUCKS VEHICULAR NO VEHICULAR NO PK HR LEQ WI	KS LEQ S LEQ DISE DISE	46.6 47.2 56.6 NOISE IMPAC PK HR LEQ 56.6	TS WITH TOP  DAY L	45.1 45.7 54.8 O AND	51.9 38.7 36.7 52.2 BARRIER SH EVEN LEQ 52.2 W/O AMBIEN 56.6	45.8 37.2 38.0 47.0 IELDING NIGHT LEQ 47.0	45.9 46.4 56.1 CNEL 56.1 W/ AMBIENT 56.6
MEDIUM TRUCKS HEAVY TRUCKS VEHICULAR NO	KS LEQ S LEQ DISE DISE THOUT TOPEQ WITH TO	A6.6 47.2 56.6  NOISE IMPAC  PK HR LEQ 56.6  O OR BARRIER PO AND BARRIER	TS WITH TOP  DAY L	45.1 45.7 54.8 O AND	51.9 38.7 36.7 52.2 BARRIER SH EVEN LEQ 52.2 W/O AMBIEN	45.8 37.2 38.0 47.0 IELDING NIGHT LEQ 47.0	45.9 46.4 56.1 CNEL 56.1 W/ AMBIENT

PROJECT: ROADWAY: LOCATION:	Palm Aven			oor Patio	(no wall)	JOB #: DATE: BY:	1512-05-08 20-Mar-06 Mike Rosa
20011120117		, -					
ADT =	10,300					PK HR VOL =	1,030
SPEED =	45						
PK HR % =	10						
CTL DIST=	163						
DIST N/F=	36				AUTO SLE D		162.38
DT WALL=	160				MED TRUCK	SLE DIST=	162.25
DT W/OB=	3				HVY TRUCK	SLE DIST=	162.08
HTH WALL=	0.0	****	***				
OBS HTH=	15.0						
AMBIENT=	0.0						
ROADWAY VIE	W:	LF ANGLE:	= -90				
		RT ANGLE:	<b>=</b> 0				
		DF ANGLE:	= 90				
SITE CONDIT	IONS (10≕H			SITE)			
AUTOMOBILE			10	•			
MEDIUM TRU			10		GRADE ADJU	ISTMENT=	0.00
HEAVY TRUC			10			T TO HEAVY T	
		) (Otintt			(ADOUGITADIO	11 10 1111111 1	ito Oito /
BARRIER =		) (0=WALL,	I=DEKM)		EL AUTOMOE	)TIPC	1528.0
PAD EL =	1524.0				EL MEDIUM		1530.0
ROAD EL =	1526.0	•					
GRADE ==	0.1	*			EL HEAVY T	RUCKS =	1534.0
VEHICLE TYP	E			DAY	EVENING	NIGHT	DAIL
AUTOMOBILES				0.775	0.129	0.096	0.9742
MEDIUM TRUC				0.848	0.049	0.103	0.0184
HEAVY TRUCK				0.865	0.027	0.108	0.0074
		NOISE IM	PACTS WIT	THOUT TOPO	OR BARRIER	SHIELDING	
		PK HR LE	Ω	DAY LEQ	EVEN LEQ	NIGHT LEQ	CNEL
AUTOMOBILES	LEQ	59	. 3	57.4	55.7	49.6	58.8
MEDIUM TRUC	<del></del>	50	. 4	48.9	42.5	41.0	49.6
HEAVY TRUCK			. 9	49.5	40.5	41.7	50.2
VEHICULAR N	OISE	60	. 4	58.6	56.0	50.7	59.8
		NOISE IM	PACTS WI	TH TOPO AND	BARRIER SI	HIELDING	
		PK HR LE	<u> </u>	DAY LEQ	EVEN LEQ	NIGHT LEQ	CNEL
VEHICULAR N	OISE		. 4	58.6	56.0	50.7	59.8
					M/O AMPIN	ım.	M/ AMDIEND
		o on			W/O AMBIEN	ит .	W/ AMBIENT
PK HR LEQ W					60.4		60.4
MIT PK HR L	etro <u>. s.</u> pot vermendo sate satu est medest	de una da abien de conservê e da estidar e			60.4	*****	
							LU 0
CNEL WITHOU MIT CNEL WI			<u></u>		59.8 59.8	****	59.8 59.8

SPEED =   45	PROJECT: ROADWAY: LOCATION:	Palm Aven	Preliminary ue al Bldg 3 -	3rd Floor	Patio	(no wall)	JOB #: DATE: BY:	1512-05-08 20-Mar-06 Mike Rosa
SPEED =   45   10	ADT =	10,300					PK HR VOL =	1,030
CTL DIST=								
CTL DIST=	PK HR % ==	10						
DT WALL= 160		163						
DT W/OB= 3	DIST N/F=	36				AUTO SLE I	DISTANCE =	163.36
HTH WALL= 0.0 **********************************	DT WALL=	160				MED TRUCK	SLE DIST=	163.11
OBS HTH= 25.0  AMBIENT= 0.0  ROADWAY VIEW: LF ANGLE= -90  RT ANGLE= 0  DF ANGLE= 90  SITE CONDITIONS (10=HARD SITE, 15=SOFT SITE)  AUTOMOBILES = 10  MEDIUM TRUCKS = 10  HEAVY TRUCKS = 10  GRADE ADJUSTMENT= 0  HEAVY TRUCKS = 10  GRADE ADJUSTMENT TO HEAVY TRUCKS)  BARRIER = 0  (0=WALL, 1=BERM)  PAD EL = 1524.0  ROAD EL = 1526.0  GRADE = 0.1 % EL AUTOMOBILES = 152  VEHICLE TYPE DAY EVENING NIGHT DE  AUTOMOBILES 0.775 0.129 0.096 0.99  MEDIUM TRUCKS 0.848 0.049 0.103 0.0  HEAVY TRUCKS 0.865 0.027 0.108 0.00  NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL  AUTOMOBILES LEQ 59.3 57.4 55.6 49.6 55  MEDIUM TRUCKS LEQ 50.3 48.8 42.5 40.9 4  HEAVY TRUCKS LEQ 50.3 48.8 42.5 40.9 4  HEAVY TRUCKS LEQ 50.9 49.5 40.5 41.7 55  VEHICULAR NOISE 60.3 58.5 56.0 50.7 5	DT W/OB=	3				HVY TRUCK	SLE DIST=	162.70
AMBIENT= 0.0  ROADWAY VIEW: LF ANGLE= -90  RT ANGLE= 90  SITE CONDITIONS (10=HARD SITE, 15=SOFT SITE)  AUTOMOBILES = 10	HTH WALL=	0.0	****	*				
ROADWAY VIEW: LF ANGLE= -90 RT ANGLE= 0 DF ANGLE= 90 SITE CONDITIONS (10=HARD SITE, 15=SOFT SITE) AUTOMOBILES = 10 MEDIUM TRUCKS = 10 HEAVY TRUCKS = 10 ROAD EL = 1524.0 ROAD EL = 1526.0 GRADE = 0.1 %  VEHICLE TYPE  AUTOMOBILES  NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL AUTOMOBILES LEQ 50.3 48.8 42.5 40.9 4 HEAVY TRUCKS LEQ 50.9 49.5 56.0 50.7 5  NOISE IMPACTS WITH TOPO AND BARRIER SHIELDING  VEHICULAR NOISE  ROAD EL = 1524.0 ROAD EL = 1526.0 ROAD EL EL AUTOMOBILES = 152.0 ROAD EL EL AUTOMOBILES = 152.0 ROAD EL AUTOMOBILES = 152.0 ROAD EL EL AUTOMOBILES = 152.0 ROA	OBS HTH=	25.0						
RT ANGLE= 0 DF ANGLE= 90  SITE CONDITIONS (10=HARD SITE, 15=SOFT SITE) AUTOMOBILES = 10  MEDIUM TRUCKS = 10 GRADE ADJUSTMENT= 0 HEAVY TRUCKS = 10 (ADJUSTMENT TO HEAVY TRUCKS)  BARRIER = 0 (0=WALL, 1=BERM) PAD EL = 1524.0 EL AUTOMOBILES = 152 ROAD EL = 1526.0 EL MEDIUM TRUCKS= 153 GRADE = 0.1 % EL HEAVY TRUCKS = 153 VEHICLE TYPE DAY EVENING NIGHT DAY  AUTOMOBILES 0.775 0.129 0.096 0.9 MEDIUM TRUCKS 0.848 0.049 0.103 0.0 HEAVY TRUCKS 0.848 0.049 0.103 0.0 HEAVY TRUCKS 0.865 0.027 0.108 0.00  NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL AUTOMOBILES LEQ 59.3 57.4 55.6 49.6 55 MEDIUM TRUCKS LEQ 50.9 49.5 40.5 41.7 55  VEHICULAR NOISE 60.3 58.5 56.0 50.7 5  NOISE IMPACTS WITH TOPO AND BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL VEHICULAR NOISE 60.3 58.5 56.0 50.7 5	AMBIENT=	0.0						
AUTOMOBILES = 10  MEDIUM TRUCKS = 10  HEAVY TRUCKS = 10  HEAVY TRUCKS = 10  HEAVY TRUCKS = 10  AUTOMOBILES = 1524.0  ROAD EL = 1524.0  ROAD EL = 1526.0  ROAD EL MEDIUM TRUCKS = 153  ROAD EL MEDIUM TRUCKS   0.096	ROADWAY VIE	W:	RT ANGLE=	0				
MEDIUM TRUCKS = 10 GRADE ADJUSTMENT = 0 HEAVY TRUCKS = 10 (ADJUSTMENT TO HEAVY TRUCKS)  BARRIER = 0 (0=WALL,1=BERM)  PAD EL = 1524.0 EL AUTOMOBILES = 152.  GRADE = 0.1 % EL HEAVY TRUCKS = 153.  VEHICLE TYPE DAY EVENING NIGHT DAY  AUTOMOBILES	SITE CONDIT	IONS (10=H	ARD SITE, 15	5=SOFT SIT	Ε)			
HEAVY TRUCKS = 10 (ADJUSTMENT TO HEAVY TRUCKS)  BARRIER = 0 (0=WALL, 1=BERM)  PAD EL = 1524.0  ROAD EL = 1526.0  GRADE = 0.1 %  EL MEDIUM TRUCKS = 153  GRADE = 0.1 %  EL HEAVY TRUCKS = 153  VEHICLE TYPE  DAY EVENING NIGHT  AUTOMOBILES  MEDIUM TRUCKS  0.848 0.049 0.103 0.0  NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL  AUTOMOBILES LEQ 59.3 57.4 55.6 49.6 55  MEDIUM TRUCKS LEQ 50.9 49.5 40.5 41.7 55  VEHICULAR NOISE 60.3 58.5 56.0 50.7 5  NOISE IMPACTS WITH TOPO AND BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL  NOISE IMPACTS WITH TOPO AND BARRIER SHIELDING  PK HR LEQ 50.9 49.5 56.0 50.7 5	AUTOMOBILE	S =	1	0				
BARRIER = 0 (0=WALL, 1=BERM)  PAD EL = 1524.0  ROAD EL = 1526.0  ROAD EL MEDIUM TRUCKS = 153  ROAD EL MEDIUM TRUCKS = 153  ROAD EL MEDIUM TRUCKS   0.096   0.99	MEDIUM TRU	CKS =	1	0		GRADE ADJU	JSTMENT=	0.00
PAD EL = 1524.0  ROAD EL = 1526.0  REL MEDIUM TRUCKS = 1533  DAY EVENING NIGHT DE	HEAVY TRUC	KS =	1	0		(ADJUSTMEN	T TO HEAVY T	RUCKS)
ROAD EL = 1526.0 EL MEDIUM TRUCKS= 1530 GRADE = 0.1 % EL MEDIUM TRUCKS= 1530 VEHICLE TYPE DAY EVENING NIGHT DAY  AUTOMOBILES 0.775 0.129 0.096 0.99 MEDIUM TRUCKS 0.848 0.049 0.103 0.00 MEDIUM TRUCKS 0.865 0.027 0.108 0.00  NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL MEDIUM TRUCKS LEQ 50.3 48.8 42.5 40.9 4 HEAVY TRUCKS LEQ 50.9 49.5 40.5 41.7 50  VEHICULAR NOISE 60.3 58.5 56.0 50.7 5  NOISE IMPACTS WITH TOPO AND BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL OUTDITION OF SHIPPACTS WITH TOPO AND BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL OUTDITION OF SHIPPACTS WITH TOPO AND BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL OUTDITION OF SHIPPACTS WITH TOPO AND BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL OUTDITION OF SHIPPACTS WITH TOPO AND BARRIER SHIELDING	BARRIER =	C	(0=WALL, 1=	BERM)				
DAY   EL   HEAVY TRUCKS   153	PAD EL =	1524.0				EL AUTOMOE	BILES =	1528.0
DAY EVENING   NIGHT   NO. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10	ROAD EL =	1526.0						1530.0
AUTOMOBILES  MEDIUM TRUCKS  MEDIUM TRUCKS  MEAVY TRUCKS   NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING  PK HR LEQ  DAY LEQ  EVEN LEQ  MEDIUM TRUCKS LEQ  MEDIUM TRUCKS LEQ  59.3  57.4  55.6  MEDIUM TRUCKS LEQ  50.3  48.8  42.5  40.9  4  HEAVY TRUCKS LEQ  50.9  49.5  VEHICULAR NOISE  NOISE IMPACTS WITH TOPO AND BARRIER SHIELDING  PK HR LEQ  DAY LEQ  EVEN LEQ  NIGHT LEQ  CNEL  AUTOMOBILES LEQ  50.3  58.5  56.0  TOTAL  ONLY  ONLY	GRADE =	0.1	8			EL HEAVY T	TRUCKS =	1534.0
MEDIUM TRUCKS  0.848 0.049 0.103 0.0  NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL  AUTOMOBILES LEQ 59.3 57.4 55.6 49.6 50.0  MEDIUM TRUCKS LEQ 50.3 48.8 42.5 40.9 4  HEAVY TRUCKS LEQ 50.9 49.5 40.5 41.7 50.0  VEHICULAR NOISE 60.3 58.5 56.0 50.7 5  NOISE IMPACTS WITH TOPO AND BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL  ONISE IMPACTS WITH TOPO AND BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL  ONIGHT LEQ CNEL  ONIGHT LEQ CNEL  ONIGHT LEQ CNEL	VEHICLE TYP	E			DAY	EVENING	S NIGHT	DAILY
NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING	AUTOMOBILES				0.775	0.129	0.096	0.9742
NOISE IMPACTS WITHOUT TOPO OR BARRIER SHIELDING   PK HR LEQ   DAY LEQ   EVEN LEQ   NIGHT LEQ   CNEL	MEDIUM TRUC	KS			0.848	0.049	0.103	0.0184
PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL AUTOMOBILES LEQ 59.3 57.4 55.6 49.6 59.3 48.8 42.5 40.9 49.6 49.6 59.3 48.8 42.5 40.9 49.5 40.5 41.7 59.0 49.5 40.5 41.7 59.0 49.5 40.5 41.7 59.0 49.5 40.5 41.7 59.0 49.5 40.5 41.7 59.0 49.5 40.5 41.7 59.0 49.5 40.5 41.7 59.0 49.5 40.5 40.5 41.7 59.0 49.5 40.5 40.5 41.7 59.0 49.5 40.5 40.5 41.7 59.0 49.5 40.5 40.5 41.7 59.0 49.6 40.5 40.5 41.7 59.0 49.6 40.5 40.5 41.7 59.0 49.6 40.5 40.5 41.7 59.0 49.6 40.5 40.5 41.7 59.0 49.6 40.5 40.5 41.7 59.0 49.6 40.5 40.9 40.5 40.5 41.7 59.0 49.6 40.5 40.9 40.5 40.5 40.9 40.5 40.5 40.9 40.5 40.5 40.9 40.5 40.5 40.5 40.9 40.5 40.5 40.5 40.9 40.5 40.5 40.5 40.9 40.5 40.5 40.5 40.5 40.5 40.9 40.5 40.5 40.5 40.5 40.5 40.5 40.9 40.5 40.5 40.5 40.5 40.5 40.5 40.5 40.5	HEAVY TRUCK	S			0.865	0.027	0.108	0.0074
AUTOMOBILES LEQ 59.3 57.4 55.6 49.6 55.6 MEDIUM TRUCKS LEQ 50.3 48.8 42.5 40.9 4 HEAVY TRUCKS LEQ 50.9 49.5 40.5 41.7 55.6 VEHICULAR NOISE 60.3 58.5 56.0 50.7 5.7 5.0      NOISE IMPACTS WITH TOPO AND BARRIER SHIELDING			NOISE IMPA	CTS WITHOU	т торо	OR BARRIER	SHIELDING	
AUTOMOBILES LEQ 59.3 57.4 55.6 49.6 56  MEDIUM TRUCKS LEQ 50.3 48.8 42.5 40.9 4  HEAVY TRUCKS LEQ 50.9 49.5 40.5 41.7 55  VEHICULAR NOISE 60.3 58.5 56.0 50.7 5  NOISE IMPACTS WITH TOPO AND BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL  VEHICULAR NOISE 60.3 58.5 56.0 50.7 5			PK HR LEQ	DAY	LEQ	EVEN LEQ	NIGHT LEQ	CNEL
NOISE IMPACTS WITH TOPO AND BARRIER SHIELDING	AUTOMOBILES	LEQ			57.4	55.6	49.6	58.8
VEHICULAR NOISE 60.3 58.5 56.0 50.7 5  NOISE IMPACTS WITH TOPO AND BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL  VEHICULAR NOISE 60.3 58.5 56.0 50.7 5	MEDIUM TRUC	KS LEQ	50.3		48.8	42.5	40.9	49.6
NOISE IMPACTS WITH TOPO AND BARRIER SHIELDING  PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL  VEHICULAR NOISE 60.3 58.5 56.0 50.7 5	HEAVY TRUCK	S LEQ	50.9		49.5	40.5	41.7	50.2
PK HR LEQ DAY LEQ EVEN LEQ NIGHT LEQ CNEL VEHICULAR NOISE 60.3 58.5 56.0 50.7 5	VEHICULAR N	OISE	60.3		58.5	56.0	50.7	59.8
VEHICULAR NOISE 60.3 58.5 56.0 50.7 5			NOISE IMPA	CTS WITH T	OPO AND	BARRIER SE	HIELDING	
VEHICULAR NOISE 60.3 58.5 56.0 50.7 5			PK HR LEO	DAY	LEO	EVEN LEO	NIGHT LEQ	CNEL
	VEHICULAR N	OISE	_					59.8
W/O AMBIENT W/ AMBIENT						W/O AMBIEN	)T	W/ AMBIENT
PK HR LEQ WITHOUT TOPO OR BARRIER = 60.3	PK HR LEO W	TTHOUT TOP	OR BARRIE	₹ =		60.3		60.3
MIT PK HR LEQ WITH TOPO AND BARRIER = 60.3 ****** 6						60.3	*****	60.3
		_		===		59.8		59.8
				<del></del>		59.8	*****	59.8

ROADWAY:	Palm Avenue	eliminary				JOB #: DATE:	1512-05-08 20-Mar-06
LOCATION:	Residential		st Floor	Facade	(no wall)	BY:	Mike Rosa
LOCATION:	Keardencrar	Diag 5 i	36 11001	rucuuc	(110 11411)		
ADT =	10,300					PK HR VOL =	1,030
SPEED =	45						
PK HR % =	10						
CTL DIST=	145						
DIST N/F=	36				AUTO SLE D	ISTANCE =	143.89
OT WALL=	145				MED TRUCK	SLE DIST=	143.88
OT W/OB=	0				HVY TRUCK	SLE DIST=	143.95
HTH WALL=	0.0	*****					
OBS HTH=	5.0						
AMBIENT=	0.0						
ROADWAY VIEW		F ANGLE=	-90				
ROADWAI VIEW		T ANGLE=	90				
		F ANGLE=	180				
armo constant		_		7.\			
	ONS (10=HAR		SOFT SITE	5)			
AUTOMOBILES		15					0.00
MEDIUM TRUC	CKS =	15			GRADE ADJU		0.00
HEAVY TRUCK		15			(ADJUSTMEN	T TO HEAVY T	RUCKS)
BARRIER =	0 (	0=WALL, 1=BE	RM)				
PAD EL =	1524.5				EL AUTOMOB		1528.0
ROAD EL =	1526.0				EL MEDIUM		1530.0
GRADE =	0.1 %	ı			EL HEAVY T	RUCKS =	1534.0
VEHICLE TYPE	E			DAY	EVENING	NIGHT	DAIL
				0.775	0.129	0.096	0.9742
ATTOMODET TO				0.775	0.123	0.050	0.5/42
				0.040	0 040	0 103	0 0194
MEDIUM TRUCK				0.848	0.049	0.103	0.0184
AUTOMOBILES MEDIUM TRUCK HEAVY TRUCKS				0.848 0.865	0.049 0.027	0.103 0.108	0.0184 0.0074
MEDIUM TRUCK	3	OISE IMPACT	s WITHOU	0.865	0.027	0.108	
MEDIUM TRUCK	N 	OISE IMPACT		0.865	0.027	0.108	
MEDIUM TRUCK HEAVY TRUCKS	S N			0.865 T TOPO	0.027 OR BARRIER	0.108	0.0074
MEDIUM TRUCK HEAVY TRUCKS MEAVY TRUCKS	N N E LEQ	PK HR LEQ 59.3		0.865 F TOPO ( LEQ 57.4	0.027 OR BARRIER EVEN LEQ	0.108 SHIELDING NIGHT LEQ 49.6	0.0074 CNEL 58.8
MEDIUM TRUCK HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCK	N E LEQ (S LEQ	K HR LEQ		0.865 F TOPO (	0.027 OR BARRIER EVEN LEQ 55.7	0.108 SHIELDING NIGHT LEQ 49.6	0.0074 CNEL 58.8
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS	N LEQ KS LEQ S LEQ	FK HR LEQ 59.3 50.4		0.865 F TOPO ( LEQ 57.4 48.9	O.027 OR BARRIER EVEN LEQ 55.7 42.5	0.108 SHIELDING NIGHT LEQ 49.6 41.0	0.0074 CNEL 58.8 49.7
MEDIUM TRUCK	E LEQ S LEQ DISE	59.3 50.4 50.9	DAY	0.865 F TOPO ( LEQ 57.4 48.9 49.5	0.027 OR BARRIER EVEN LEQ 55.7 42.5 40.5	0.108  SHIELDING  NIGHT LEQ 49.6 41.0 41.7	CNEL 58.8 49.7 50.2
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS	LEQ KS LEQ S LEQ	59.3 50.4 50.9 60.4	DAY	0.865  T TOPO ( LEQ 57.4 48.9 49.5 58.6 OPO AND	0.027 OR BARRIER EVEN LEQ 55.7 42.5 40.5 56.0	0.108 SHIELDING NIGHT LEQ 49.6 41.0 41.7 50.7	CNEL 58.8 49.7 50.2
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS HEAVY TRUCKS	LEQ KS LEQ E LEQ DISE	59.3 50.4 50.9	DAY S WITH TO	0.865  T TOPO ( LEQ 57.4 48.9 49.5 58.6 OPO AND LEQ	0.027 OR BARRIER EVEN LEQ 55.7 42.5 40.5 56.0 BARRIER SE	0.108  SHIELDING  NIGHT LEQ 49.6 41.0 41.7	CNEL 58.8 49.7 50.2 59.8
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS HEAVY TRUCKS	LEQ KS LEQ E LEQ DISE	59.3 50.4 50.9 60.4	DAY S WITH TO	0.865  T TOPO (  LEQ 57.4 48.9 49.5 58.6   OPO AND LEQ 58.6	O.027 OR BARRIER EVEN LEQ 55.7 42.5 40.5 56.0  BARRIER SE EVEN LEQ 56.0	O.108  SHIELDING  NIGHT LEQ 49.6 41.0 41.7  50.7  RIELDING  NIGHT LEQ 50.7	CNEL 58.8 49.7 50.2 59.8
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS HEAVY TRUCKS VEHICULAR NO	LEQ (S LEQ S LEQ DISE	FK HR LEQ 59.3 50.4 50.9 60.4 FOISE IMPACT FK HR LEQ 60.4	DAY S WITH TO	0.865  T TOPO (  LEQ 57.4 48.9 49.5 58.6   OPO AND LEQ 58.6	O.027 OR BARRIER EVEN LEQ 55.7 42.5 40.5 56.0  BARRIER SE EVEN LEQ 56.0	O.108  SHIELDING  NIGHT LEQ 49.6 41.0 41.7  50.7  RIELDING  NIGHT LEQ 50.7	CNEL 58.8 49.7 50.2 59.8  CNEL 59.8
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS HEAVY TRUCKS WEHICULAR NO	LEQ (S LEQ DISE  DISE  THOUT TOPO	FK HR LEQ 59.3 50.4 50.9 60.4 OISE IMPACT FK HR LEQ 60.4	DAY DAY	0.865  T TOPO (  LEQ 57.4 48.9 49.5 58.6   OPO AND LEQ 58.6	O.027  OR BARRIER  EVEN LEQ 55.7 42.5 40.5  56.0  BARRIER SE  EVEN LEQ 56.0  W/O AMBIEN 60.4	O.108  SHIELDING  NIGHT LEQ 49.6 41.0 41.7  50.7  RIELDING  NIGHT LEQ 50.7	CNEL 58.8 49.7 50.2 59.8  CNEL 59.8  W/ AMBIENT 60.4
MEDIUM TRUCK HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCK HEAVY TRUCKS VEHICULAR NO	LEQ (S LEQ S LEQ DISE	FK HR LEQ 59.3 50.4 50.9 60.4  OISE IMPACT FK HR LEQ 60.4  OR BARRIER AND BARRIER	DAY DAY	0.865  T TOPO (  LEQ 57.4 48.9 49.5 58.6   OPO AND LEQ 58.6	O.027 OR BARRIER EVEN LEQ 55.7 42.5 40.5 56.0  BARRIER SE EVEN LEQ 56.0	O.108  SHIELDING  NIGHT LEQ 49.6 41.0 41.7  50.7  RIELDING  NIGHT LEQ 50.7	CNEL 58.8 49.7 50.2 59.8  CNEL 59.8  W/ AMBIENT 60.4

ROADWAY: LOCATION:		ue		i Floor	Facade	(no wall)	JOB #: DATE: BY:	1512-05-08 20-Mar-06 Mike Rosa
ADT =	10,300						PK HR VOL =	1,030
SPEED =	45							
PK HR % =	10							
CTL DIST=	145							
DIST N/F=	36					AUTO SLE I	DISTANCE =	144.34
DT WALL=	145					MED TRUCK	SLE DIST=	144.19
DT W/OB=	0					HVY TRUCK	SLE DIST=	143.98
HTH WALL=	0.0	***	****					
OBS HTH=	15.0							
AMBIENT=	0.0							
ROADWAY VIE	W:	LF ANGI	E=	-90				
		RT ANG	E=	90				
		DF ANGI	E=	180				
SITE CONDIT	IONS (10=H	ARD SITE	, 15=SC	OFT SITE	Ξ)			
AUTOMOBILE			10					
MEDIUM TRU	CKS =		10			GRADE ADJU	STMENT=	0.00
HEAVY TRUC			10			(ADJUSTMEN	IT TO HEAVY T	RUCKS)
BARRIER =		(O=WALI		<b>M</b> )		,		·
PAD EL =		(0 ///	-,			EL AUTOMOE	BILES =	1528.0
ROAD EL =	1526.0					EL MEDIUM		1530.0
GRADE =	0.1	S <sub>c</sub>				EL HEAVY T		1534.0
014122	0.1							
VEHICLE TYP	E				DAY	EVENING	NIGHT	DAILY
AUTOMOBILES					0.775	0.129	0.096	0.9742
MEDIUM TRUC					0.848	0.049	0.103	0.0184
HEAVY TRUCK					0.865	0.027	0.108	0.0074
		NOISE 1	MPACTS	WITHOU	T TOPO (	OR BARRIER	SHIELDING	
		PK HR I	EQ	DAY	LEQ	EVEN LEQ	NIGHT LEQ	CNEL
AUTOMOBILES	LEQ		62.8		61.0	59.2	53.1	62.4
			53.9		52.4	46.0	44.5	53.2
	KS LEQ				02.1	40.0	11.5	
MEDIUM TRUC			54.5		53.0	44.0	45.3	53.7
MEDIUM TRUC HEAVY TRUCK VEHICULAR N	S LEQ		54.5 63.9	40000				63.4
MEDIUM TRUC HEAVY TRUCK	S LEQ		63.9	WITH TO	53.0	44.0	45.3 54.3	
MEDIUM TRUC HEAVY TRUCK	S LEQ	NOISE 1	63.9		53.0 62.1 OPO AND	44.0 59.5 BARRIER SE	45.3 54.3 HIELDING	63.4
MEDIUM TRUC HEAVY TRUCK VEHICULAR N	S LEQ OISE	NOISE I	63.9		53.0	59.5	45.3 54.3	
MEDIUM TRUC HEAVY TRUCK	S LEQ OISE	NOISE I	63.9 MPACTS		53.0 62.1 OPO AND	44.0 59.5 BARRIER SH	45.3  54.3  HIELDING  NIGHT LEQ  54.3	63.4 CNEL
MEDIUM TRUCK HEAVY TRUCK VEHICULAR No	S LEQ OISE OISE	NOISE I	MPACTS LEQ 63.9		53.0 62.1 OPO AND	44.0 59.5  BARRIER SH EVEN LEQ 59.5  W/O AMBIEN	45.3  54.3  HIELDING  NIGHT LEQ  54.3	CNEL 63.4
MEDIUM TRUCK HEAVY TRUCK VEHICULAR No VEHICULAR No PK HR LEQ W	S LEQ OISE OISE	NOISE I	MPACTS LEQ 63.9 RIER	DAY	53.0 62.1 OPO AND	BARRIER SEEVEN LEQ 59.5 W/O AMBIEN 63.9	45.3  54.3  HIELDING  NIGHT LEQ  54.3	CNEL 63.4 W/ AMBIENT 63.9
MEDIUM TRUCK HEAVY TRUCK VEHICULAR No	S LEQ  OISE  OISE  ITHOUT TOPE  EQ WITH TO	NOISE I PK HR I O OR BAR PO AND B	MPACTS EQ 63.9 RIER ARRIER	DAY	53.0 62.1 OPO AND	44.0 59.5  BARRIER SH EVEN LEQ 59.5  W/O AMBIEN	45.3 54.3 HIELDING NIGHT LEQ 54.3	CNEL 63.4 W/ AMBIENT

PROJECT:	Parkside F		nary				JOB #: DATE:	1512-05-08 20-Mar-06
ROADWAY:	Palm Avenu		. າ າ	محمداتا أم	Francis	/no vin 111		Mike Rosa
LOCATION:	Residentia	ir Brad	; 3 - 3E	d Floor	racade	(no wall)	ы.	MIRE NOSA
ADT =	10,300						PK HR VOL =	1,030
SPEED =	45							
PK HR % =	10					•		
CTL DIST=	145							
DIST N/F=	36					AUTO SLE D	DISTANCE =	145.48
DT WALL=	145					MED TRUCK	SLE DIST=	145.19
OT W/OB=	0					HVY TRUCK	SLE DIST=	144.71
HTH WALL=	0.0	**	*****					
OBS HTH=	25.0							
AMBIENT=	0.0							
ROADWAY VIE	₩:	LF ANO	GLE=	-90				
		RT ANG	GLE=	90				
		DF ANO		180				
SITE CONDIT	IONS (10=H/	ARD SIT	E, 15=S	OFT SITE	Ē)			
AUTOMOBILES			10					
MEDIUM TRUG	CKS =		10			GRADE ADJU	JSTMENT=	0.00
HEAVY TRUCK			10				T TO HEAVY T	RUCKS)
BARRIER =		TAW=0)	LL,1=BER	(M)		(11500511121		,
PAD EL =	1524.5	(0 1121	JD, I DDI.	43,		EL AUTOMOE	STLES =	1528.0
ROAD EL =	1526.0					EL MEDIUM		1530.0
GRADE =	0.1	ş				EL HEAVY T		1534.0
314122	0.1	Ū						
VEHICLE TYPE	Ξ				DAY	EVENING	S NIGHT	DAII
AUTOMOBILES					0.775	0.129	0.096	0.9742
MEDIUM TRUCI	KS				0.848	0.049	0.103	0.0184
HEAVY TRUCKS	S				0.865	0.027	0.108	0.0074
		NOTSE	ТМРАСТС	יווסאידוש ז	T TOPO I	OR BARRIER	SHIPI DING	
		HOTOD	111111010	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	L LOLO .			
		PK HR	-	DAY	LEQ	EVEN LEQ	NIGHT LEQ	CNEL
		PK HR	62.8	DAY	60.9	EVEN LEQ 59.1	NIGHT LEQ 53.1	62.3
MEDIUM TRUCI	KS LEQ	PK HR	62.8 53.9	DAY	60.9 52.4	EVEN LEQ 59.1 46.0	NIGHT LEQ 53.1 44.4	62.3 53.1
AUTOMOBILES MEDIUM TRUCK HEAVY TRUCK:	KS LEQ	PK HR	62.8	DAY	60.9	EVEN LEQ 59.1 46.0	NIGHT LEQ 53.1	62.3
MEDIUM TRUCK HEAVY TRUCKS	KS LEQ S LEQ	PK HR	62.8 53.9	DAY	60.9 52.4	EVEN LEQ 59.1 46.0	NIGHT LEQ 53.1 44.4 45.2	62.3 53.1
MEDIUM TRUCK HEAVY TRUCKS	KS LEQ S LEQ		62.8 53.9 54.4		60.9 52.4 53.0	EVEN LEQ 59.1 46.0 44.0	NIGHT LEQ 53.1 44.4 45.2 54.2	62.3 53.1 53.7
MEDIUM TRUCK HEAVY TRUCKS	KS LEQ S LEQ	NOISE	62.8 53.9 54.4 63.9	S WITH TO	60.9 52.4 53.0 62.1	EVEN LEQ 59.1 46.0 44.0 59.5	NIGHT LEQ 53.1 44.4 45.2 54.2	62.3 53.1 53.7
MEDIUM TRUCK MEAVY TRUCK MEHICULAR NO	KS LEQ S LEQ OISE		62.8 53.9 54.4 63.9	S WITH TO	60.9 52.4 53.0	EVEN LEQ 59.1 46.0 44.0	NIGHT LEQ 53.1 44.4 45.2 54.2	62.3 53.1 53.7 63.3
MEDIUM TRUCK HEAVY TRUCK VEHICULAR NO	KS LEQ S LEQ OISE	NOISE	62.8 53.9 54.4 63.9 IMPACTS	S WITH TO	60.9 52.4 53.0 62.1	EVEN LEQ 59.1 46.0 44.0 59.5 BARRIER SE	NIGHT LEQ 53.1 44.4 45.2 54.2 HIELDING NIGHT LEQ 54.2	62.3 53.1 53.7 63.3
MEDIUM TRUCK HEAVY TRUCKS WEHICULAR NO	KS LEQ S LEQ OISE	NOISE PK HR	62.8 53.9 54.4 63.9 IMPACTS LEQ 63.9	S WITH TO	60.9 52.4 53.0 62.1	EVEN LEQ 59.1 46.0 44.0 59.5 BARRIER SH	NIGHT LEQ 53.1 44.4 45.2 54.2 HIELDING NIGHT LEQ 54.2	62.3 53.1 53.7 63.3 CNEL
MEDIUM TRUCKS  WEHICULAR NO  WEHICULAR NO  WEHICULAR NO  WEHICULAR NO  PK HR LEQ W:	KS LEQ S LEQ OISE OISE	NOISE PK HR	62.8 53.9 54.4 63.9 IMPACTS LEQ 63.9	DAY	60.9 52.4 53.0 62.1	EVEN LEQ 59.1 46.0 44.0 59.5 BARRIER SE EVEN LEQ 59.5 W/O AMBIEN 63.9	NIGHT LEQ 53.1 44.4 45.2 54.2 HIELDING NIGHT LEQ 54.2	62.3 53.1 53.7 63.3 CNEL 63.3 W/ AMBIENT 63.9
MEDIUM TRUCI	KS LEQ S LEQ OISE OISE ITHOUT TOPO	NOISE PK HR O OR BA	62.8 53.9 54.4 63.9 IMPACTS LEQ 63.9	DAY	60.9 52.4 53.0 62.1	EVEN LEQ 59.1 46.0 44.0 59.5  BARRIER SE EVEN LEQ 59.5	NIGHT LEQ 53.1 44.4 45.2 54.2 HIELDING NIGHT LEQ 54.2	62.3 53.1 53.7 63.3 CNEL 63.3 W/ AMBIENT 63.9

ROADWAY: Palm Ave	e Preliminary enue tial Bldg 4 - 1:	st Floor	Patio	(no wall)	JOB #: DATE: BY:	1512-05-08 27-Feb-06 Mike Rosa
ADT = 10,30	.0				PK HR VOL =	1,030
	5				110 1110 101	2,000
	0					
CTL DIST= 14						
DIST N/F= 3				AUTO SLE I	DISTANCE =	146.91
DT WALL= 14					SLE DIST=	146.90
DT W/OB=	3			HVY TRUCK		146.97
HTH WALL= 0.				1111 2110021		
OBS HTH= 5.	· ·					
		90				
ROADWAY VIEW:	LF ANGLE=					
	RT ANGLE=	90				
	DF ANGLE=	180	7.			
SITE CONDITIONS (10:		SOFT SITE	5)			
AUTOMOBILES =	15					0.00
MEDIUM TRUCKS =	15			GRADE ADJU		0.00
HEAVY TRUCKS =	15			(ADJUSTMEN	T TO HEAVY T	RUCKS)
BARRIER =	0 (0=WALL, 1=BE	RM)				4505:5
PAD EL = $1524$ .	0			EL AUTOMOE		1527.5
ROAD EL = $1525$ .				EL MEDIUM		1529.5
GRADE = 0.	1 %			EL HEAVY T	RUCKS =	1533.5
VEHICLE TYPE			DAY	EVENING	NIGHT	DAILY
AUTOMOBILES			0.775	0,129	0.096	0.9742
MEDIUM TRUCKS			0.848	0.049	0.103	0.0184
HEAVY TRUCKS			0.865	0.027	0.108	0.0074
	NOISE IMPACT	s WITHOU	r TOPO	OR BARRIER	SHIELDING	
	PK HR LEQ	DAY	LEQ	EVEN LEQ	NIGHT LEQ	CNEL
AUTOMOBILES LEQ	59.2		57.3	55.5	49.5	58.7
MEDIUM TRUCKS LEQ	50.2		48.7	42.4	40.8	49.5
HEAVY TRUCKS LEQ	50.8		49.4	40.3	41.6	50.1
VEHICULAR NOISE	60.2		58.4	55.9	50.6	59.7
	NOISE IMPACT	S WITH TO	OPO AND	BARRIER SH	HIELDING	
	PK HR LEO	YAG	LEO	EVEN LEO	NIGHT LEQ	CNEL
VEHICULAR NOISE	60.2	2111	58.4	_		59.7
				w/o AMBIEN	IT	W/ AMBIENT
PK HR LEQ WITHOUT TO	DPO OR BARRIER	<b>=</b>		60.2		60.2
MIT PK HR LEQ WITH		? =		60.2	*****	
CNEL WITHOUT TOPO A				59.7		59.7
MIT CNEL WITH TOPO A		<del>-</del>		59.7	*****	

PROJECT: ROADWAY:	Parkside F	Preliminary le				JOB #: DATE:	1512-05-08 27-Feb-06
LOCATION:		al Bldg 4 -	2nd Floor	Patio	(no wall)	BY:	Mike Rosa
ADT =	10,300					PK HR VOL =	1,030
SPEED =	45						
PK HR % =	10						
CTL DIST=	148						
DIST N/F=	36				AUTO SLE D	ISTANCE =	147.35
DT WALL=	145				MED TRUCK	SLE DIST=	147.21
DT W/OB=	3				HVY TRUCK	SLE DIST=	147.00
HTH WALL=	0.0	*****	*				
OBS HTH=	15.0						
AMBIENT=	0.0						
ROADWAY VIE		LF ANGLE=	-90				
KOADWAI VIE	•	RT ANGLE=	90				
		DF ANGLE=	180				
פדיים מאודיי	TONS /10=H7	ARD SITE, 15		e.)			
AUTOMOBILE		10 5111, 13		/			
	-				GRADE ADJU	cmwbин-	0.00
MEDIUM TRU		10			_	T TO HEAVY T	
HEAVY TRUC		10			(ADJUSTMEN	T IO HEAVI I	RUCKSI
BARRIER =		(0=WALL,1=F	BERM)			TI DO -	1527.5
PAD EL =	1524.0				EL AUTOMOB		
ROAD EL =	1525.5				EL MEDIUM		1529.5
GRADE =	0.1	6			EL HEAVY T	RUCKS =	1533.5
VEHICLE TYP	E			DAY	EVENING	NIGHT	DAIL
AUTOMOBILES				0.775	0.129	0.096	0.9742
MEDIUM TRUC	KS			0.848	0.049	0.103	0.0184
HEAVY TRUCK	S			0.865	0.027	0.108	0.0074
		NOISE IMPAC	CTS WITHOU	T TOPO	OR BARRIER	SHIELDING	
		PK HR LEO	DAY	LEQ	EVEN LEO	NIGHT LEQ	CNEL
AUTOMOBILES	LEO	62.8		60.9	59.1	53.0	62.3
MEDIUM TRUC	_	53.8		52.3		44.4	53.1
HEAVY TRUCK		54.4			43.9	45.2	53.6
VEHICULAR N	OISE	63.8		62.0	59.4	54.2	63.3
		NOISE IMPAC	CTS WITH T	OPO AND	BARRIER SH	IIELDING	
		PK HR LEQ	YAG	LEQ	EVEN LEQ	NIGHT LEQ	CNEL
VEHICULAR N	OISE	63.8			59.4	54.2	
					w/o AMBIEN	ſΤ	W/ AMBIENT
PK HR LEO W	ITHOUT TOP	OR BARRIER	( ==		63.8		63.8
		PO AND BARRI			63.8	*****	63.8
u jedi szczilkio objir monein bede ben od sziech minein men z dez	Reserve merculance organization de communication	en de neme 655 con industrimo de 65 de 2000 en 1986 de		******	63.3		63.3
CNEL WITHOU'	T TOPO AND	DAKKIEK	==		63.3		03.3

ROADWAY:	Parkside E Palm Avenu Residentia	ıe		rd Fl	oor	Patio	(no wall)	JOB #: DATE: BY:	1512-05-08 27-Feb-06 Mike Rosa
LOCATION: 1	Kesidentic	ir brug	4 5.	LG FI	.001	racio	(IIO WALL)	21.	
ADT =	10,300							PK HR VOL =	1,030
SPEED =	45								
PK HR % =	10								
CTL DIST=	148								
DIST N/F=	36						AUTO SLE I	DISTANCE =	148.47
DT WALL=	145						MED TRUCK	SLE DIST=	148.19
DT W/OB=	3						HVY TRUCK	SLE DIST=	147.72
HTH WALL=	0.0	***	****						
OBS HTH=	25.0								
AMBIENT=	0.0								*
ROADWAY VIEW		LF ANGI	E=	-90					
1(0112111111111111111111111111111111111	•	RT ANGI		90					
		DF ANGI		180					
SITE CONDITION	าทร (10=нд					١			
AUTOMOBILES	=	MD DIIL	10	5011	5112	,			
			10				GRADE ADJU	ISTMENT=	0.00
MEDIUM TRUCK			10					T TO HEAVY	
HEAVY TRUCKS		(O 5333 T T		DW)			(ADOUGHED	VI 10 11111VI 1	INCOND,
BARRIER =		(O=WALI	ı, I≖BE.	RM)			EL AUTOMOE	BILES =	1527.5
PAD EL =	1524.0						EL MEDIUM		1529.5
ROAD EL =	1525.5						EL HEAVY T		1533.5
GRADE =	0.1	ቼ					EL HEAVI I	IRUCKS -	1333.3
VEHICLE TYPE						DAY	EVENING	NIGH	r DAIL
AUTOMOBILES						0.775	0,129	0.096	0.9742
MEDIUM TRUCKS	5					0.848	0.049	0.103	0.0184
HEAVY TRUCKS	5		•			0.865	0.027	0.108	0.0074
		NOISE 1	MPACT	s WIT	TUOHT	TOPO	OR BARRIER	SHIELDING	
		PK HR I	ĿΕQ		DAY	LEQ	EVEN LEQ	NIGHT LEQ	CNEL
AUTOMOBILES 1	LEQ		62.7			60.8	59.1	53.0	62.2
MEDIUM TRUCKS	S LEQ	,	53.8			52.3	45.9	44.4	53.1
HEAVY TRUCKS	LEQ		54.4			52.9	43.9	45.1	53.6
VEHICULAR NO	ISE		63.8			62.0	59.4	54.1	63.2
		NOISE 1	MPACT	s WIT	гн тс	PO AND	BARRIER SI	HIELDING	
		PK HR I	.EO		DAV	LEQ	EVEN LEO	NIGHT LEQ	CNEL
VEHICULAR NO	ISE		63.8		I	62.0	-	54.1	
							W/O AMBIEN	J.T.	W/ AMBIENT
DW 11D 120 111	nuorm more	מינת חטי	סקדם	_			63.8	••	63.8
PK HR LEQ WIT				 D			63.8	****	
MIT PK HR LEG							63.2		63.2
CNEL WITHOUT				===			63.2	*****	
MIT CNEL WITH	H TOPO AND	BARRIE	K	==			63.2		05.2

	Parkside I Palm Avenu	Preliminar ue	У			JOB #: DATE:	1512-05-08 27-Feb-06
			- 1st F1	oor Facade	(no wall)	BY:	Mike Rosa
ADT =	10,300					PK HR VOL =	1,030
SPEED =	45						
PK HR % =	10						
CTL DIST=	160						
DIST N/F=	36				AUTO SLE D	ISTANCE =	158.99
DT WALL=	160				MED TRUCK	SLE DIST=	158.99
DT W/OB=	0				HVY TRUCK	SLE DIST=	159.05
HTH WALL=	0.0	****	***				
OBS HTH=	5.0						
AMBIENT=	0.0						
ROADWAY VIEW	:	LF ANGLE=	- 90				
		RT ANGLE=	= 90				
		DF ANGLE=	= 180				
SITE CONDITI	ONS (10=H)	ARD SITE,	15=SOFT	SITE)			
AUTOMOBILES	=		15				
MEDIUM TRUC	KS =		15		GRADE ADJU	STMENT=	0.00
HEAVY TRUCK	S =		15		(ADJUSTMEN	T TO HEAVY T	RUCKS)
BARRIER =	0	(0=WALL,1	L=BERM)				
PAD EL =	1524.0				EL AUTOMOB	ILES =	1527.5
ROAD EL =	1525.5				EL MEDIUM	TRUCKS=	1529.5
GRADE =	0.1	Q.			EL HEAVY T	RUCKS =	1533.5
VEHICLE TYPE				DAY	EVENING	NIGHT	DAIL
VENICLE IIFE				DHI	DVENTING		
AUTOMOBILES				0.775	0.129	0.096	0.9742
MEDIUM TRUCK	S			0.848	0.049	0.103	0.0184
HEAVY TRUCKS				0.865	0.027	0.108	0.0074
		NOISE IM	PACTS WIT	HOUT TOPO	OR BARRIER	SHIELDING	
		PK HR LE	2	DAY LEQ	EVEN LEQ	NIGHT LEQ	CNEL
AUTOMOBILES	LEQ	58	.7	56.8	55.0	49.0	58.2
MEDIUM TRUCK	S LEQ	49	.7	48.2	41.9	40.3	49.0
HEAVY TRUCKS	LEQ	50	.3	48.9	39.8	41.1	49.6
VEHICULAR NO	ISE	59	.7	57.9	55.3	50.1	59.2
		NOISE IM	PACTS WIT	TH TOPO AND	BARRIER SH	HIELDING	
		PK HR LE	2	DAY LEQ	EVEN LEQ	NIGHT LEQ	CNEL
			-	57 <b>.</b> 9	55.3	50.1	59.2
VEHICULAR NO	ISE	59	• /	31.9			
VEHICULAR NO	ISE	59	• /	37.9	W/O AMBIEN	PΤ	W/ AMBIENT
				31.9		PΤ	
VEHICULAR NO PK HR LEQ WI MIT PK HR LE	THOUT TOP	O OR BARRI	ER =	37.9	W/O AMBIEN	)T *****	59.7
PK HR LEQ WI	THOUT TOPO	O OR BARRI PO AND BAF	ER =	37.9	W/O AMBIEN		59.7

ROADWAY: Pa	rkside P lm Avenu sidentia	е		nd Fl	oor	Facade	(no wall)	JOB #: DATE: BY:	1512- 27-Fe Mike	b-06
ADT =	10,300							PK HR VOL	=	1,030
SPEED =	. 45									
PK HR % =	10									
CTL DIST=	160									
DIST N/F=	36						AUTO SLE I			159.40
DT WALL=	160						MED TRUCK	SLE DIST=		159.27
DT W/OB=	0						HVY TRUCK	SLE DIST=		159.08
HTH WALL=	0.0	**	****							
OBS HTH=	15.0									
AMBIENT=	0.0									
ROADWAY VIEW:		LF ANG	ELE=	-90						
		RT ANG	LE=	90						
		DF ANG	GLE=	180						
SITE CONDITION	S (10=HA	RD SIT	E, 15=	SOFT :	SITE	)				
AUTOMOBILES	==		10							
MEDIUM TRUCKS	===		10				GRADE ADJU	JSTMENT=		0.00
HEAVY TRUCKS			10				(ADJUSTMEN	TO HEAVY	TRUCKS)	
BARRIER =		(O=WAI	L,1=BE	RM)						
	1524.0	, -	-,	•			EL AUTOMOR	BILES =		1527.5
	1525.5						EL MEDIUM	TRUCKS=		1529.5
GRADE =	0.1	움					EL HEAVY T	RUCKS =		1533.5
0.0.02										
VEHICLE TYPE						DAY	EVENING	S NIG	нт	DAILY
AUTOMOBILES						0.775	0.129	0.09	6	0.9742
MEDIUM TRUCKS						0.848	0.049	0.10	3	0.0184
HEAVY TRUCKS						0.865	0.027	0.10	В	0.0074
	<del></del>	NOISE	IMPACT	S WIT	HOUT	TOPO	OR BARRIER	SHIELDING		
		PK HR	LEO		DAY	LEQ	EVEN LEO	NIGHT LEO		CNEL
AUTOMOBILES LEG			62.4			60.5	58.8	52.		61.9
MEDIUM TRUCKS	_		53.5			52.0	45.6	44.		52.7
HEAVY TRUCKS L			54.0			52.6		44.		53.3
						61.7	59.1	53.	q	62.9
VEHICULAR NOIS	ᆫ		63.5			01./	23.1	55.	J	02.9
	-	NOISE	IMPACT	S WIT	н то	PO AND	BARRIER SE	HIELDING		
	-	PK HR	LEO		DAY	LEQ	EVEN LEQ	NIGHT LEQ		CNEL
VEHICULAR NOIS			63.5			61.7		53.		62.9
							W/O AMBIEN	<b>V</b> T	W/ AM	BIENT
PK HR LEQ WITH	OUT TOPO	OR BA	RRIER	===			63.5			63.5
MIT PK HR LEQ V							63.5	****	**	63.5
CNEL WITHOUT TO				=			62.9			62.9
MIT CNEL WITH				=			62.9	****	* *	62.9

PROJECT: ROADWAY:	Parkside Palm Aven	ue		d Floor	Facade	(no wa11)	JOB #: DATE: BY:	1512-05-08 27-Feb-06 Mike Rosa
LOCATION:	Residenti	ar Bro	9 4 - 31	.u r1001	racaue	(IIO Wall)	DI.	nino noba
ADT =	10,300						PK HR VOL =	1,030
SPEED =	45							
PK HR % =	10							
CTL DIST=	160							
DIST N/F=	36					AUTO SLE		160.43
DT WALL=	160					MED TRUCK	SLE DIST=	160.18
DT W/OB=	0					HVY TRUCK	SLE DIST=	159.74
HTH WALL=	0.0	**	*****					
OBS HTH=	25.0							
AMBIENT=	0.0							
ROADWAY VIE	W:	LF AN	GLE=	-90				
		RT AN	GLE=	90				
		DF AN	GLE=	180				
SITE CONDIT	IONS (10=H				Ξ)			
AUTOMOBILE			10					
MEDIUM TRU			10			GRADE ADJU	ISTMENT=	0.00
HEAVY TRUC			10				T TO HEAVY T	
		) /O-147N	LL,1=BE	DM\		(HD000 HILL	1 10 112111 1	1.0 01.0 /
BARRIER = PAD EL =		(U-WA	TOP 1-061	M4)		EL AUTOMOE	RTIES ==	1527.5
	1524.0					EL MEDIUM		1529.5
ROAD EL =	1525.5	n				EL HEAVY T		1533.5
GRADE =	0.1	ъ				EL LEAVI 1	.ROCKS	1555.5
VEHICLE TYP	E				DAY	EVENING	NIGHT	DAIL
AUTOMOBILES					0.775	0.129	0.096	0.9742
MEDIUM TRUC					0.848	0.049	0.103	0.0184
HEAVY TRUCK					0.865	0.027	0.108	0.0074
		NOISE	IMPACT	s WITHOU	T TOPO	OR BARRIER	SHIELDING	
		PK HR	LEO	DAY	LEQ	EVEN LEQ	NIGHT LEO	CNEL
AUTOMOBILES	: LEO	LI III	62.4	2,11	60.5	58.7	52.7	61.9
MEDIUM TRUC	-		53.4		51.9	45.6	44.0	52.7
MEDIUM TRUCK HEAVY TRUCK			54.0		52.6	43.6	44.8	53.3
						59.1	53.8	62.9
VEHICULAR N	OISE		63.4		61.6	29.1	53.0	
		NOISE	IMPACT	S WITH T	OPO AND	BARRIER SI	HIELDING	
		PK HR	LEQ	DAY	LEQ	EVEN LEQ	NIGHT LEQ	CNEL
VEHICULAR N	OISE		63.4		61.6	59.1	53.8	62.9
						W/O AMBIEN	NT	W/ AMBIENT
PK HR LEQ W	ITHOUT TOP	O OR B	ARRIER	=		63.4		63.4
MIT PK HR I				₹ ==		63.4	*****	63.4
CNEL WITHOU				=		62.9		62.9
MIT CNEL WI				=		62.9	*****	62.9

ROADWAY:	Parkside I	ue					JOB #: DATE:	1512-05-08 27-Feb-06
LOCATION:	Medical B	uilding	W 1s	st Floo	or Façade	(no wall)	BY:	Mike Rosa
ADT =	10,300						PK HR VOL =	1,0
SPEED =	45							
PK HR % =	10							
CTL DIST=	74							
DIST N/F=	36					AUTO SLE	DISTANCE =	71.
DT WALL=	74					MED TRUCK	SLE DIST=	71.1
DT W/OB=	0					HVY TRUCK	SLE DIST=	71.
HTH WALL=	0.0	**	*****					
OBS HTH=	5.0							
AMBIENT=	0.0							
ROADWAY VIEW	₹:	LF ANG	LE=	-90				
		RT ANG	LE=	90				
		DF ANG	LE=	180				
SITE CONDITI	ONS (10=H)	ARD SIT	E, 15=9	SOFT S	[TE)			
AUTOMOBILES	5 =		15					
MEDIUM TRUC	CKS =		15			GRADE ADJU	JSTMENT=	0.0
HEAVY TRUCK	(S =		15			(ADJUSTMEN	T TO HEAVY T	RUCKS)
BARRIER =	0	(O=WAI	L, 1=BE	RM)				
PAD EL =	1532.9					EL AUTOMOE	BILES =	1532
ROAD EL =	1530.8					EL MEDIUM	TRUCKS=	1534
GRADE =	0.1	용				EL HEAVY T	RUCKS =	1538
VEHICLE TYPE	3				DAY	EVENING	S NIGHT	. DA
		***						0 07
AUTOMOBILES					0.775	0.129	0.096	0.97
MEDIUM TRUCK	(S				0.848	0.049	0.103	0.018
					0.865	0.027	0.108	
HEAVY TRUCKS								0.00
HEAVY TRUCKS		NOTSE	ТМРАСТ	s Wፐጥዝ(	מפסיד יינוס	OR BARRIER	SHIELDING	
HEAVY TRUCKS		NOISE	IMPACT	S WITH	OUT TOPO	OR BARRIER		
	3	NOISE PK HR	LEQ		AY LEQ	EVEN LEQ	NIGHT LEQ	CNEL
HEAVY TRUCKS	3		LEQ 63.8		AY LEQ 61.9	EVEN LEQ 60.2	NIGHT LEQ 54.1	CNEL 63
AUTOMOBILES MEDIUM TRUCK	LEQ (S LEQ		LEQ 63.8 54.9		AY LEQ 61.9 53.4	EVEN LEQ 60.2 47.0	NIGHT LEQ 54.1 45.5	CNEL 63 54
AUTOMOBILES	LEQ (S LEQ		LEQ 63.8		AY LEQ 61.9	EVEN LEQ 60.2	NIGHT LEQ 54.1	CNEL 63
AUTOMOBILES MEDIUM TRUCK	LEQ KS LEQ S LEQ		LEQ 63.8 54.9		AY LEQ 61.9 53.4	EVEN LEQ 60.2 47.0	NIGHT LEQ 54.1 45.5	CNEL 63 54
AUTOMOBILES MEDIUM TRUCK HEAVY TRUCKS	LEQ KS LEQ S LEQ	PK HR	LEQ 63.8 54.9 55.5	D	AY LEQ 61.9 53.4 54.0	EVEN LEQ 60.2 47.0 45.0	NIGHT LEQ 54.1 45.5 46.3	CNEL 63 54 54
AUTOMOBILES MEDIUM TRUCK HEAVY TRUCKS	LEQ KS LEQ S LEQ	PK HR	LEQ 63.8 54.9 55.5 64.9	D S WITH	AY LEQ 61.9 53.4 54.0 63.1	EVEN LEQ 60.2 47.0 45.0	NIGHT LEQ 54.1 45.5 46.3	CNEL 63 54 54
AUTOMOBILES MEDIUM TRUCK HEAVY TRUCKS VEHICULAR NO	LEQ KS LEQ S LEQ DISE	PK HR	LEQ 63.8 54.9 55.5 64.9	D S WITH	AY LEQ 61.9 53.4 54.0	EVEN LEQ 60.2 47.0 45.0	NIGHT LEQ 54.1 45.5 46.3 55.3 HIELDING NIGHT LEQ	CNEL 63 54 54
AUTOMOBILES MEDIUM TRUCK HEAVY TRUCKS	LEQ KS LEQ S LEQ DISE	PK HR	LEQ 63.8 54.9 55.5 64.9	D S WITH	AY LEQ 61.9 53.4 54.0 63.1 TOPO AND	EVEN LEQ 60.2 47.0 45.0 60.5 BARRIER SH EVEN LEQ 60.5	NIGHT LEQ 54.1 45.5 46.3 55.3 HIELDING NIGHT LEQ 55.3	CNEL 63 54 54 64 CNEL
AUTOMOBILES MEDIUM TRUCKS HEAVY TRUCKS VEHICULAR NO	LEQ (S LEQ S LEQ DISE	NOISE PK HR	LEQ 63.8 54.9 55.5 64.9 IMPACT: LEQ 64.9	D S WITH	AY LEQ 61.9 53.4 54.0 63.1 TOPO AND	EVEN LEQ 60.2 47.0 45.0 60.5 BARRIER SH EVEN LEQ 60.5	NIGHT LEQ 54.1 45.5 46.3 55.3 HIELDING NIGHT LEQ 55.3	CNEL 63 54 54 64 CNEL 64
AUTOMOBILES MEDIUM TRUCKS HEAVY TRUCKS VEHICULAR NO VEHICULAR NO	LEQ (S LEQ DISE	NOISE PK HR	LEQ 63.8 54.9 55.5 64.9 IMPACT: LEQ 64.9	S WITH	AY LEQ 61.9 53.4 54.0 63.1 TOPO AND	EVEN LEQ 60.2 47.0 45.0 60.5 BARRIER SE EVEN LEQ 60.5 W/O AMBIEN 64.9	NIGHT LEQ 54.1 45.5 46.3 55.3 HIELDING NIGHT LEQ 55.3	CNEL 63 54 54 64  CNEL 64  W/ AMBIENT 64
AUTOMOBILES MEDIUM TRUCKS HEAVY TRUCKS VEHICULAR NO	LEQ (S LEQ )ISE  THOUT TOPO	PK HR  NOISE  PK HR  O OR BA	LEQ 63.8 54.9 55.5 64.9 IMPACTS LEQ 64.9	S WITH	AY LEQ 61.9 53.4 54.0 63.1 TOPO AND	EVEN LEQ 60.2 47.0 45.0 60.5 BARRIER SH EVEN LEQ 60.5	NIGHT LEQ 54.1 45.5 46.3 55.3 HIELDING NIGHT LEQ 55.3	CNEL 63 54 54 64  CNEL 64  W/ AMBIENT 64

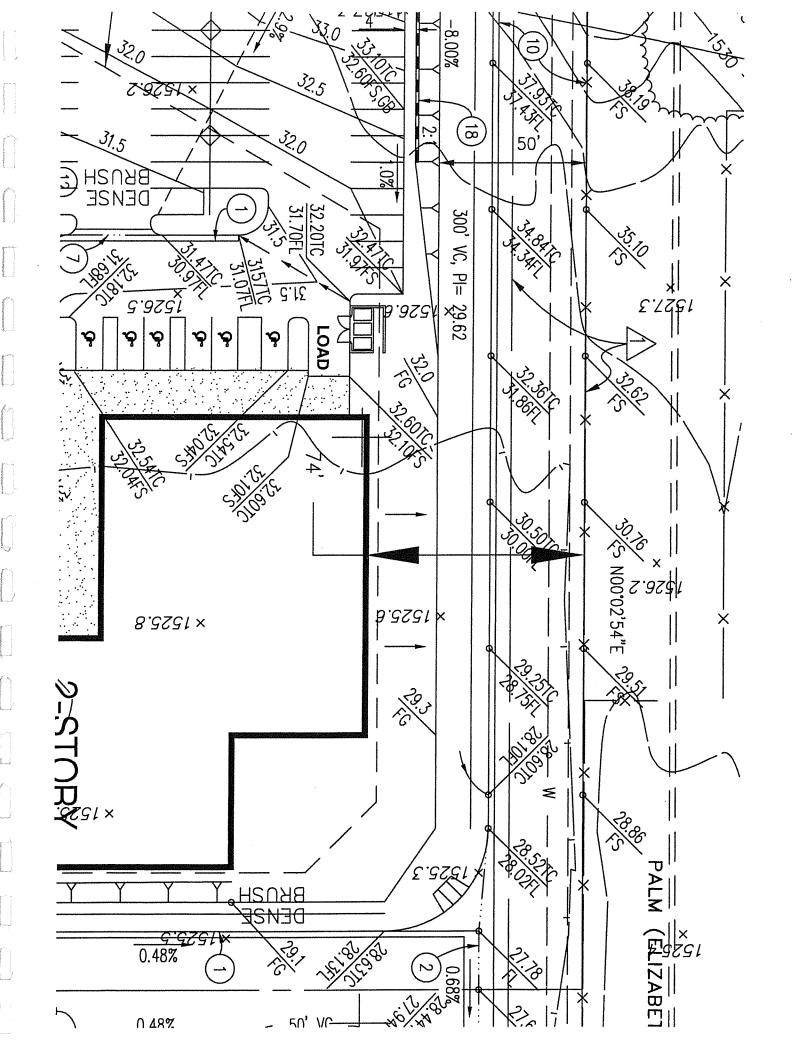
PROJECT: ROADWAY: LOCATION:	Palm Aven	Preliminary ue uilding W -		or Façade	(no wall)	JOB #: DATE: BY:	1512-05-08 27-Feb-06 Mike Rosa
ADT =	10,300					PK HR VOL =	1,030
SPEED =	45						
PK HR % =	10						
CTL DIST=	74						
DIST N/F=	36				AUTO SLE D		73.35
DT WALL=	74				MED TRUCK		72.96
DT W/OB=	0				HVY TRUCK	SLE DIST=	72.35
HTH WALL=	0.0	*****	**				
OBS HTH=	15.0						
AMBIENT=	0.0						
ROADWAY VIEW	∛:	LF ANGLE=	-90				
		RT ANGLE=	90				
		DF ANGLE=	180				
SITE CONDITI	ONS (10=H	ARD SITE,	.5=SOFT SI	TE)			
AUTOMOBILES	S =		10				
MEDIUM TRUC	CKS =		10		GRADE ADJU	STMENT=	0.00
HEAVY TRUCK			10		(ADJUSTMEN	T TO HEAVY TI	RUCKS)
BARRIER =		0=WALL,1					
PAD EL =	1532.9	•	•		EL AUTOMOB	ILES ==	1532.8
ROAD EL =	1530.8				EL MEDIUM	TRUCKS=	1534.8
GRADE =	0.1	8			EL HEAVY T	RUCKS =	1538.8
OI UID	0.1	ŭ					
VEHICLE TYPE	Ξ			DAY	EVENING	NIGHT	DAILY
AUTOMOBILES				0.775	0.129	0.096	0.9742
MEDIUM TRUCE	KS			0.848	0.049	0.103	0.0184
HEAVY TRUCKS				0.865	0.027	0.108	0.0074
		NOISE IMP	ACTS WITH	OUT TOPO (	OR BARRIER	SHIELDING	
		PK HR LEQ	D	AY LEO	EVEN LEQ	NIGHT LEQ	CNEL
AUTOMOBILES	LEO	65.		63.9	62.1	56.1	65.3
MEDIUM TRUCK	_	56.		55.3	49.0	47.4	56.1
		J U .	-				
HEAVY TRUCKS		57.	5	56.0	47.0	48.2	56.7
HEAVY TRUCKS	5 LEQ				47.0	48.2 57.2	56.7
HEAVY TRUCKS	5 LEQ	57.		56.0			
HEAVY TRUCKS	5 LEQ	57.	8	65.0		57.2	
	5 LEQ	57.	8 ACTS WITH	56.0 65.0	62.5	57.2	
HEAVY TRUCKS	S LEQ DISE	NOISE IMPA	8 ACTS WITH	56.0 65.0 TOPO AND	62.5	57.2	66.3
HEAVY TRUCKS	S LEQ DISE	57. 66. NOISE IMP	8 ACTS WITH	56.0 65.0 TOPO AND	62.5 BARRIER SH	57.2  IELDING  NIGHT LEQ  57.2	66.3
HEAVY TRUCKS  VEHICULAR NO	DISE DISE	NOISE IMP	8 ACTS WITH D. 8	56.0 65.0 TOPO AND	62.5  BARRIER SH  EVEN LEQ 62.5  W/O AMBIEN	57.2  IELDING  NIGHT LEQ  57.2	CNEL 66.3
HEAVY TRUCKS  VEHICULAR NO  VEHICULAR NO  PK HR LEQ WI	DISE OISE OISE	NOISE IMP PK HR LEQ 66.	8 ACTS WITH D	56.0 65.0 TOPO AND	62.5  BARRIER SH  EVEN LEQ 62.5  W/O AMBIEN 66.8	57.2  IELDING  NIGHT LEQ  57.2	CNEL 66.3 W/ AMBIENT 66.8
HEAVY TRUCKS	DISE  THOUT TOP	PK HR LEQ 66.  O OR BARRII PO AND BARRI	8 ACTS WITH D	56.0 65.0 TOPO AND	62.5  BARRIER SH  EVEN LEQ 62.5  W/O AMBIEN	57.2 IELDING NIGHT LEQ 57.2	CNEL 66.3 W/ AMBIENT 66.8

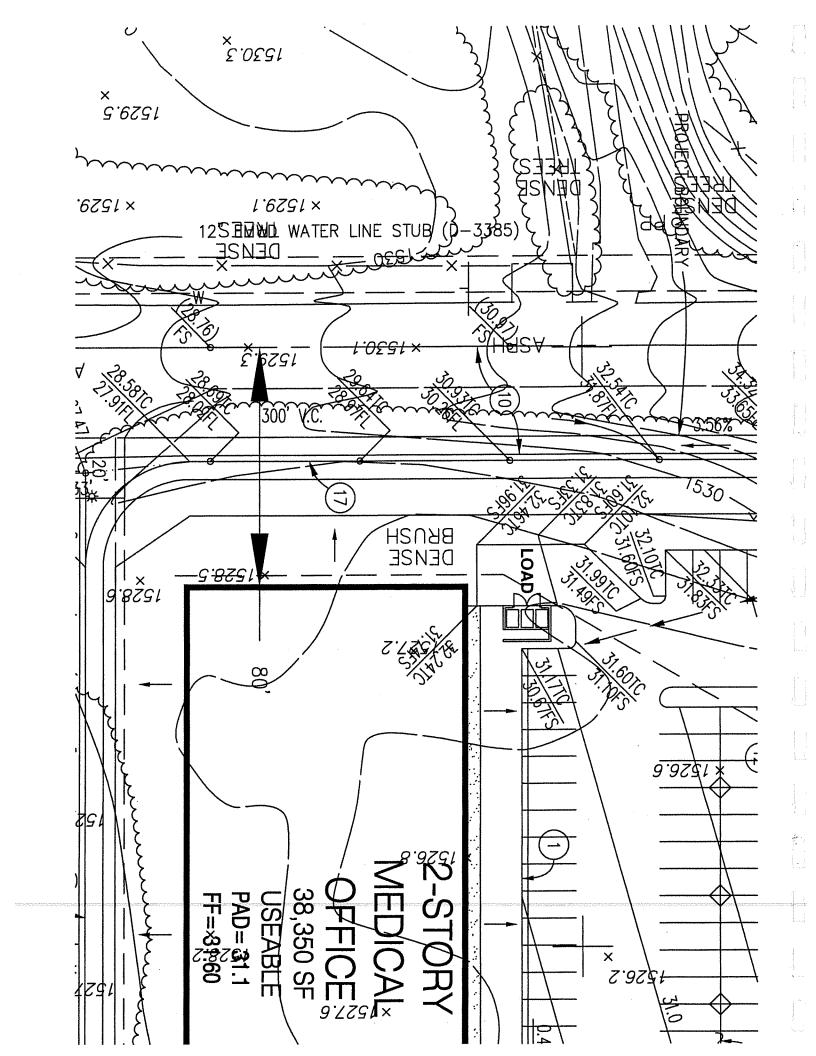
PROJECT: ROADWAY:	Parkside Esplanade	Preliminary Avenue				JOB #: DATE:	1512-05-08 27-Feb-06
LOCATION:	Medical B	Building E -	lst Floor	Façade	(no wall)	BY:	Mike Rosa
ADT =	38,400					PK HR VOL =	3,840
SPEED =	45						
PK HR % =	10						
CTL DIST=	80						
DIST N/F=	48				AUTO SLE I	DISTANCE =	76.54
DT WALL=	80				MED TRUCK	SLE DIST=	76.41
DT W/OB=	0				HVY TRUCK	SLE DIST=	76.32
HTH WALL=	0.0	*****					
OBS HTH=	5.0						
AMBIENT=	0.0						
ROADWAY VIE		LF ANGLE=	<b>~</b> 90				
ROADWAI VIE		RT ANGLE=	90				
		DF ANGLE=	180				
CIME CONDI	TONG /10-1	ARD SITE, 15		E)			
		15 15 15 15 15 15 15 15 15 15 15 15 15 1		<b>D</b> /			
AUTOMOBILE					CDADE AD II	CUMENU—	0.00
MEDIUM TRU		15			GRADE ADJU	IT TO HEAVY T	
HEAVY TRUC		15			(ADJUSTMEN	IT TO HEAVE I	RUCKS)
BARRIER =		0 (0=WALL,1=B	ERM)		DI BIIMOMOT	TIEG	1530.8
PAD EL =	1531.6				EL AUTOMOE		1532.8
ROAD EL =	1528.8				EL MEDIUM		
GRADE =	2.2	96			EL HEAVY T	'RUCKS =	1536.8
VEHICLE TYP	Έ			DAY	EVENING	night	DAILY
AUTOMOBILES				0.775	0.129	0.096	0.9742
MEDIUM TRUC				0.848	0.049	0.103	0.0184
HEAVY TRUCK				0.865	0.027	0.108	0.0074
		NOISE IMPAC	TS WITHOU	T TOPO	OR BARRIER	SHIELDING	
		PK HR LEQ	DA:	/ LEQ	EVEN LEQ	NIGHT LEQ	CNEL
AUTOMOBILES	LEQ	69.2		67.3	65.5	59.4	68.7
MEDIUM TRUC	KS LEQ	60.2		58.7	52.3	50.8	59.5
HEAVY TRUCK	S LEQ	60.8		59.4	50.3	51.6	60.1
VEHICULAR N	OISE	70.2		68.4	65.8	60.6	69.7
		NOISE IMPAC	TS WITH T	OPO AND	BARRIER SI	HIELDING	
		PK HR LEQ	DA	Y LEQ	EVEN LEQ	NIGHT LEQ	CNEL
VEHICULAR N	OISE	70.2		68.4	65.8	60.6	69.7
					W/O AMBIEN	1T	W/ AMBIENT
PK HR T.E.O W	יייי יינוסאיידי	O OR BARRIER	-		70.2		70.2
		PO AND BARRI			70.2	*****	70.2
CNEL WITHOU					69.7		69.7
MIT CNEL WI			=		69.7	*****	

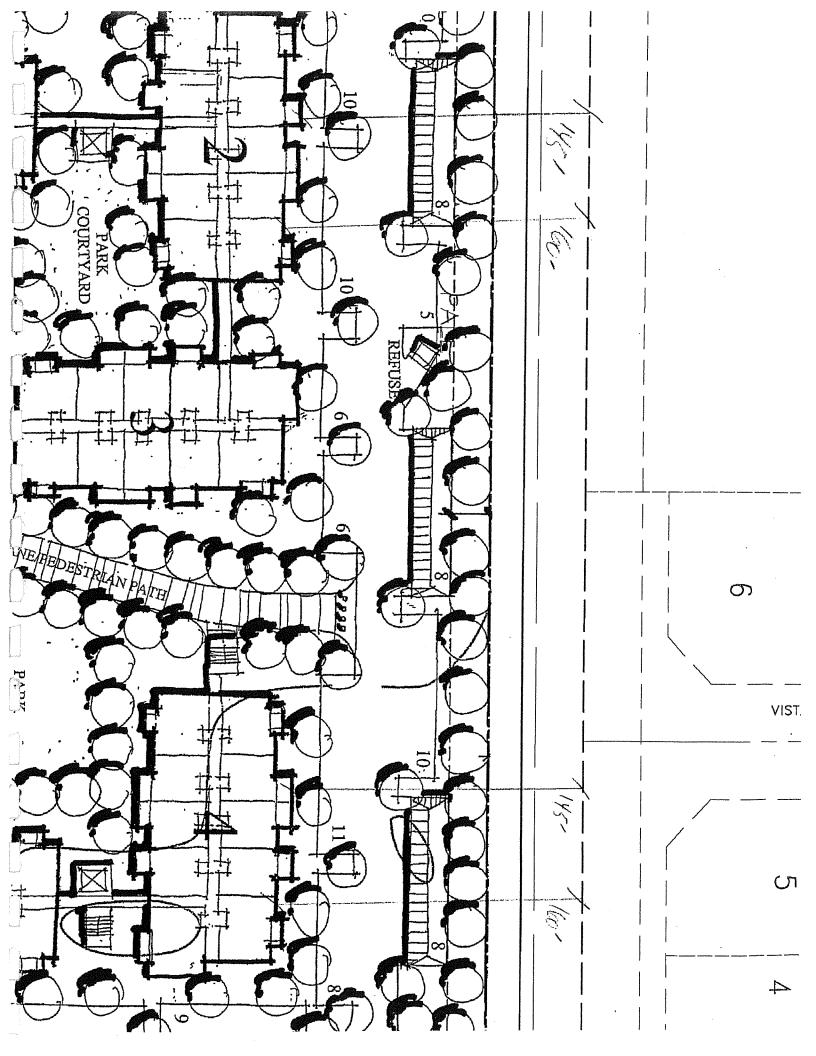
ROADWAY: LOCATION:	Esplanade Medical Bu		2	nd Floor	Façade	(no wall)	DATE: 2	.512-05-08 27-Feb-06 Mike Rosa
			1 - 2 7					
ADT =	38,400						PK HR VOL =	3,840
SPEED =	45							
PK HR % =	10							
CTL DIST=	80							100 44
DIST N/F=	48					AUTO SLE D		77.93
DT WALL=	80					MED TRUCK		77.55
DT W/OB=	0					HVY TRUCK	SLE DIST=	76.94
HTH WALL=	0.0	**	*****					
OBS HTH=	15.0							
AMBIENT=	0.0							
ROADWAY VIEW	W:	LF AN	GLE=	-90				
		RT AN	GLE=	90				
		DF AN	GLE=	180			14.	
SITE CONDIT	IONS (10=HZ			SOFT SITE	3)			
AUTOMOBILES			10					
MEDIUM TRUC			10			GRADE ADJU	STMENT=	0.00
HEAVY TRUCK			10				T TO HEAVY TRU	JCKS)
BARRIER =		/0=WA	LL, 1=BE	RM)		(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
PAD EL =	1531.6	(O-WA	םם, ד–סם	141/		EL AUTOMOB	TLES =	1530.8
	1528.8					EL MEDIUM		1532.8
ROAD EL =	2.2	Q.				EL HEAVY T		1536.8
GRADE =	2.2	ъ				DI IIDIIVI I	ROORD	7777
VEHICLE TYPE	E				DAY	EVENING	NIGHT	DAIL
TIMOMODITES		-			0.775	0.129	0.096	0.9742
ALTEONORILES					0.848	0.049	0.103	0.0184
	KS							
MEDIUM TRUCI					0.865	0.027	0.108	0.0074
AUTOMOBILES MEDIUM TRUCK HEAVY TRUCKS					0.865		0.108	0.0074
MEDIUM TRUCI		NOISE	IMPACT	S WITHOUT				0.0074
MEDIUM TRUCI		NOISE PK HR				0.027 OR BARRIER EVEN LEQ	SHIELDING NIGHT LEQ	CNEL
MEDIUM TRUCK HEAVY TRUCK:	S				r TOPO	0.027 OR BARRIER	SHIELDING NIGHT LEQ 61.5	CNEL 70.7
MEDIUM TRUCK HEAVY TRUCKS	S		LEQ		T TOPO	0.027 OR BARRIER EVEN LEQ	SHIELDING NIGHT LEQ	CNEL 70.7 61.6
MEDIUM TRUCK HEAVY TRUCKS HEAVY TRUCKS MEDIUM TRUCK MEDIUM TRUCK	LEQ KS LEQ		LEQ 71.2	DAY	LEQ 69.3 60.8	O.027 OR BARRIER EVEN LEQ 67.6	SHIELDING  NIGHT LEQ 61.5 52.9	CNEL 70.7 61.6
MEDIUM TRUCI	LEQ KS LEQ S LEQ		LEQ 71.2 62.3	DAY	LEQ 69.3 60.8	0.027 OR BARRIER EVEN LEQ 67.6 54.4 52.4	SHIELDING  NIGHT LEQ 61.5 52.9	CNEL 70.7
MEDIUM TRUCK HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCK HEAVY TRUCKS	LEQ KS LEQ S LEQ	PK HR	LEQ 71.2 62.3 62.9	DAY	LEQ 69.3 60.8 61.5	0.027 OR BARRIER EVEN LEQ 67.6 54.4 52.4	SHIELDING  NIGHT LEQ 61.5 52.9 53.7	CNEL 70.7 61.6 62.2
MEDIUM TRUCK HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCK HEAVY TRUCKS	LEQ KS LEQ S LEQ	PK HR	LEQ 71.2 62.3 62.9 72.3	DAY	LEQ 69.3 60.8 61.5 70.5	0.027  OR BARRIER  EVEN LEQ 67.6 54.4 52.4  67.9	SHIELDING  NIGHT LEQ 61.5 52.9 53.7 62.7	CNEL 70.7 61.6 62.2 71.8
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS HEAVY TRUCKS	LEQ KS LEQ S LEQ OISE	PK HR	LEQ 71.2 62.3 62.9	DAY	LEQ 69.3 60.8 61.5 70.5	0.027  OR BARRIER  EVEN LEQ 67.6 54.4 52.4  67.9	SHIELDING  NIGHT LEQ 61.5 52.9 53.7 62.7  ILLIDING  NIGHT LEQ	CNEL 70.7 61.6 62.2 71.8
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS HEAVY TRUCKS	LEQ KS LEQ S LEQ OISE	PK HR	LEQ 71.2 62.3 62.9 72.3	DAY	LEQ 69.3 60.8 61.5 70.5	0.027  OR BARRIER  EVEN LEQ 67.6 54.4 52.4  67.9  BARRIER SH	SHIELDING  NIGHT LEQ 61.5 52.9 53.7  62.7  ITELDING  NIGHT LEQ 62.7	CNEL 70.7 61.6 62.2 71.8
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS HEAVY TRUCKS VEHICULAR NO	LEQ KS LEQ S LEQ OISE	PK HR	LEQ 71.2 62.3 62.9 72.3 IMPACT	DAY S WITH TO	LEQ 69.3 60.8 61.5 70.5	O.027  OR BARRIER  EVEN LEQ 67.6 54.4 52.4  67.9  BARRIER SH  EVEN LEQ 67.9  W/O AMBIEN	SHIELDING  NIGHT LEQ 61.5 52.9 53.7  62.7  ITELDING  NIGHT LEQ 62.7	CNEL 70.7 61.6 62.2 71.8 CNEL 71.8
MEDIUM TRUCKS HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCKS HEAVY TRUCKS VEHICULAR NO	LEQ KS LEQ S LEQ OISE	PK HR NOISE PK HR	LEQ 71.2 62.3 62.9 72.3 IMPACT LEQ 72.3	DAY  S WITH TO	LEQ 69.3 60.8 61.5 70.5	0.027  OR BARRIER  EVEN LEQ 67.6 54.4 52.4  67.9  BARRIER SH  EVEN LEQ 67.9  W/O AMBIEN 72.3	SHIELDING  NIGHT LEQ 61.5 52.9 53.7 62.7  IELDING  NIGHT LEQ 62.7	CNEL 70.7 61.6 62.2 71.8  CNEL 71.8  W/ AMBIENT 72.3
MEDIUM TRUCK HEAVY TRUCKS AUTOMOBILES MEDIUM TRUCK HEAVY TRUCKS	LEQ KS LEQ S LEQ OISE OISE ITHOUT TOPE	PK HR NOISE PK HR	LEQ 71.2 62.3 62.9 72.3 IMPACT LEQ 72.3	DAY  S WITH TO	LEQ 69.3 60.8 61.5 70.5	O.027  OR BARRIER  EVEN LEQ 67.6 54.4 52.4  67.9  BARRIER SH  EVEN LEQ 67.9  W/O AMBIEN	SHIELDING  NIGHT LEQ 61.5 52.9 53.7 62.7  IELDING  NIGHT LEQ 62.7	CNEL 70.7 61.6 62.2 71.8 CNEL 71.8 W/ AMBIENT 72.3

Appendix D

Grading Plan







#### Appendix E

Hard/Soft Site Condition Analysis Computer Printouts

#### Hard/Soft Site Condition Evaluation

Project:

Parkside Preliminary Acoustical Study

Location:

San Jacinto

Receiver: F

Residential Building 2 - 1st Floor Patio

Source:

Palm Avenue

Centerline to Observer Distance (ft) = 148

Centerline to Wall Distance (ft) = 145

Centerline to Toe-of-Slope Distance (ft) = 50

Pad Elevation (ft) = 25.0

Roadway Elevation (ft) = 27.0

Height of the Observer (ft) = 5

	Automobiles	Medium Trucks	Heavy Trucks
Area (square feet)	323.0	493.2	915.0
Length (ft)	148.0	148.0	148.0
Avereage Height (ft)	2.2	3.3	6.2
Site Conditions to be Used>	SOFT	SOFT	SOFT

Receiver: Residential Building 3 - 1st Floor Patio

Source:

Palm Avenue

Centerline to Observer Distance (ft) = 163

Centerline to Wall Distance (ft) = 160

Centerline to Toe-of-Slope Distance (ft) = 50

Pad Elevation (ft) = 24.0

Roadway Elevation (ft) = 26.0

Height of the Observer (ft) = 5

	Automobiles	Medium Trucks	Heavy Trucks
Area (square feet)	360.5	548.0	1012.5
Length (ft)	148.0	148.0	148.0
Avereage Height (ft)	2.4	3.7	6.8
Site Conditions to be Used>	SOFT	SOFT	SOFT

#### **Hard/Soft Site Condition Evaluation**

Project:

Parkside Preliminary Acoustical Study

Location:

San Jacinto

Receiver: Residential Building 4 - 1st Floor Patio

Source:

Palm Avenue

Centerline to Observer Distance (ft) = 148

Centerline to Wall Distance (ft) = 145

Centerline to Toe-of-Slope Distance (ft) = 50

Pad Elevation (ft) = 24.0

Roadway Elevation (ft) = 25.5

Height of the Observer (ft) = 5

	Automobiles	Medium Trucks	Heavy Trucks
Area (square feet)	334.8	505.0	926.8
Length (ft)	148.0	148.0	148.0
Avereage Height (ft)	2.3	3.4	6.3
Site Conditions to be Used>	SOFT	SOFT	SOFT