11.12 Noise Data

Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	I-605 NB Off Ramp to Norwalk Blvd		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	37,100
Peak Hour Traffic:	**3710**
Vehicle Speed:	35
Centerline Separation:	28

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

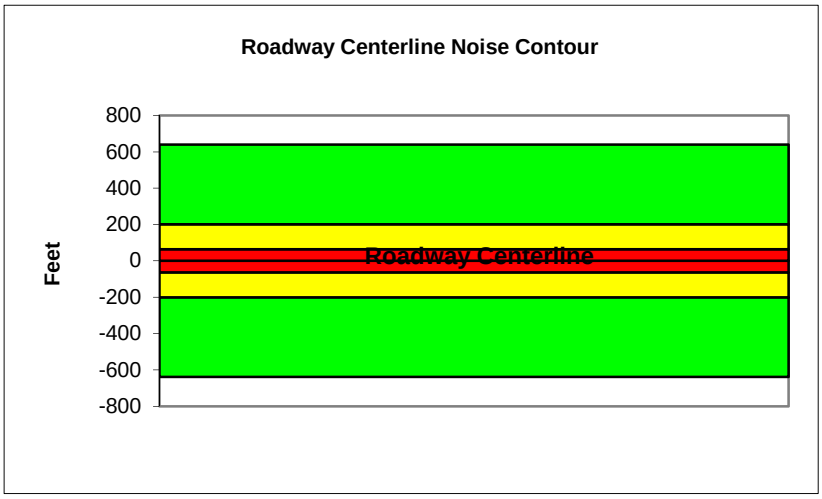
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.6	64.4	62.6	56.6	65.2	65.8
Medium Trucks:	65.4	57.3	50.9	49.3	57.8	58.1
Heavy Trucks:	70.6	58.6	49.6	50.8	60.7	60.8
Vehicle Noise:	**73.0**	**66.4**	**63.2**	**58.5**	**67.1**	**67.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	639
65 dBA	202
70 dBA	64
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Glengarry Ave to Broadway		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	34,600
Peak Hour Traffic:	**3460**
Vehicle Speed:	35
Centerline Separation:	21

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

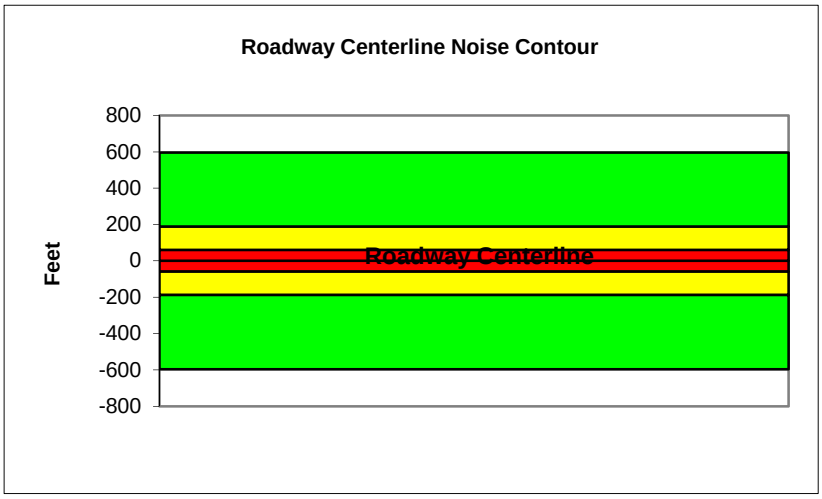
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.5	64.2	62.5	56.4	65.0	65.6
Medium Trucks:	65.2	57.1	50.7	49.2	57.6	57.9
Heavy Trucks:	70.4	58.5	49.4	50.6	60.5	60.7
Vehicle Noise:	**72.8**	**66.2**	**63.0**	**58.3**	**66.9**	**67.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	596
65 dBA	189
70 dBA	60
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Hadley Street to Sorensen Avenue		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	35,800
Peak Hour Traffic:	**3580**
Vehicle Speed:	35
Centerline Separation:	35

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

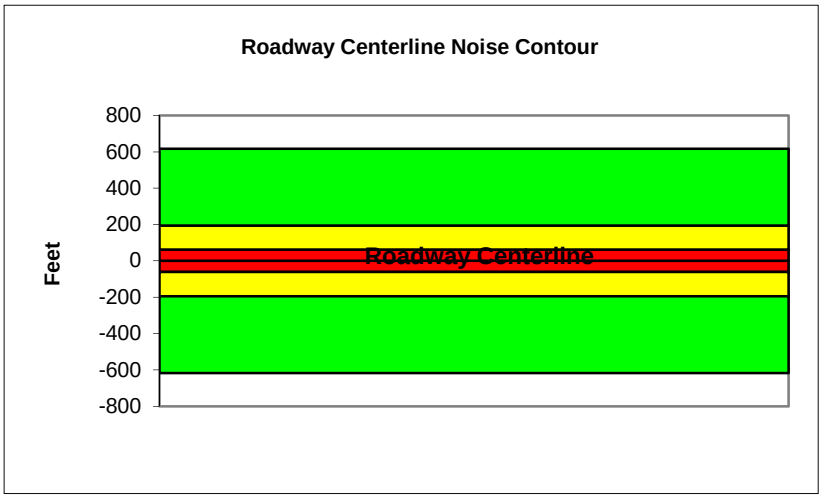
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.4	64.2	62.4	56.3	64.9	65.5
Medium Trucks:	65.1	57.0	50.6	49.1	57.6	57.8
Heavy Trucks:	70.3	58.4	49.3	50.5	60.4	60.6
Vehicle Noise:	**72.7**	**66.1**	**62.9**	**58.2**	**66.8**	**67.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	617
65 dBA	195
70 dBA	62
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Sorensen Avenue to Philadelphia Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	35,400
Peak Hour Traffic:	**3540**
Vehicle Speed:	35
Centerline Separation:	43

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

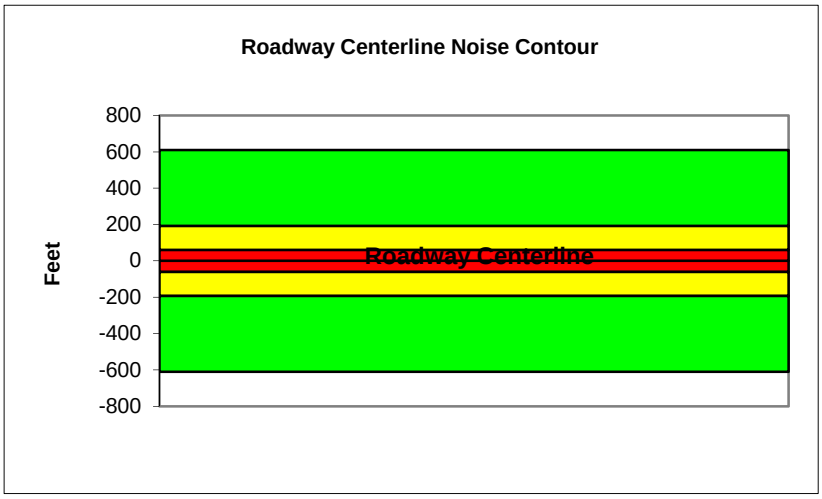
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.2	64.0	62.2	56.1	64.8	65.4
Medium Trucks:	64.9	56.8	50.5	48.9	57.4	57.6
Heavy Trucks:	70.1	58.2	49.1	50.4	60.3	60.4
Vehicle Noise:	**72.6**	**65.9**	**62.7**	**58.1**	**66.6**	**67.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	611
65 dBA	193
70 dBA	61
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Philadelphia Street to Penn Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	31,400
Peak Hour Traffic:	**3140**
Vehicle Speed:	35
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

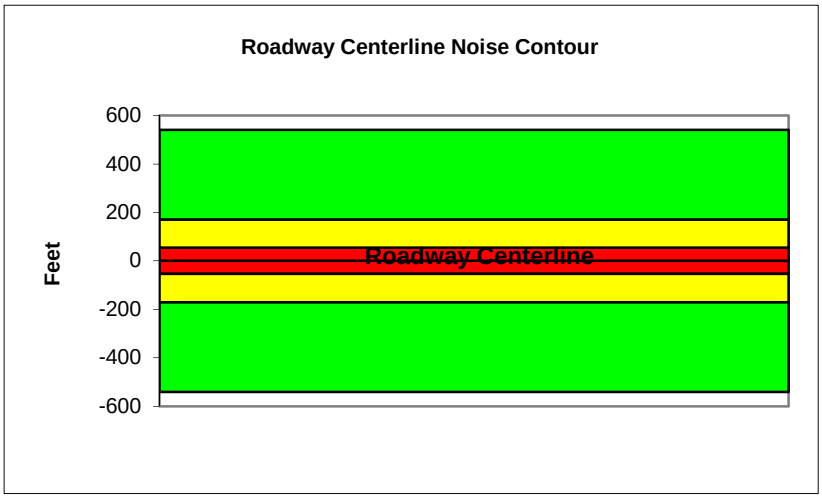
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.9	63.6	61.8	55.8	64.4	65.0
Medium Trucks:	64.6	56.5	50.1	48.5	57.0	57.3
Heavy Trucks:	69.8	57.8	48.8	50.0	59.9	60.0
Vehicle Noise:	**72.2**	**65.6**	**62.4**	**57.7**	**66.3**	**66.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	541
65 dBA	171
70 dBA	54
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Penn Street to Mar Vista Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	28,900
Peak Hour Traffic:	**2890**
Vehicle Speed:	35
Centerline Separation:	29

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

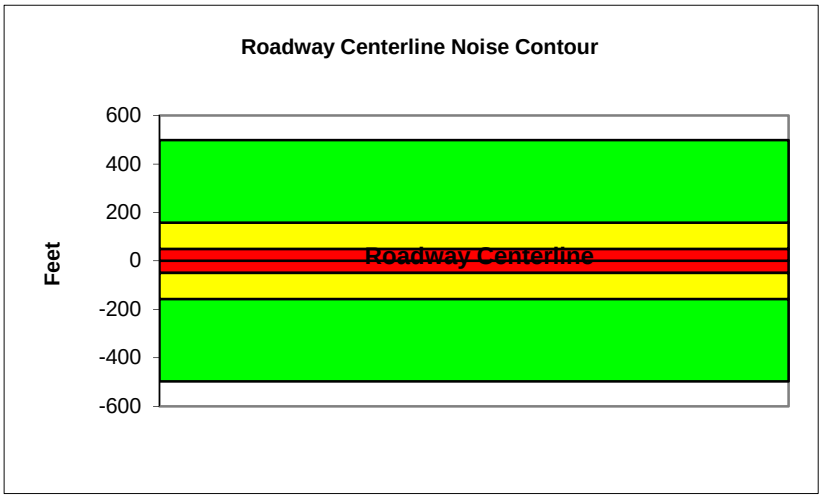
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.5	63.3	61.5	55.4	64.1	64.7
Medium Trucks:	64.3	56.2	49.8	48.2	56.7	57.0
Heavy Trucks:	69.5	57.5	48.5	49.7	59.6	59.7
Vehicle Noise:	**71.9**	**65.3**	**62.1**	**57.4**	**66.0**	**66.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	498
65 dBA	158
70 dBA	50
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Mar Vista Street to Pacific Place		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	25,300
Peak Hour Traffic:	**2530**
Vehicle Speed:	45
Centerline Separation:	52

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

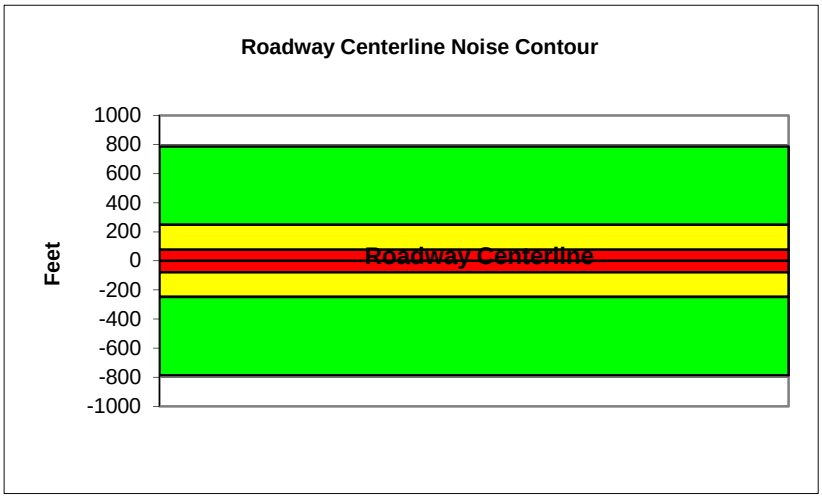
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.7	65.5	63.7	57.7	66.3	66.9
Medium Trucks:	65.0	57.0	50.6	49.0	57.5	57.7
Heavy Trucks:	69.5	57.6	48.6	49.8	59.3	59.4
Vehicle Noise:	**71.9**	**66.8**	**64.1**	**59.0**	**67.6**	**68.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	787
65 dBA	249
70 dBA	79
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Pacific Place to Santa Fe Springs Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	22,600
Peak Hour Traffic:	**2260**
Vehicle Speed:	45
Centerline Separation:	70

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

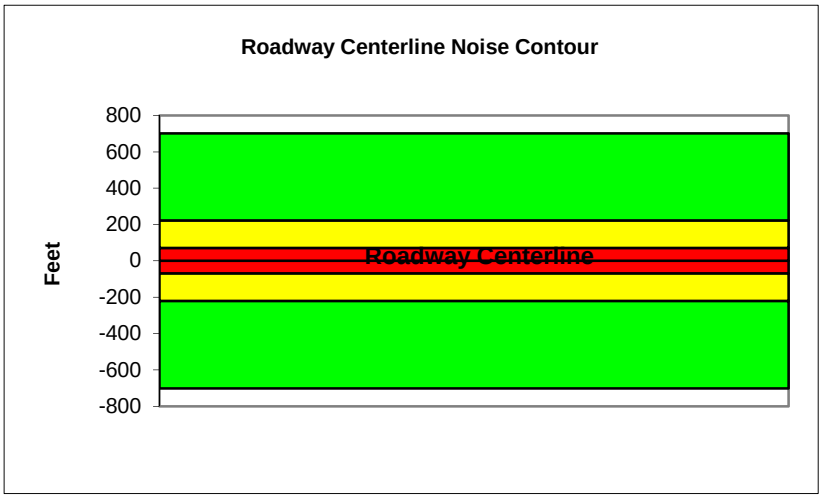
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.0	64.8	63.0	56.9	65.6	66.2
Medium Trucks:	64.3	56.2	49.8	48.3	56.8	57.0
Heavy Trucks:	68.8	56.9	47.8	49.0	58.6	58.7
Vehicle Noise:	**71.2**	**66.1**	**63.4**	**58.2**	**66.8**	**67.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	702
65 dBA	222
70 dBA	70
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Santa Fe Springs Road to Greenleaf Avenue		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	31,300
Peak Hour Traffic:	**3130**
Vehicle Speed:	35
Centerline Separation:	36

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

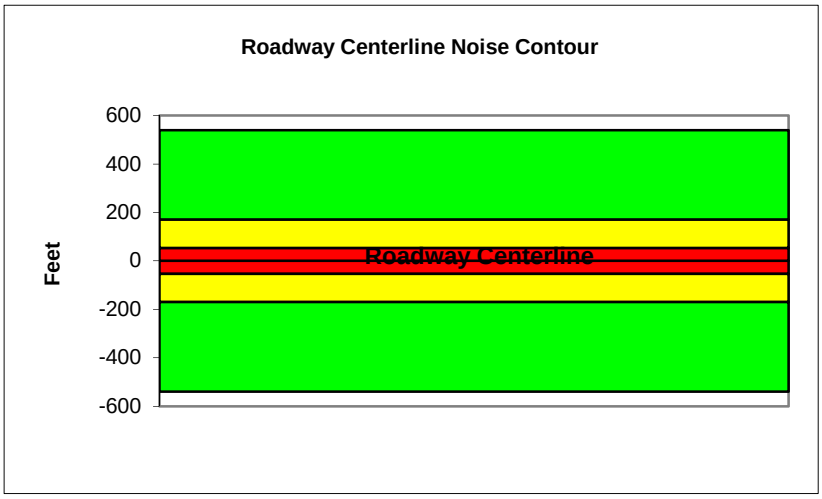
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.8	63.6	61.8	55.7	64.3	64.9
Medium Trucks:	64.5	56.4	50.0	48.5	57.0	57.2
Heavy Trucks:	69.7	57.8	48.7	49.9	59.8	60.0
Vehicle Noise:	**72.1**	**65.5**	**62.3**	**57.6**	**66.2**	**66.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	539
65 dBA	171
70 dBA	54
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Laurel Avenue to Strub Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	38,900
Peak Hour Traffic:	**3890**
Vehicle Speed:	40
Centerline Separation:	35

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

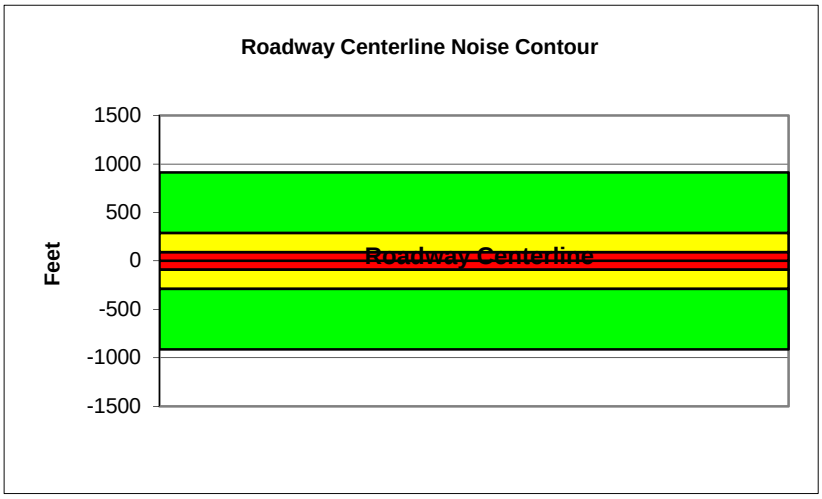
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.4	66.2	64.4	58.3	67.0	67.6
Medium Trucks:	66.4	58.3	51.9	50.3	58.8	59.1
Heavy Trucks:	71.2	59.3	50.2	51.4	61.1	61.3
Vehicle Noise:	**73.6**	**67.8**	**64.8**	**59.9**	**68.5**	**69.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	912
65 dBA	289
70 dBA	91
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	East of Colima Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	40,700
Peak Hour Traffic:	**4070**
Vehicle Speed:	40
Centerline Separation:	45

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

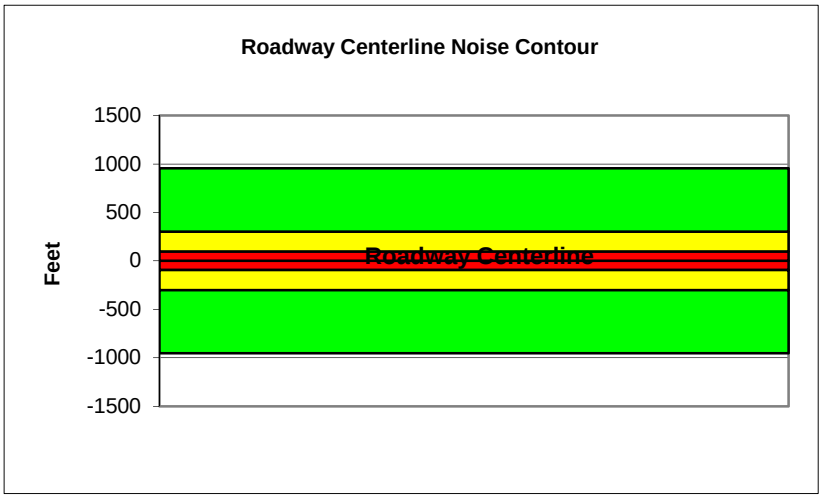
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.4	66.2	64.4	58.4	67.0	67.6
Medium Trucks:	66.4	58.3	51.9	50.4	58.9	59.1
Heavy Trucks:	71.2	59.3	50.2	51.5	61.2	61.3
Vehicle Noise:	**73.6**	**67.8**	**64.9**	**59.9**	**68.5**	**69.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	954
65 dBA	302
70 dBA	95
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Whittier Boulevard to Keith Drive		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	7,500
Peak Hour Traffic:	750
Vehicle Speed:	30
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

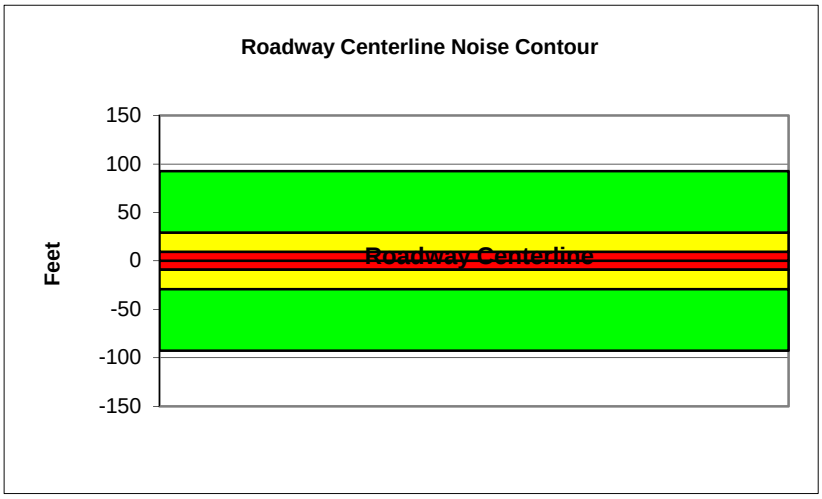
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.1	55.8	54.1	48.0	56.6	57.2
Medium Trucks:	57.7	49.6	43.2	41.6	50.1	50.4
Heavy Trucks:	63.3	51.4	42.3	43.5	53.7	53.8
Vehicle Noise:	**65.8**	**58.3**	**54.8**	**50.5**	**59.0**	**59.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	93
65 dBA	29
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Keith Drive to Rose Hedge Drive		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	7,000
Peak Hour Traffic:	**700**
Vehicle Speed:	25
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

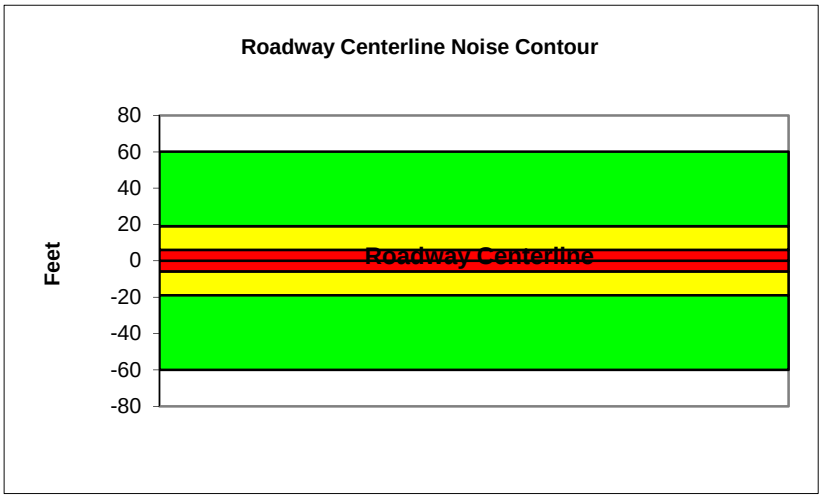
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	44.5	53.3	51.5	45.4	54.0	54.6
Medium Trucks:	56.1	48.1	41.7	40.1	48.6	48.8
Heavy Trucks:	62.3	50.3	41.3	42.5	52.9	53.0
Vehicle Noise:	**64.9**	**56.5**	**52.5**	**48.6**	**57.2**	**57.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	60
65 dBA	19
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Rose Hedge Drive to Mines Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	4,400
Peak Hour Traffic:	440
Vehicle Speed:	25
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

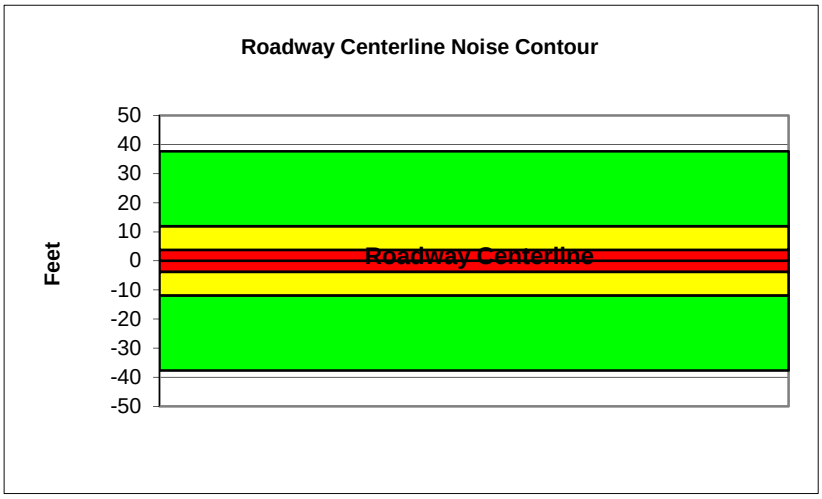
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	42.5	51.2	49.5	43.4	52.0	52.6
Medium Trucks:	54.1	46.0	39.7	38.1	46.6	46.8
Heavy Trucks:	60.3	48.3	39.3	40.5	50.9	51.0
Vehicle Noise:	**62.9**	**54.5**	**50.4**	**46.6**	**55.1**	**55.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	38
65 dBA	12
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Mines Boulevard to Washington Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	13,900
Peak Hour Traffic:	**1390**
Vehicle Speed:	35
Centerline Separation:	37

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

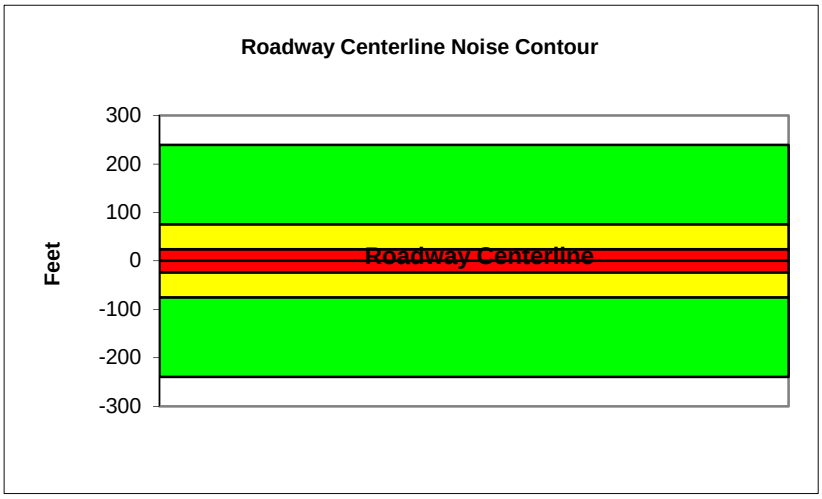
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.2	60.0	58.2	52.1	60.8	61.4
Medium Trucks:	60.9	52.9	46.5	44.9	53.4	53.6
Heavy Trucks:	66.2	54.2	45.2	46.4	56.3	56.4
Vehicle Noise:	**68.6**	**62.0**	**58.8**	**54.1**	**62.7**	**63.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	240
65 dBA	76
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Santa Fe Springs		
Road Segment:	Whittier Boulevard to Lambert Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	13,400
Peak Hour Traffic:	**1340**
Vehicle Speed:	40
Centerline Separation:	38

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

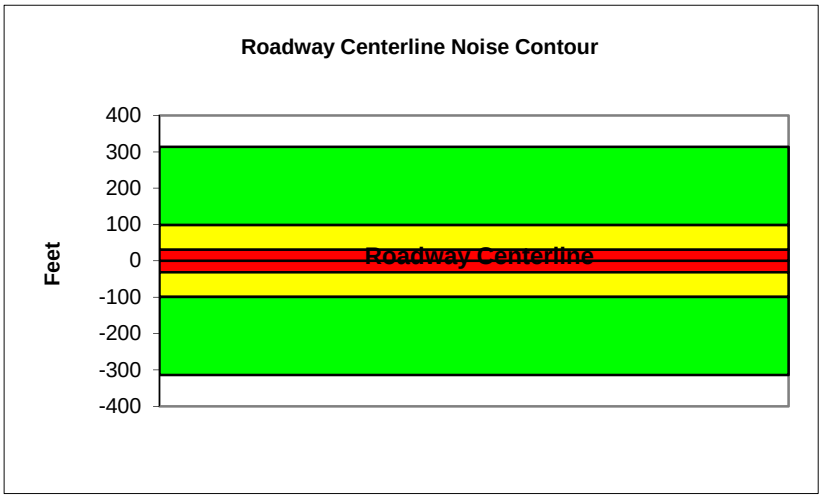
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.7	61.5	59.7	53.6	62.3	62.9
Medium Trucks:	61.7	53.6	47.2	45.7	54.1	54.4
Heavy Trucks:	66.5	54.6	45.5	46.8	56.5	56.6
Vehicle Noise:	**68.9**	**63.1**	**60.2**	**55.2**	**63.8**	**64.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	314
65 dBA	99
70 dBA	31
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Santa Fe Springs		
Road Segment:	South of Slauson Avenue/Mulberry Drive		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	14,100
Peak Hour Traffic:	**1410**
Vehicle Speed:	40
Centerline Separation:	41

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

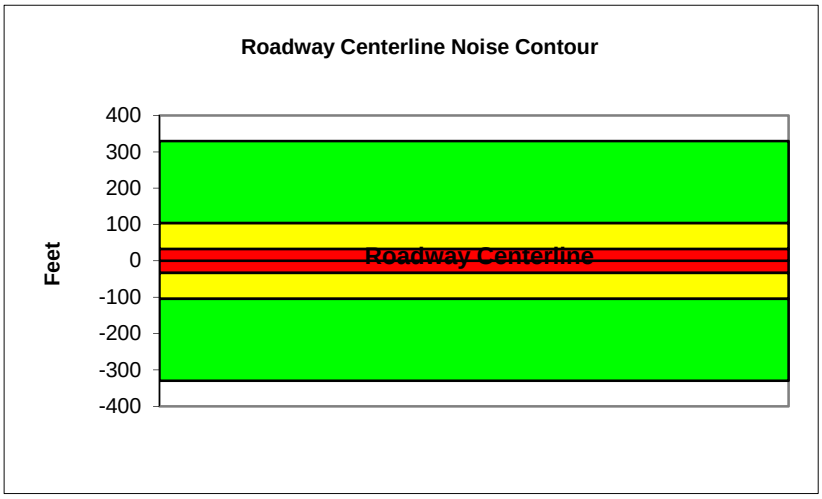
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.9	61.7	59.9	53.8	62.5	63.1
Medium Trucks:	61.9	53.8	47.4	45.8	54.3	54.6
Heavy Trucks:	66.7	54.8	45.7	46.9	56.6	56.8
Vehicle Noise:	**69.1**	**63.3**	**60.3**	**55.4**	**64.0**	**64.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	330
65 dBA	104
70 dBA	33
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Colima Road		
Road Segment:	North of Whittier Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	39,700
Peak Hour Traffic:	**3970**
Vehicle Speed:	40
Centerline Separation:	48

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

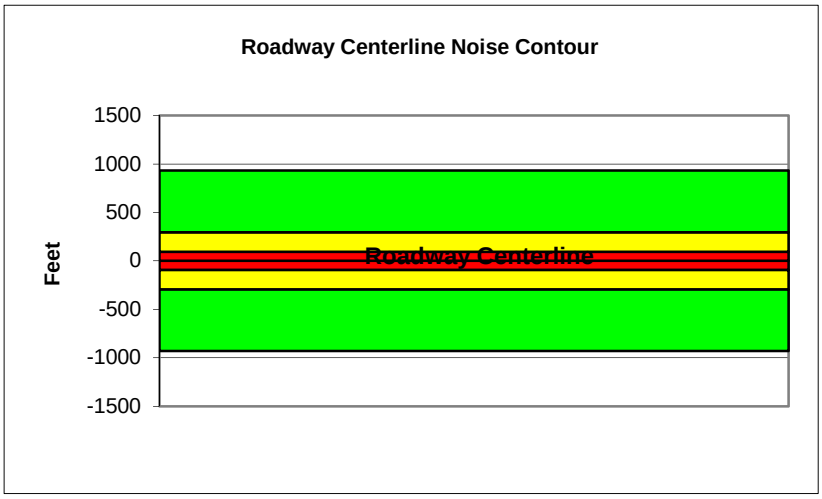
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.3	66.1	64.3	58.2	66.9	67.5
Medium Trucks:	66.2	58.2	51.8	50.2	58.7	58.9
Heavy Trucks:	71.1	59.2	50.1	51.3	61.0	61.2
Vehicle Noise:	**73.5**	**67.7**	**64.7**	**59.8**	**68.4**	**68.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	931
65 dBA	295
70 dBA	93
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Colima Road		
Road Segment:	Whittier Boulevard to Lambert Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	29,400
Peak Hour Traffic:	**2940**
Vehicle Speed:	40
Centerline Separation:	38

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

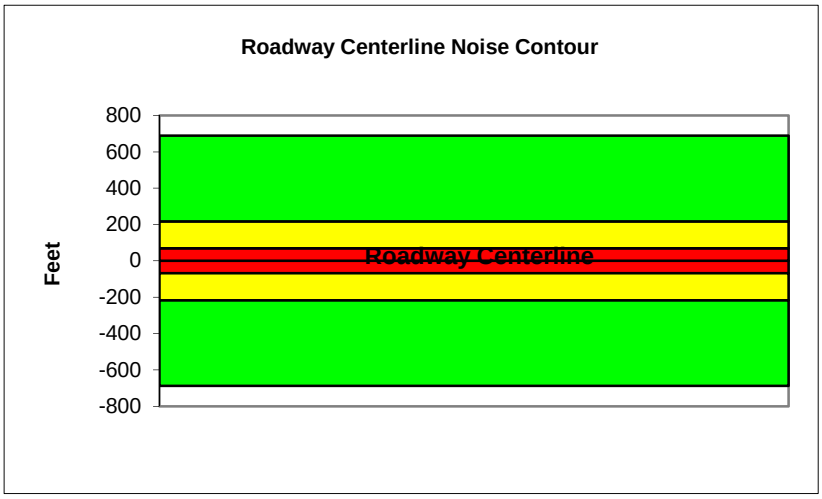
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.1	64.9	63.1	57.0	65.7	66.3
Medium Trucks:	65.1	57.0	50.6	49.1	57.6	57.8
Heavy Trucks:	69.9	58.0	48.9	50.2	59.9	60.0
Vehicle Noise:	**72.3**	**66.5**	**63.6**	**58.6**	**67.2**	**67.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	689
65 dBA	218
70 dBA	69
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Washington Boulevard		
Road Segment:	Millergrove Drive to Norwalk Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	40,400
Peak Hour Traffic:	**4040**
Vehicle Speed:	40
Centerline Separation:	41

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

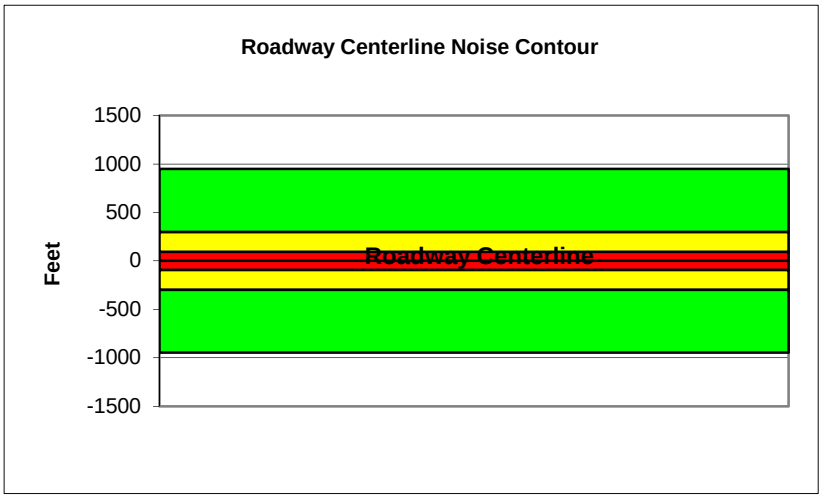
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.5	66.3	64.5	58.4	67.0	67.6
Medium Trucks:	66.4	58.4	52.0	50.4	58.9	59.1
Heavy Trucks:	71.3	59.3	50.3	51.5	61.2	61.3
Vehicle Noise:	**73.6**	**67.8**	**64.9**	**60.0**	**68.5**	**69.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	948
65 dBA	300
70 dBA	95
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Washington Boulevard		
Road Segment:	Broadway Avenue to Sorensen Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	41,600
Peak Hour Traffic:	**4160**
Vehicle Speed:	40
Centerline Separation:	40

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

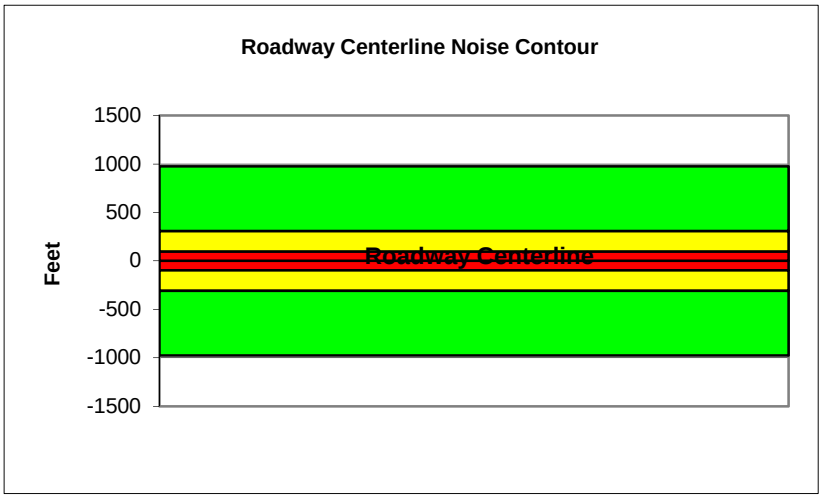
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.6	66.4	64.6	58.5	67.2	67.8
Medium Trucks:	66.6	58.5	52.1	50.5	59.0	59.3
Heavy Trucks:	71.4	59.5	50.4	51.6	61.4	61.5
Vehicle Noise:	**73.8**	**68.0**	**65.1**	**60.1**	**68.7**	**69.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	975
65 dBA	308
70 dBA	98
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Philadelphia Street		
Road Segment:	Whittier Boulevard to Pickering Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	6,900
Peak Hour Traffic:	**690**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

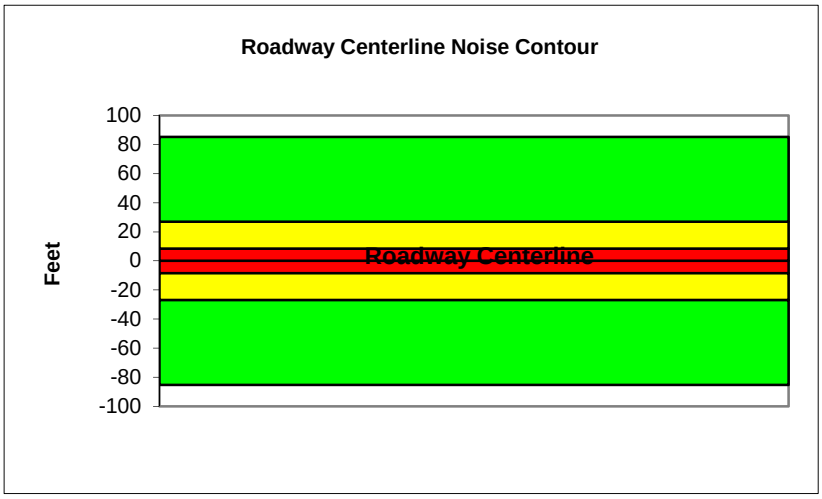
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.5	55.3	53.5	47.4	56.0	56.6
Medium Trucks:	57.1	49.0	42.6	41.1	49.5	49.8
Heavy Trucks:	62.7	50.8	41.7	43.0	53.1	53.2
Vehicle Noise:	**65.3**	**57.7**	**54.2**	**49.9**	**58.4**	**58.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	85
65 dBA	27
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Philadelphia Street		
Road Segment:	Greenleaf Avenue to Painter Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	4,200
Peak Hour Traffic:	**420**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

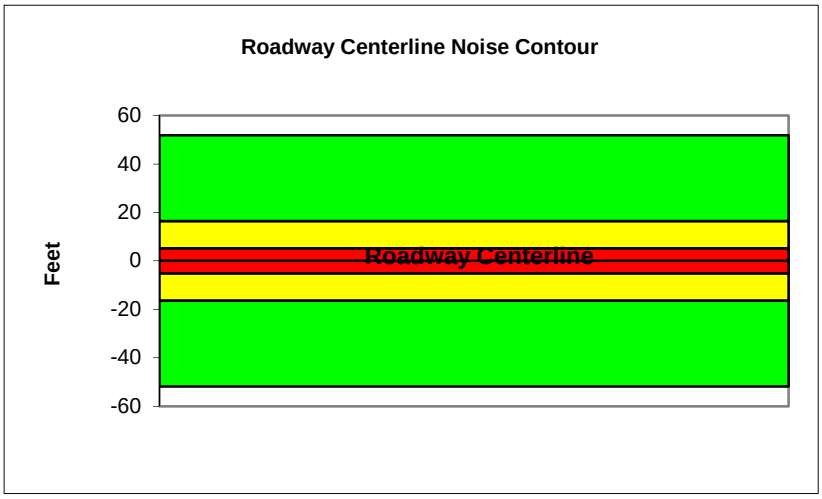
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	44.3	53.1	51.3	45.2	53.9	54.5
Medium Trucks:	54.9	46.9	40.5	38.9	47.4	47.6
Heavy Trucks:	60.6	48.6	39.6	40.8	50.9	51.0
Vehicle Noise:	**63.1**	**55.6**	**52.0**	**47.7**	**56.3**	**56.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	52
65 dBA	16
70 dBA	5
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Mar Vista Street		
Road Segment:	Whittier Boulevard to Pickering Avenue		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	7,700
Peak Hour Traffic:	**770**
Vehicle Speed:	30
Centerline Separation:	14

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

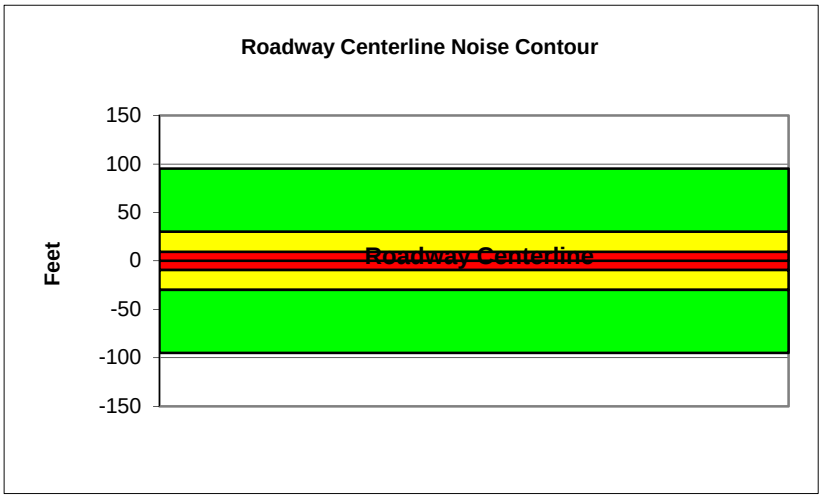
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.1	55.9	54.1	48.0	56.7	57.3
Medium Trucks:	57.7	49.7	43.3	41.7	50.2	50.4
Heavy Trucks:	63.4	51.4	42.4	43.6	53.7	53.9
Vehicle Noise:	**65.9**	**58.4**	**54.9**	**50.5**	**59.1**	**59.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	95
65 dBA	30
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Mar Vista Street		
Road Segment:	Greenleaf Avenue to Painter Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	13,100
Peak Hour Traffic:	**1310**
Vehicle Speed:	35
Centerline Separation:	30

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

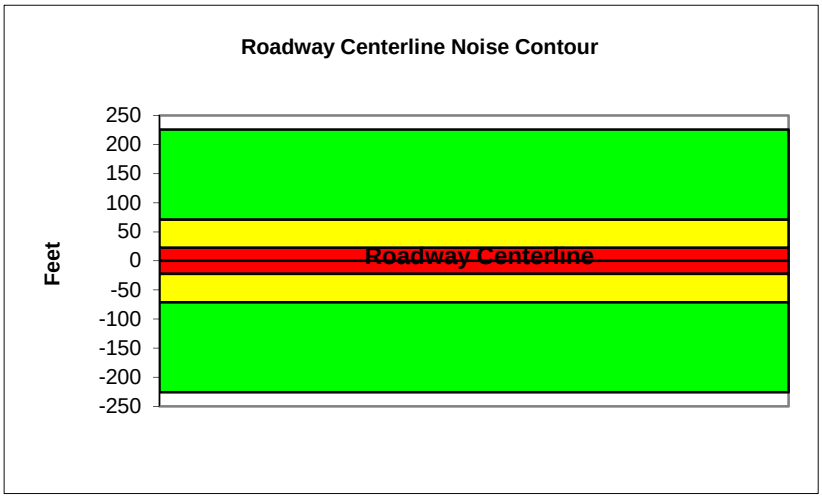
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.1	59.9	58.1	52.0	60.6	61.3
Medium Trucks:	60.8	52.7	46.4	44.8	53.3	53.5
Heavy Trucks:	66.0	54.1	45.0	46.3	56.2	56.3
Vehicle Noise:	**68.5**	**61.8**	**58.6**	**54.0**	**62.5**	**63.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	226
65 dBA	71
70 dBA	23
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	I-605 NB Off Ramp to Norwalk Blvd		

PROJECT DATA	
Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	41,100
Peak Hour Traffic:	**4110**
Vehicle Speed:	35
Centerline Separation:	28

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

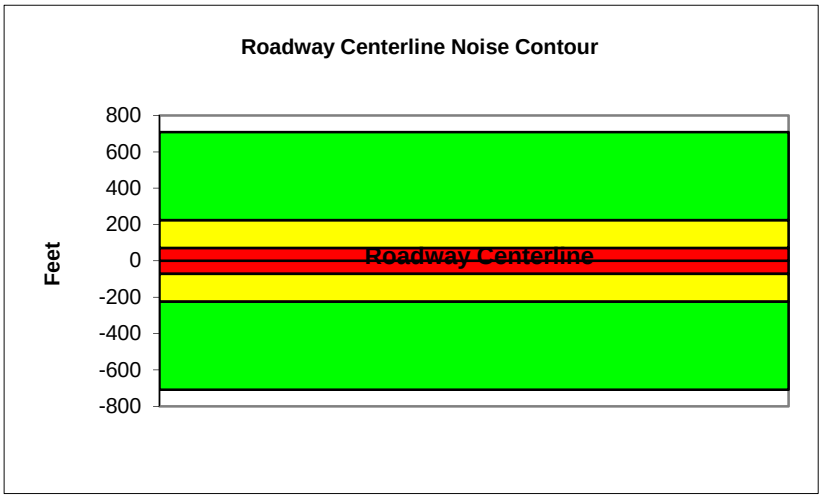
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.1	64.9	63.1	57.0	65.6	66.3
Medium Trucks:	65.8	57.7	51.4	49.8	58.3	58.5
Heavy Trucks:	71.0	59.1	50.0	51.2	61.2	61.3
Vehicle Noise:	**73.5**	**66.8**	**63.6**	**58.9**	**67.5**	**68.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	709
65 dBA	224
70 dBA	71
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Glengarry Ave to Broadway		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	41,400
Peak Hour Traffic:	**4140**
Vehicle Speed:	35
Centerline Separation:	21

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

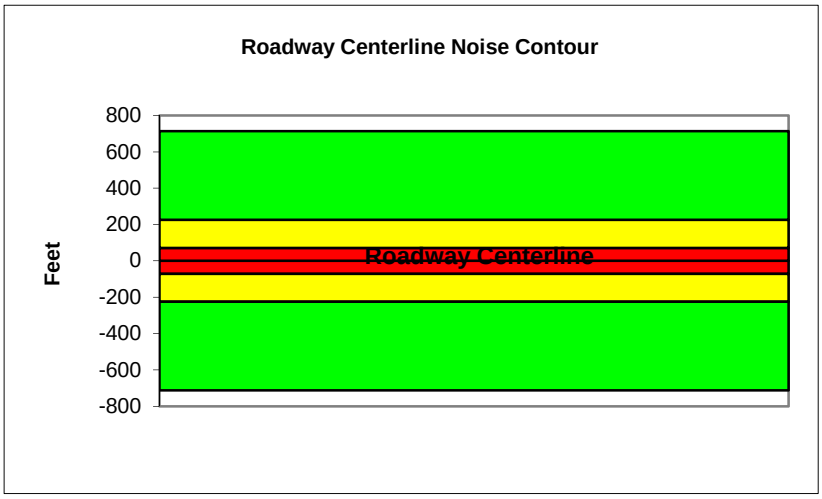
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.2	65.0	63.2	57.1	65.8	66.4
Medium Trucks:	66.0	57.9	51.5	49.9	58.4	58.7
Heavy Trucks:	71.2	59.2	50.2	51.4	61.3	61.4
Vehicle Noise:	**73.6**	**67.0**	**63.8**	**59.1**	**67.7**	**68.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	714
65 dBA	226
70 dBA	71
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Hadley Street to Sorensen Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	43,200
Peak Hour Traffic:	**4320**
Vehicle Speed:	35
Centerline Separation:	35

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

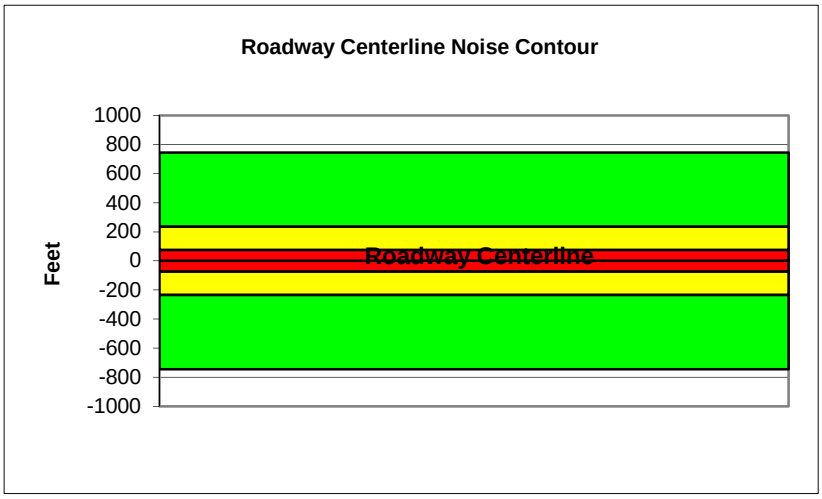
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.2	65.0	63.2	57.1	65.7	66.4
Medium Trucks:	65.9	57.8	51.5	49.9	58.4	58.6
Heavy Trucks:	71.1	59.2	50.1	51.4	61.3	61.4
Vehicle Noise:	**73.6**	**66.9**	**63.7**	**59.1**	**67.6**	**68.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	745
65 dBA	236
70 dBA	75
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Sorensen Avenue to Philadelphia Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	37,900
Peak Hour Traffic:	**3790**
Vehicle Speed:	35
Centerline Separation:	43

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

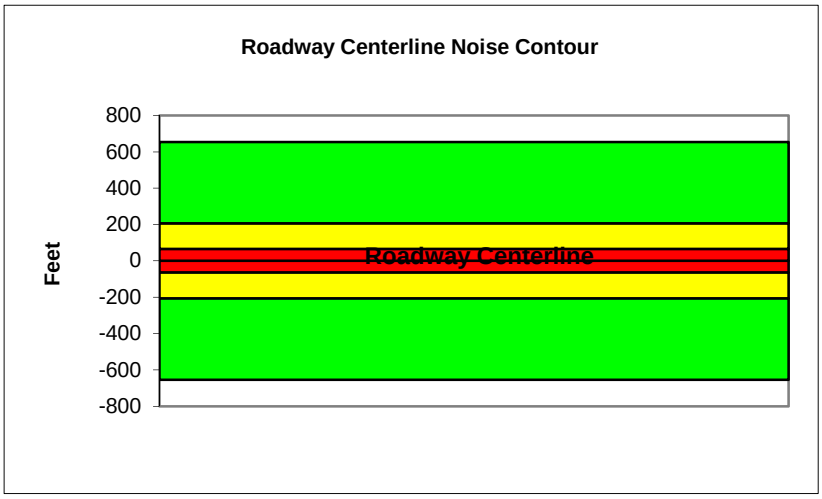
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.5	64.3	62.5	56.4	65.1	65.7
Medium Trucks:	65.2	57.1	50.8	49.2	57.7	57.9
Heavy Trucks:	70.4	58.5	49.4	50.7	60.6	60.7
Vehicle Noise:	**72.9**	**66.2**	**63.0**	**58.4**	**66.9**	**67.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	654
65 dBA	207
70 dBA	65
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Philadelphia Street to Penn Street		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	39,600
Peak Hour Traffic:	**3960**
Vehicle Speed:	35
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

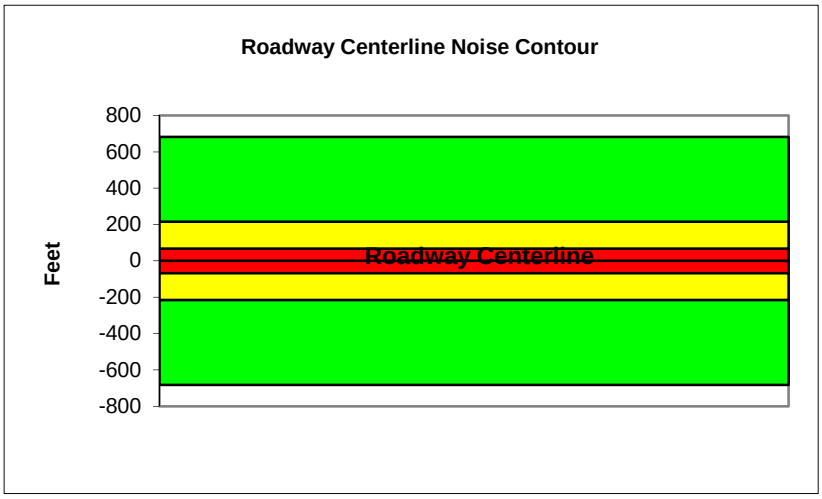
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.9	64.6	62.9	56.8	65.4	66.0
Medium Trucks:	65.6	57.5	51.1	49.6	58.0	58.3
Heavy Trucks:	70.8	58.9	49.8	51.0	60.9	61.1
Vehicle Noise:	**73.2**	**66.6**	**63.4**	**58.7**	**67.3**	**67.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	683
65 dBA	216
70 dBA	68
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Penn Street to Mar Vista Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	37,000
Peak Hour Traffic:	**3700**
Vehicle Speed:	35
Centerline Separation:	29

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

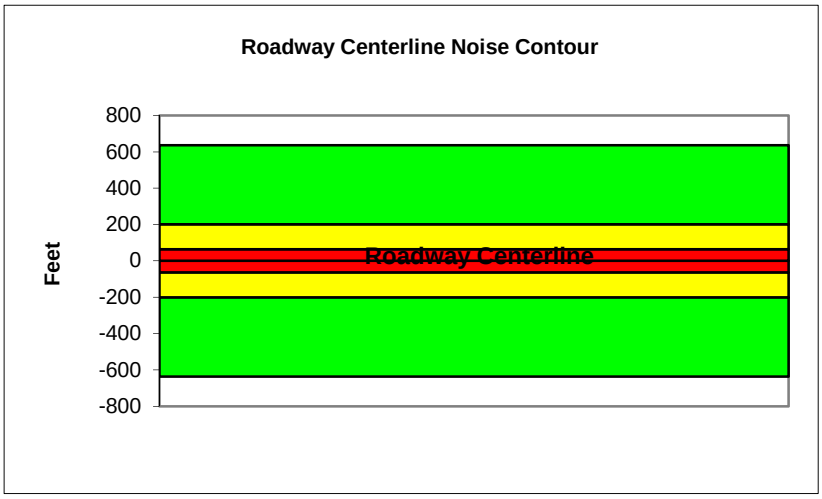
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.6	64.4	62.6	56.5	65.2	65.8
Medium Trucks:	65.3	57.3	50.9	49.3	57.8	58.0
Heavy Trucks:	70.5	58.6	49.6	50.8	60.7	60.8
Vehicle Noise:	**73.0**	**66.3**	**63.2**	**58.5**	**67.0**	**67.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	637
65 dBA	202
70 dBA	64
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Mar Vista Street to Pacific Place		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	32,400
Peak Hour Traffic:	**3240**
Vehicle Speed:	45
Centerline Separation:	52

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

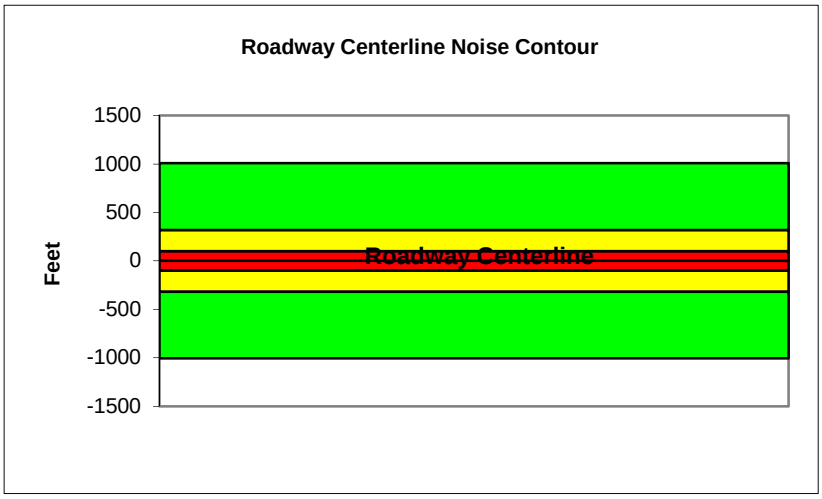
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.8	66.6	64.8	58.7	67.4	68.0
Medium Trucks:	66.1	58.0	51.7	50.1	58.6	58.8
Heavy Trucks:	70.6	58.7	49.6	50.8	60.4	60.5
Vehicle Noise:	**73.0**	**67.9**	**65.2**	**60.0**	**68.6**	**69.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1007
65 dBA	318
70 dBA	101
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Pacific Place to Santa Fe Springs Road		

PROJECT DATA	
Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	29,600
Peak Hour Traffic:	**2960**
Vehicle Speed:	45
Centerline Separation:	70

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

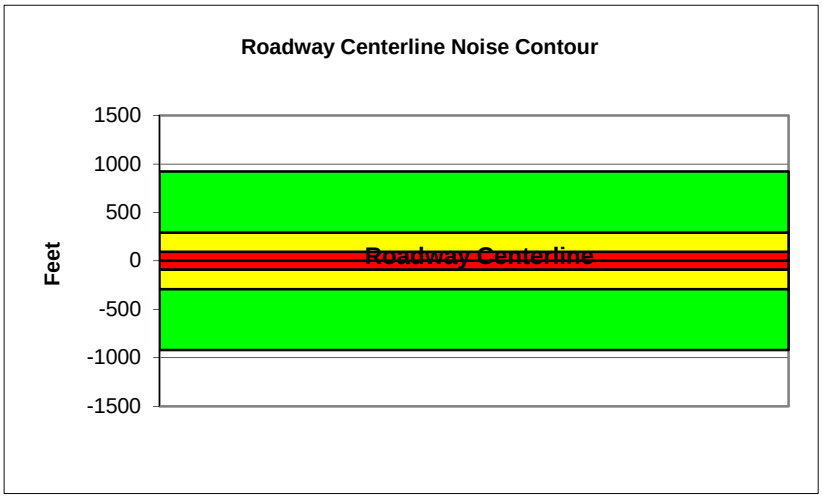
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.2	66.0	64.2	58.1	66.7	67.4
Medium Trucks:	65.5	57.4	51.0	49.4	57.9	58.2
Heavy Trucks:	70.0	58.0	49.0	50.2	59.8	59.9
Vehicle Noise:	**72.3**	**67.3**	**64.5**	**59.4**	**68.0**	**68.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	921
65 dBA	291
70 dBA	92
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Santa Fe Springs Road to Greenleaf Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	36,600
Peak Hour Traffic:	**3660**
Vehicle Speed:	35
Centerline Separation:	36

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

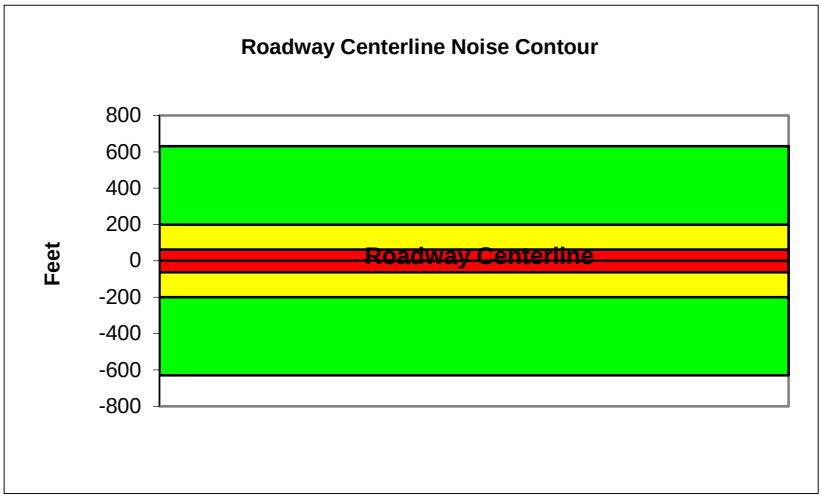
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.5	64.2	62.4	56.4	65.0	65.6
Medium Trucks:	65.2	57.1	50.7	49.1	57.6	57.9
Heavy Trucks:	70.4	58.5	49.4	50.6	60.5	60.6
Vehicle Noise:	**72.8**	**66.2**	**63.0**	**58.3**	**66.9**	**67.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	631
65 dBA	199
70 dBA	63
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Laurel Avenue to Strub Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	43,000
Peak Hour Traffic:	**4300**
Vehicle Speed:	40
Centerline Separation:	35

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

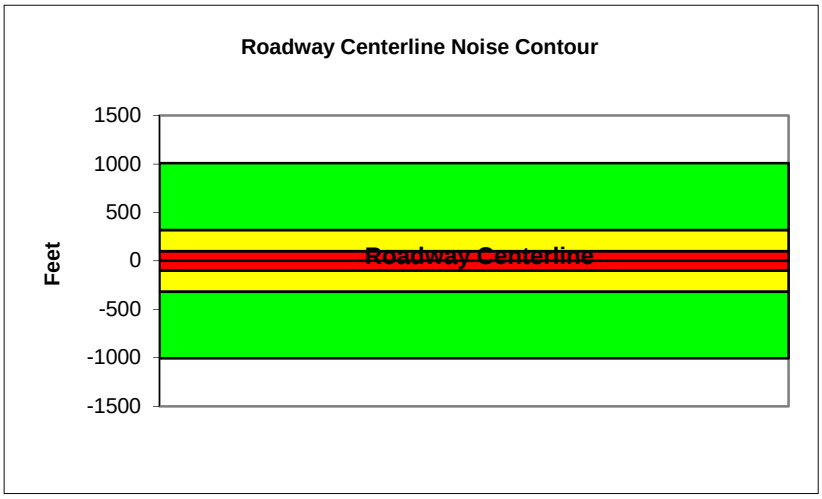
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.8	66.6	64.8	58.7	67.4	68.0
Medium Trucks:	66.8	58.7	52.3	50.8	59.3	59.5
Heavy Trucks:	71.6	59.7	50.6	51.9	61.6	61.7
Vehicle Noise:	**74.0**	**68.2**	**65.3**	**60.3**	**68.9**	**69.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1007
65 dBA	319
70 dBA	101
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	East of Colima Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	41,400
Peak Hour Traffic:	**4140**
Vehicle Speed:	40
Centerline Separation:	45

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

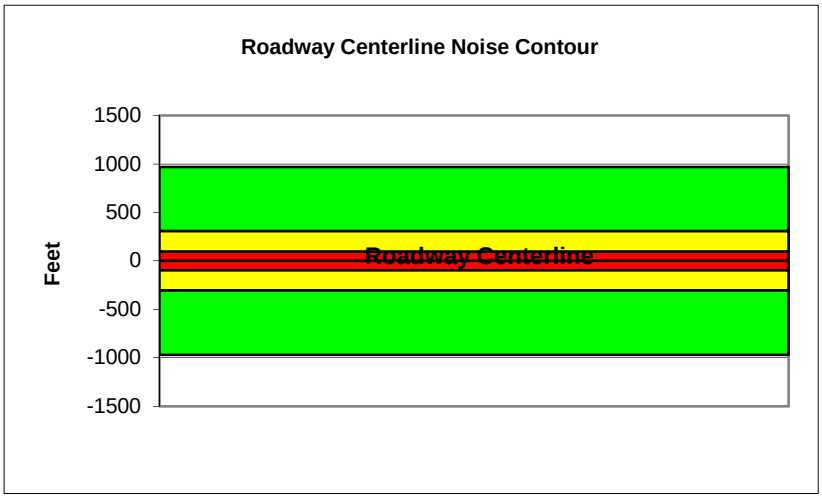
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.5	66.3	64.5	58.4	67.1	67.7
Medium Trucks:	66.5	58.4	52.0	50.4	58.9	59.2
Heavy Trucks:	71.3	59.4	50.3	51.5	61.3	61.4
Vehicle Noise:	**73.7**	**67.9**	**65.0**	**60.0**	**68.6**	**69.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	970
65 dBA	307
70 dBA	97
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Whittier Boulevard to Keith Drive		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	11,600
Peak Hour Traffic:	**1160**
Vehicle Speed:	30
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

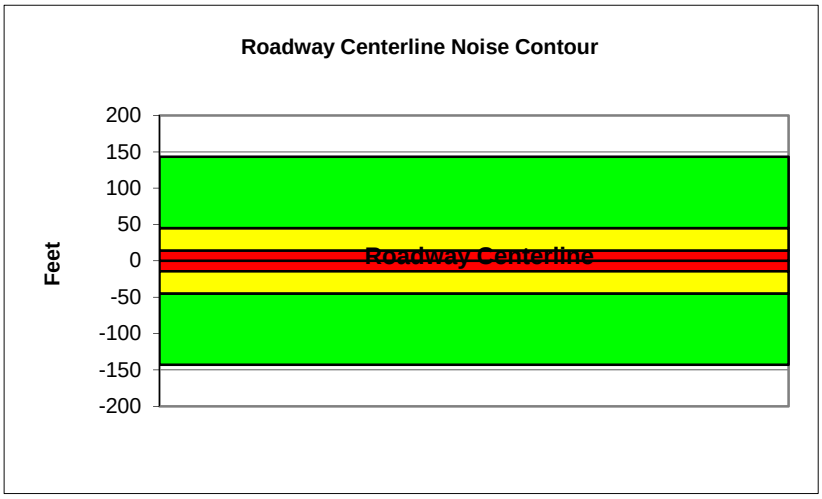
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.0	57.7	55.9	49.9	58.5	59.1
Medium Trucks:	59.6	51.5	45.1	43.5	52.0	52.3
Heavy Trucks:	65.2	53.3	44.2	45.4	55.6	55.7
Vehicle Noise:	**67.7**	**60.2**	**56.7**	**52.3**	**60.9**	**61.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	143
65 dBA	45
70 dBA	14
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Keith Drive to Rose Hedge Drive		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	10,900
Peak Hour Traffic:	**1090**
Vehicle Speed:	25
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

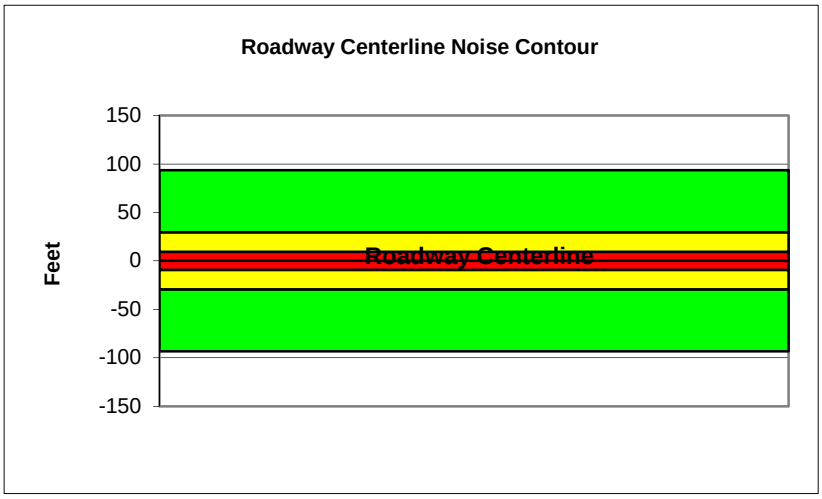
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.4	55.2	53.4	47.3	56.0	56.6
Medium Trucks:	58.1	50.0	43.6	42.0	50.5	50.7
Heavy Trucks:	64.2	52.3	43.2	44.4	54.8	54.9
Vehicle Noise:	**66.9**	**58.4**	**54.4**	**50.6**	**59.1**	**59.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	93
65 dBA	30
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Rose Hedge Drive to Mines Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	7,900
Peak Hour Traffic:	**790**
Vehicle Speed:	25
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

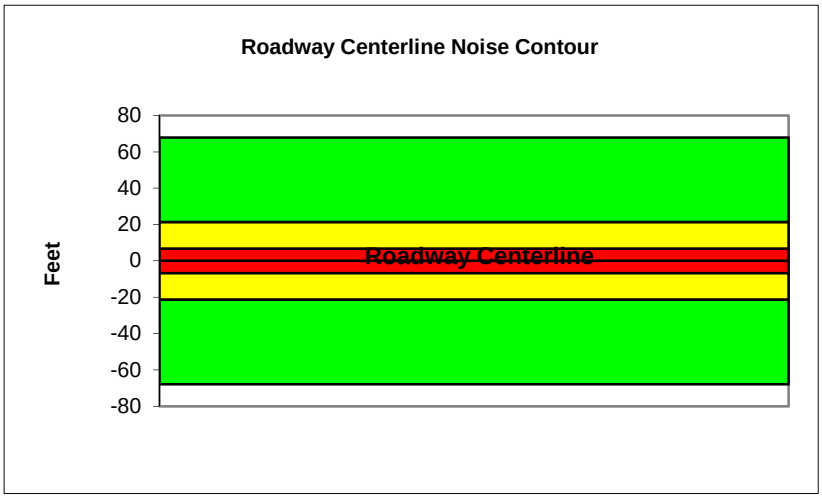
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.0	53.8	52.0	45.9	54.6	55.2
Medium Trucks:	56.7	48.6	42.2	40.6	49.1	49.4
Heavy Trucks:	62.8	50.9	41.8	43.0	53.4	53.5
Vehicle Noise:	**65.5**	**57.0**	**53.0**	**49.2**	**57.7**	**58.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	68
65 dBA	21
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Mines Boulevard to Washington Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	17,100
Peak Hour Traffic:	**1710**
Vehicle Speed:	35
Centerline Separation:	37

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

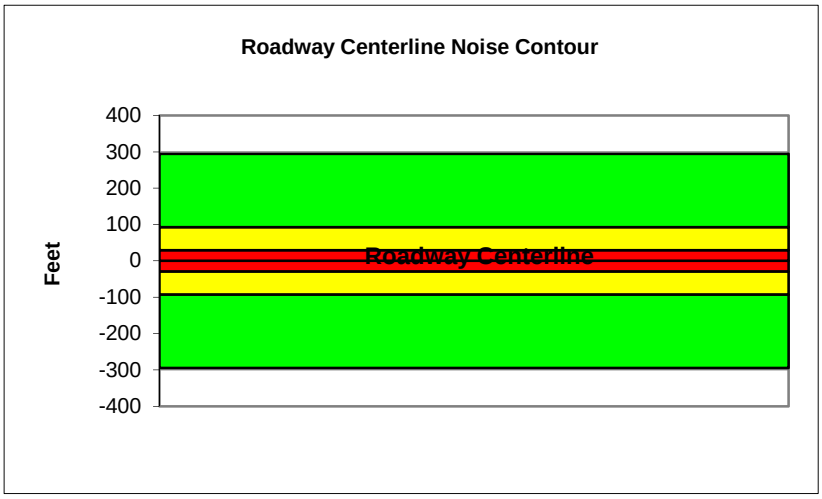
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.7	62.3
Medium Trucks:	61.8	53.8	47.4	45.8	54.3	54.5
Heavy Trucks:	67.1	55.1	46.1	47.3	57.2	57.3
Vehicle Noise:	**69.5**	**62.9**	**59.7**	**55.0**	**63.6**	**64.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	295
65 dBA	93
70 dBA	29
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Santa Fe Springs		
Road Segment:	Whittier Boulevard to Lambert Road		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	15,000
Peak Hour Traffic:	**1500**
Vehicle Speed:	40
Centerline Separation:	38

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

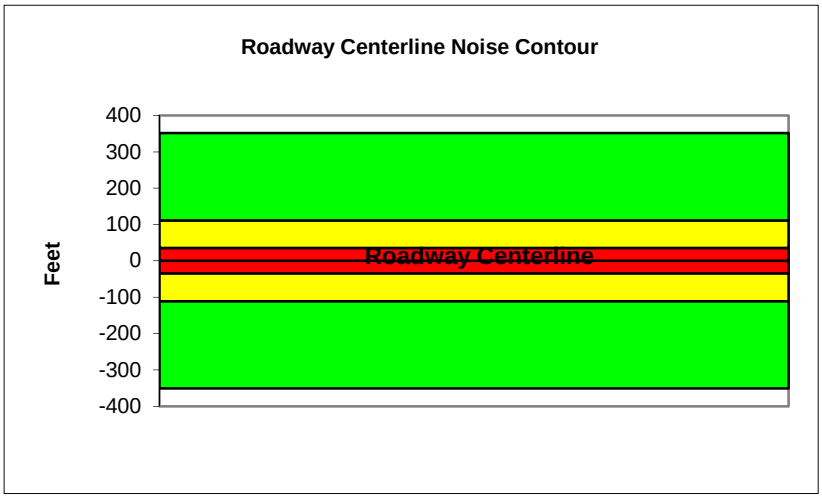
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.2	62.0	60.2	54.1	62.8	63.4
Medium Trucks:	62.2	54.1	47.7	46.1	54.6	54.9
Heavy Trucks:	67.0	55.1	46.0	47.2	57.0	57.1
Vehicle Noise:	**69.4**	**63.6**	**60.7**	**55.7**	**64.3**	**64.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	352
65 dBA	111
70 dBA	35
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Santa Fe Springs		
Road Segment:	South of Slauson Avenue/Mulberry Drive		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	14,800
Peak Hour Traffic:	**1480**
Vehicle Speed:	40
Centerline Separation:	41

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

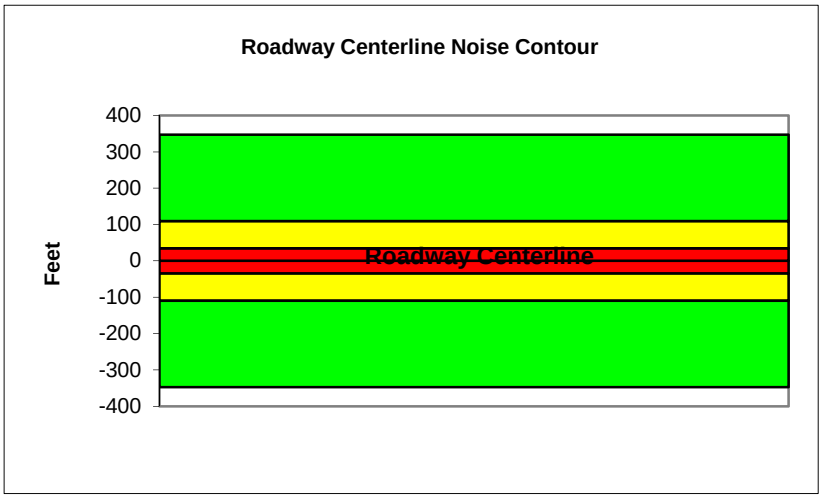
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.1	61.9	60.1	54.0	62.7	63.3
Medium Trucks:	62.1	54.0	47.6	46.0	54.5	54.8
Heavy Trucks:	66.9	55.0	45.9	47.1	56.9	57.0
Vehicle Noise:	**69.3**	**63.5**	**60.5**	**55.6**	**64.2**	**64.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	347
65 dBA	110
70 dBA	35
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Colima Road		
Road Segment:	North of Whittier Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	40,400
Peak Hour Traffic:	**4040**
Vehicle Speed:	40
Centerline Separation:	48

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

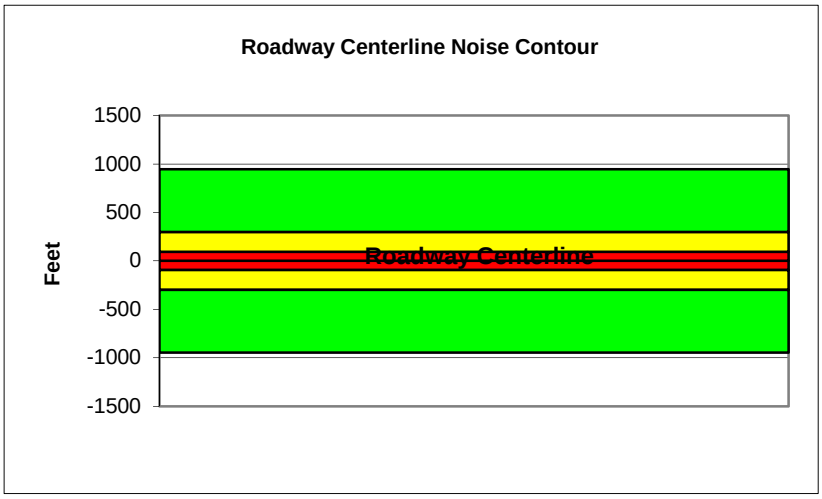
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.4	66.1	64.4	58.3	66.9	67.5
Medium Trucks:	66.3	58.3	51.9	50.3	58.8	59.0
Heavy Trucks:	71.2	59.2	50.2	51.4	61.1	61.2
Vehicle Noise:	**73.5**	**67.7**	**64.8**	**59.9**	**68.4**	**68.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	947
65 dBA	299
70 dBA	95
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Colima Road		
Road Segment:	Whittier Boulevard to Lambert Road		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	30,400
Peak Hour Traffic:	**3040**
Vehicle Speed:	40
Centerline Separation:	38

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

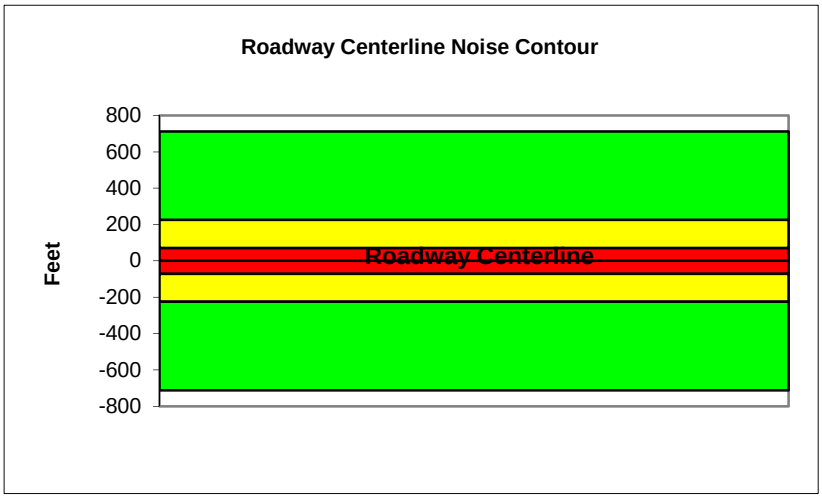
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.3	65.1	63.3	57.2	65.8	66.4
Medium Trucks:	65.2	57.2	50.8	49.2	57.7	57.9
Heavy Trucks:	70.1	58.1	49.1	50.3	60.0	60.2
Vehicle Noise:	**72.5**	**66.6**	**63.7**	**58.8**	**67.4**	**67.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	713
65 dBA	225
70 dBA	71
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Washington Boulevard		
Road Segment:	Millergrove Drive to Norwalk Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	42,600
Peak Hour Traffic:	**4260**
Vehicle Speed:	40
Centerline Separation:	41

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

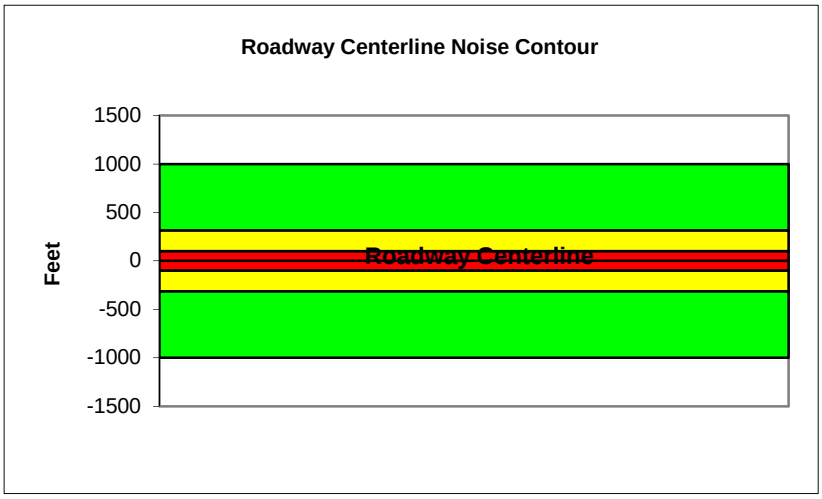
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.7	66.5	64.7	58.6	67.3	67.9
Medium Trucks:	66.7	58.6	52.2	50.6	59.1	59.4
Heavy Trucks:	71.5	59.6	50.5	51.7	61.4	61.6
Vehicle Noise:	**73.9**	**68.1**	**65.1**	**60.2**	**68.8**	**69.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	999
65 dBA	316
70 dBA	100
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Washington Boulevard		
Road Segment:	Broadway Avenue to Sorensen Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	44,700
Peak Hour Traffic:	**4470**
Vehicle Speed:	40
Centerline Separation:	40

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

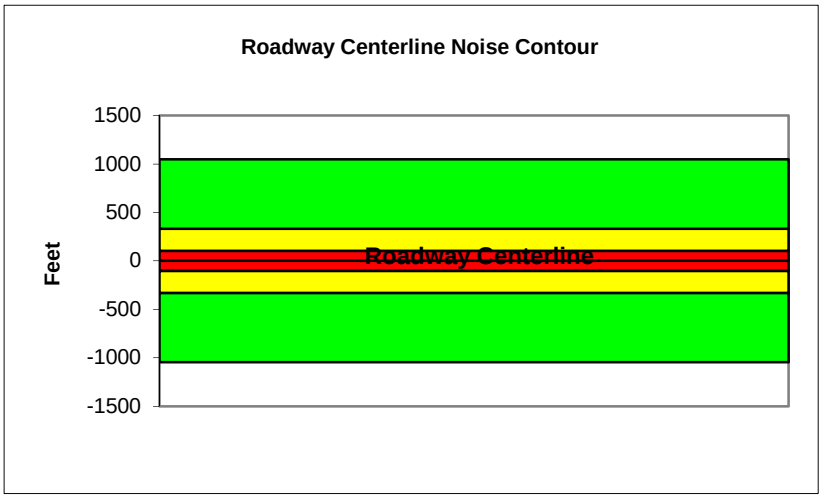
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.9	66.7	64.9	58.8	67.5	68.1
Medium Trucks:	66.9	58.8	52.4	50.9	59.3	59.6
Heavy Trucks:	71.7	59.8	50.7	52.0	61.7	61.8
Vehicle Noise:	**74.1**	**68.3**	**65.4**	**60.4**	**69.0**	**69.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1047
65 dBA	331
70 dBA	105
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Philadelphia Street		
Road Segment:	Whittier Boulevard to Pickering Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	7,600
Peak Hour Traffic:	**760**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

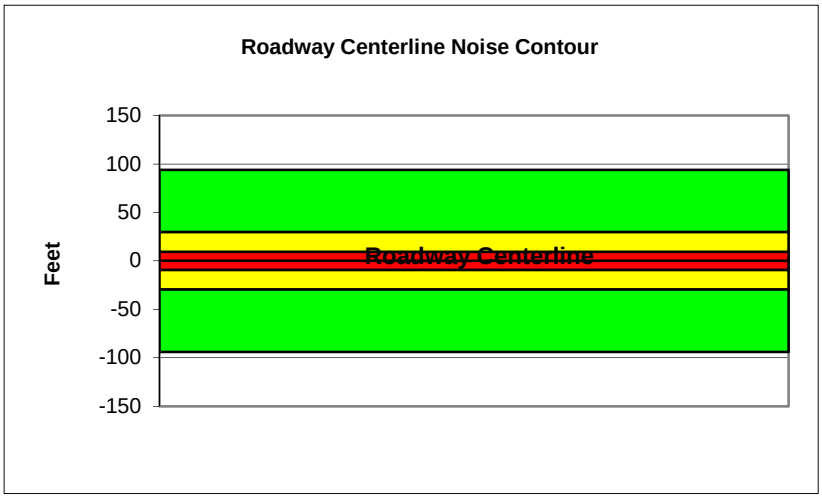
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.9	55.7	53.9	47.8	56.5	57.1
Medium Trucks:	57.5	49.4	43.0	41.5	50.0	50.2
Heavy Trucks:	63.1	51.2	42.2	43.4	53.5	53.6
Vehicle Noise:	**65.7**	**58.2**	**54.6**	**50.3**	**58.8**	**59.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	94
65 dBA	30
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Philadelphia Street		
Road Segment:	Greenleaf Avenue to Painter Avenue		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	4,400
Peak Hour Traffic:	**440**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

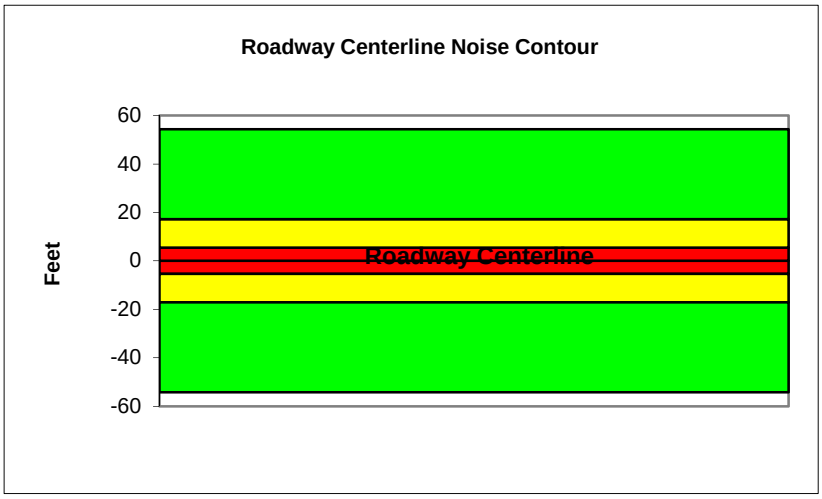
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	44.5	53.3	51.5	45.4	54.1	54.7
Medium Trucks:	55.1	47.1	40.7	39.1	47.6	47.8
Heavy Trucks:	60.8	48.8	39.8	41.0	51.1	51.3
Vehicle Noise:	**63.3**	**55.8**	**52.2**	**47.9**	**56.5**	**56.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	54
65 dBA	17
70 dBA	5
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Mar Vista Street		
Road Segment:	Whittier Boulevard to Pickering Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	8,700
Peak Hour Traffic:	**870**
Vehicle Speed:	30
Centerline Separation:	14

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

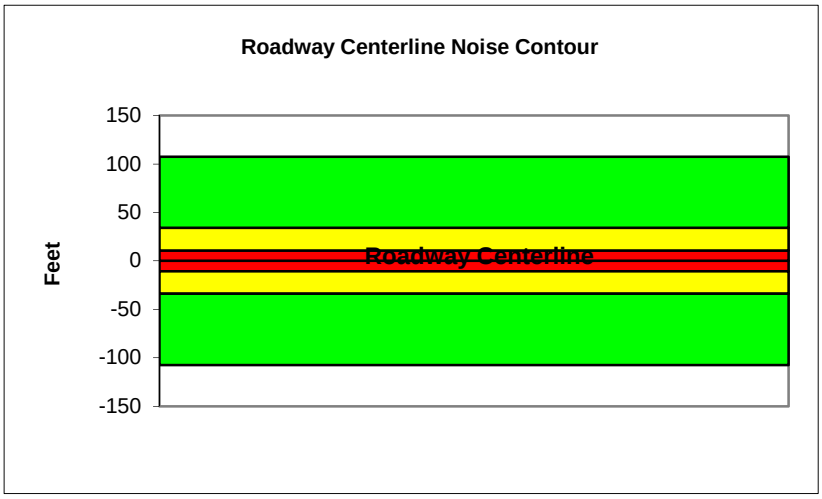
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.7	56.4	54.7	48.6	57.2	57.8
Medium Trucks:	58.3	50.2	43.8	42.2	50.7	51.0
Heavy Trucks:	63.9	52.0	42.9	44.1	54.3	54.4
Vehicle Noise:	**66.4**	**58.9**	**55.4**	**51.1**	**59.6**	**60.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	108
65 dBA	34
70 dBA	11
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Mar Vista Street		
Road Segment:	Greenleaf Avenue to Painter Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	13,900
Peak Hour Traffic:	**1390**
Vehicle Speed:	35
Centerline Separation:	30

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

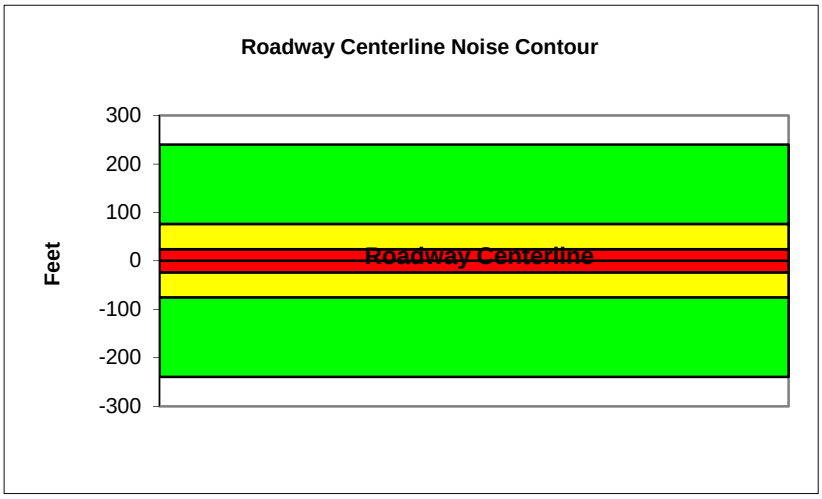
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.3	60.1	58.3	52.3	60.9	61.5
Medium Trucks:	61.1	53.0	46.6	45.0	53.5	53.8
Heavy Trucks:	66.3	54.3	45.3	46.5	56.4	56.5
Vehicle Noise:	**68.7**	**62.1**	**58.9**	**54.2**	**62.8**	**63.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	240
65 dBA	76
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	I-605 NB Off Ramp to Norwalk Blvd		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	40,000
Peak Hour Traffic:	**4000**
Vehicle Speed:	35
Centerline Separation:	28

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

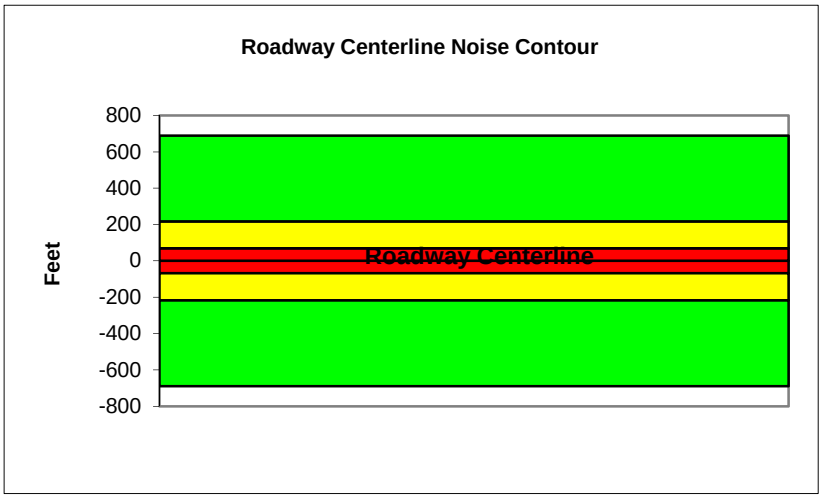
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.0	64.7	63.0	56.9	65.5	66.1
Medium Trucks:	65.7	57.6	51.2	49.7	58.2	58.4
Heavy Trucks:	70.9	59.0	49.9	51.1	61.0	61.2
Vehicle Noise:	**73.3**	**66.7**	**63.5**	**58.8**	**67.4**	**67.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	690
65 dBA	218
70 dBA	69
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Glengarry Ave to Broadway		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	37,300
Peak Hour Traffic:	**3730**
Vehicle Speed:	35
Centerline Separation:	21

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

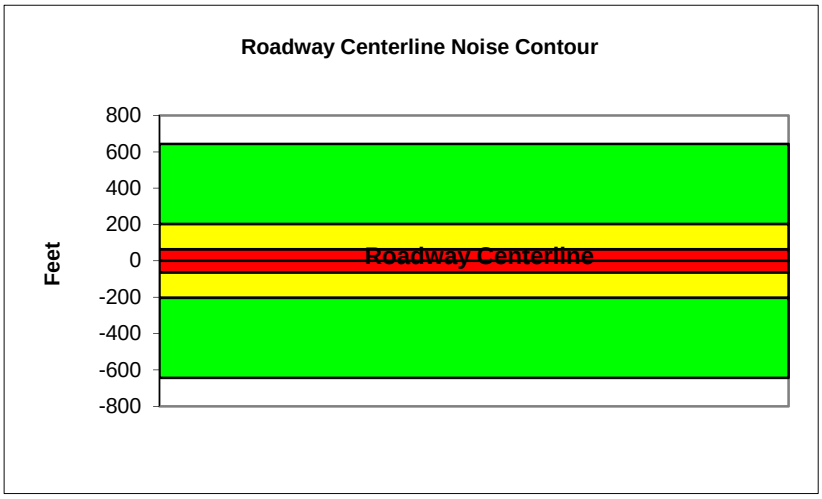
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.8	64.6	62.8	56.7	65.3	66.0
Medium Trucks:	65.5	57.4	51.1	49.5	58.0	58.2
Heavy Trucks:	70.7	58.8	49.7	51.0	60.9	61.0
Vehicle Noise:	**73.2**	**66.5**	**63.3**	**58.7**	**67.2**	**67.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	643
65 dBA	203
70 dBA	64
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Hadley Street to Sorensen Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	38,800
Peak Hour Traffic:	**3880**
Vehicle Speed:	35
Centerline Separation:	35

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

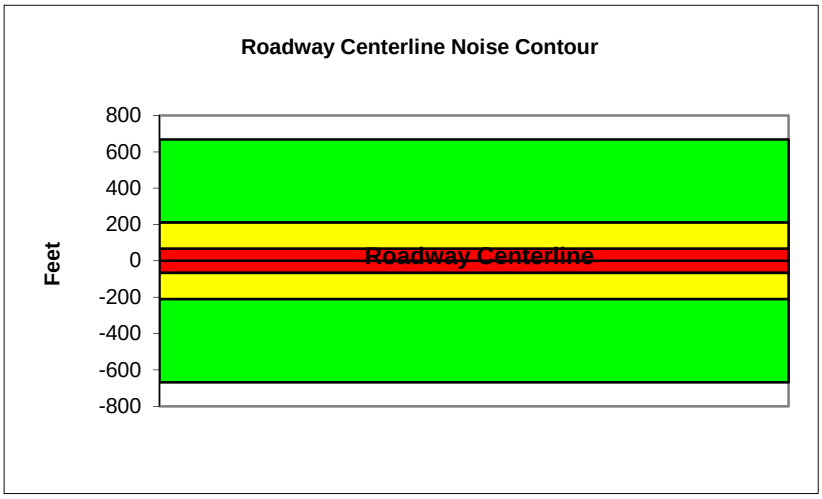
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.7	64.5	62.7	56.6	65.3	65.9
Medium Trucks:	65.4	57.4	51.0	49.4	57.9	58.1
Heavy Trucks:	70.7	58.7	49.7	50.9	60.8	60.9
Vehicle Noise:	**73.1**	**66.5**	**63.3**	**58.6**	**67.2**	**67.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	669
65 dBA	211
70 dBA	67
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Sorensen Avenue to Philadelphia Street		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	38,400
Peak Hour Traffic:	**3840**
Vehicle Speed:	35
Centerline Separation:	43

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

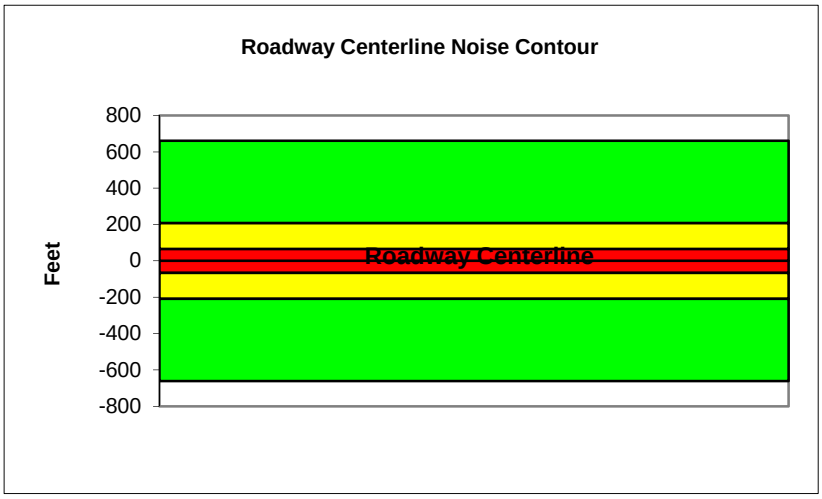
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.6	64.3	62.5	56.5	65.1	65.7
Medium Trucks:	65.3	57.2	50.8	49.2	57.7	58.0
Heavy Trucks:	70.5	58.5	49.5	50.7	60.6	60.7
Vehicle Noise:	**72.9**	**66.3**	**63.1**	**58.4**	**67.0**	**67.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	662
65 dBA	209
70 dBA	66
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Philadelphia Street to Penn Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	34,100
Peak Hour Traffic:	**3410**
Vehicle Speed:	35
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

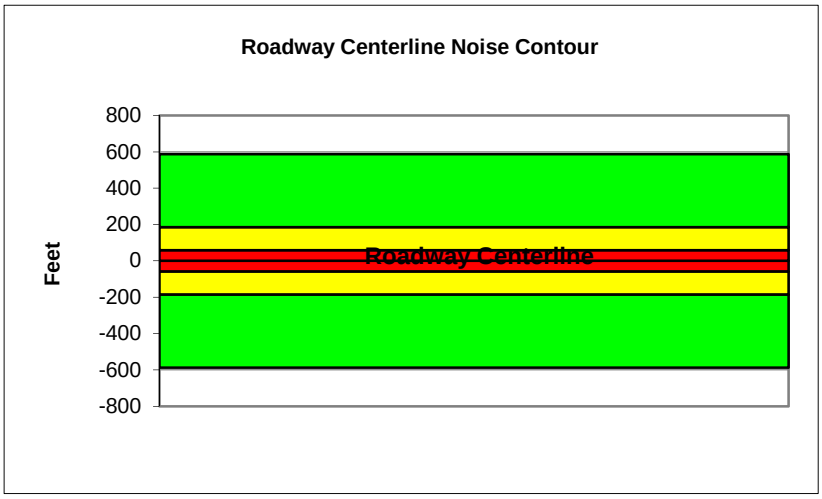
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.2	64.0	62.2	56.1	64.8	65.4
Medium Trucks:	64.9	56.9	50.5	48.9	57.4	57.6
Heavy Trucks:	70.1	58.2	49.2	50.4	60.3	60.4
Vehicle Noise:	**72.6**	**65.9**	**62.8**	**58.1**	**66.6**	**67.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	588
65 dBA	186
70 dBA	59
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Penn Street to Mar Vista Street		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	31,500
Peak Hour Traffic:	**3150**
Vehicle Speed:	35
Centerline Separation:	29

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

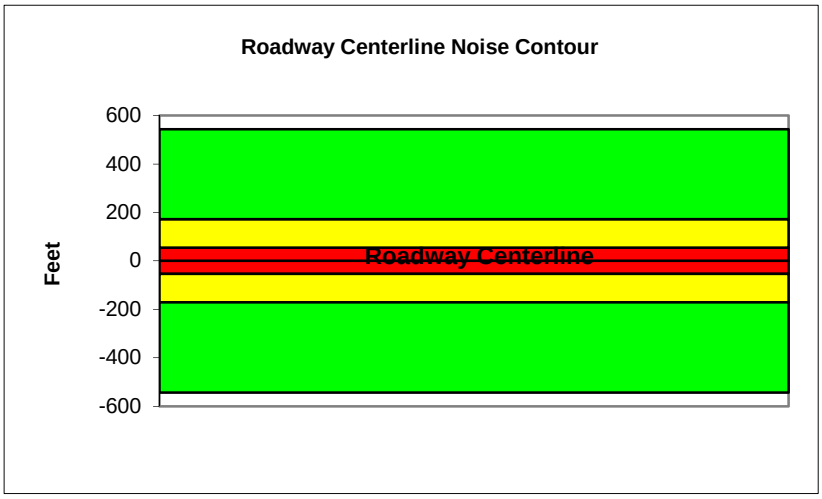
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.9	63.7	61.9	55.8	64.5	65.1
Medium Trucks:	64.6	56.6	50.2	48.6	57.1	57.3
Heavy Trucks:	69.9	57.9	48.9	50.1	60.0	60.1
Vehicle Noise:	**72.3**	**65.6**	**62.5**	**57.8**	**66.3**	**66.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	544
65 dBA	172
70 dBA	54
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Mar Vista Street to Pacific Place		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	27,600
Peak Hour Traffic:	**2760**
Vehicle Speed:	45
Centerline Separation:	52

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

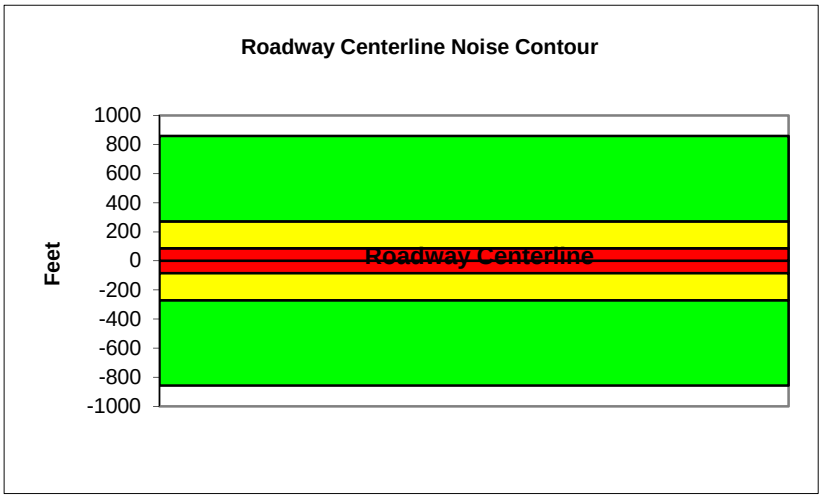
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.1	65.9	64.1	58.0	66.7	67.3
Medium Trucks:	65.4	57.3	51.0	49.4	57.9	58.1
Heavy Trucks:	69.9	58.0	48.9	50.2	59.7	59.8
Vehicle Noise:	**72.3**	**67.2**	**64.5**	**59.3**	**67.9**	**68.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	859
65 dBA	272
70 dBA	86
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Pacific Place to Santa Fe Springs Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	24,800
Peak Hour Traffic:	**2480**
Vehicle Speed:	45
Centerline Separation:	70

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

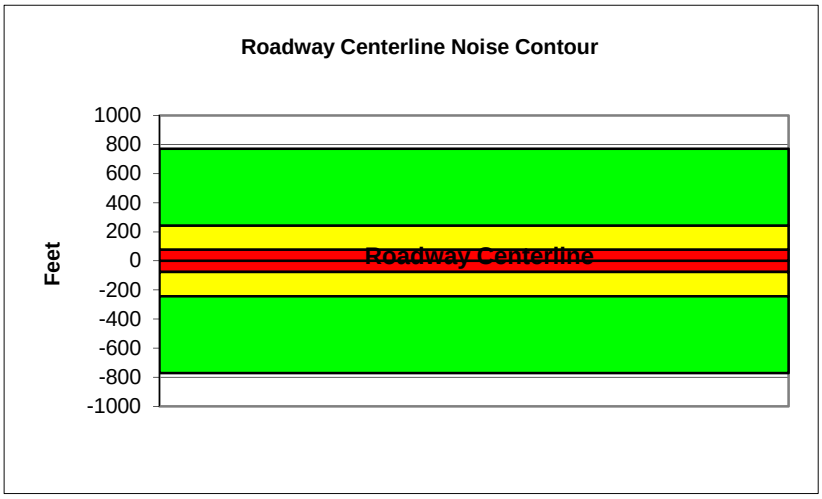
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.4	65.2	63.4	57.3	66.0	66.6
Medium Trucks:	64.7	56.6	50.2	48.7	57.2	57.4
Heavy Trucks:	69.2	57.3	48.2	49.4	59.0	59.1
Vehicle Noise:	**71.6**	**66.5**	**63.8**	**58.6**	**67.2**	**67.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	771
65 dBA	244
70 dBA	77
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Santa Fe Springs Road to Greenleaf Avenue		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	35,000
Peak Hour Traffic:	**3500**
Vehicle Speed:	35
Centerline Separation:	36

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

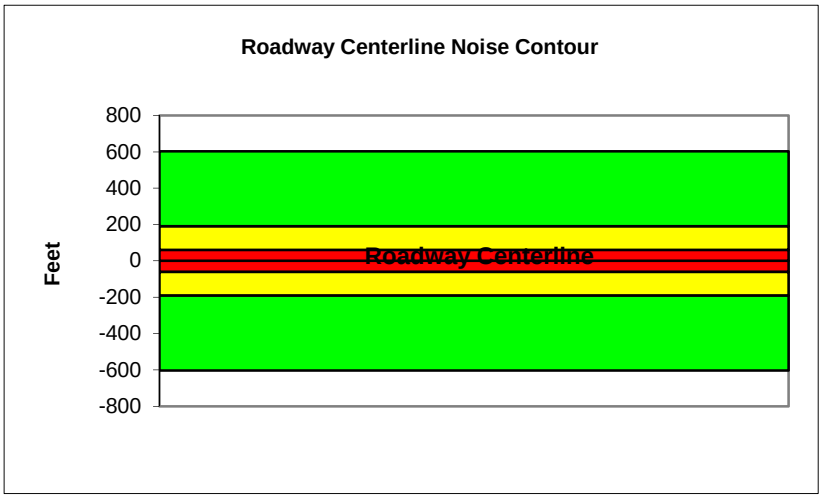
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.3	64.0	62.2	56.2	64.8	65.4
Medium Trucks:	65.0	56.9	50.5	49.0	57.4	57.7
Heavy Trucks:	70.2	58.3	49.2	50.4	60.3	60.5
Vehicle Noise:	**72.6**	**66.0**	**62.8**	**58.1**	**66.7**	**67.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	604
65 dBA	191
70 dBA	60
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Laurel Avenue to Strub Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	42,800
Peak Hour Traffic:	**4280**
Vehicle Speed:	40
Centerline Separation:	35

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

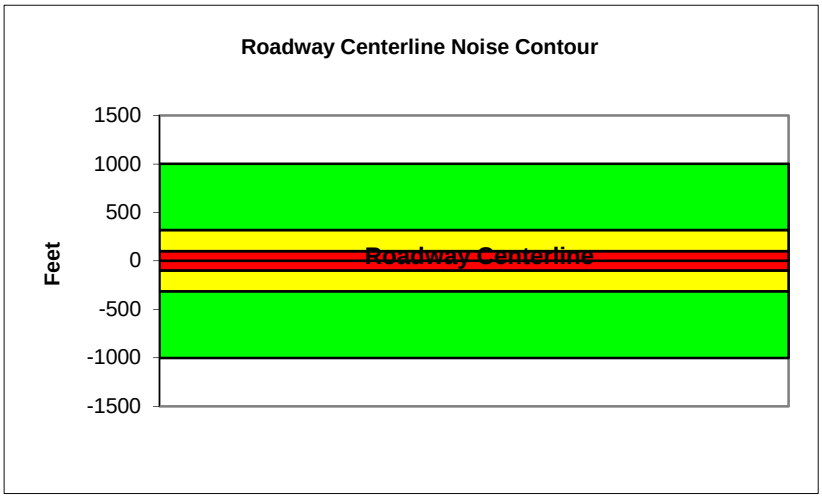
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.8	66.6	64.8	58.7	67.4	68.0
Medium Trucks:	66.8	58.7	52.3	50.7	59.2	59.5
Heavy Trucks:	71.6	59.7	50.6	51.8	61.6	61.7
Vehicle Noise:	**74.0**	**68.2**	**65.3**	**60.3**	**68.9**	**69.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1003
65 dBA	317
70 dBA	100
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	East of Colima Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	43,900
Peak Hour Traffic:	**4390**
Vehicle Speed:	40
Centerline Separation:	45

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

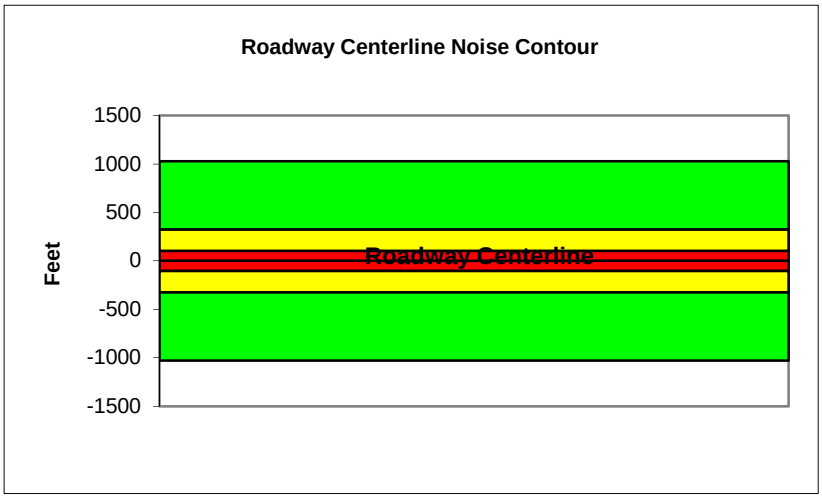
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.8	66.6	64.8	58.7	67.3	67.9
Medium Trucks:	66.7	58.7	52.3	50.7	59.2	59.4
Heavy Trucks:	71.6	59.6	50.6	51.8	61.5	61.6
Vehicle Noise:	**73.9**	**68.1**	**65.2**	**60.3**	**68.8**	**69.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1030
65 dBA	326
70 dBA	103
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Whittier Boulevard to Keith Drive		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	8,000
Peak Hour Traffic:	800
Vehicle Speed:	30
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

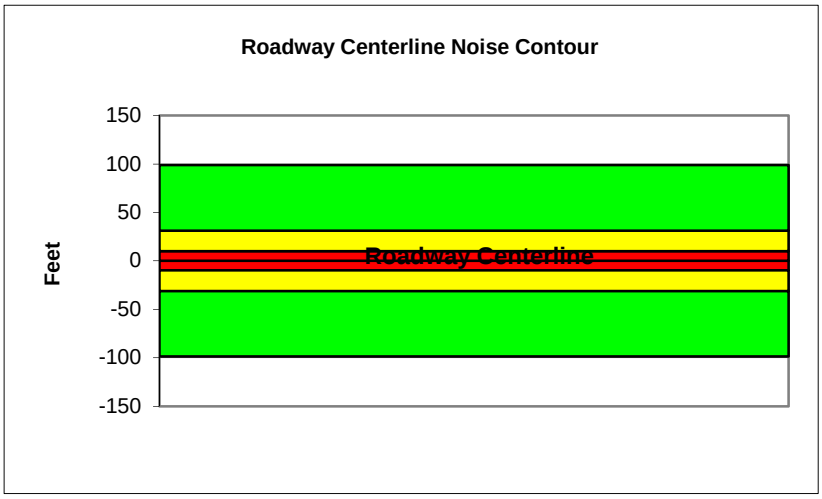
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.3	56.1	54.3	48.3	56.9	57.5
Medium Trucks:	57.9	49.9	43.5	41.9	50.4	50.6
Heavy Trucks:	63.6	51.7	42.6	43.8	53.9	54.1
Vehicle Noise:	**66.1**	**58.6**	**55.1**	**50.7**	**59.3**	**59.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	99
65 dBA	31
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Keith Drive to Rose Hedge Drive		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**		Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	7,400
Peak Hour Traffic:	**740**
Vehicle Speed:	25
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

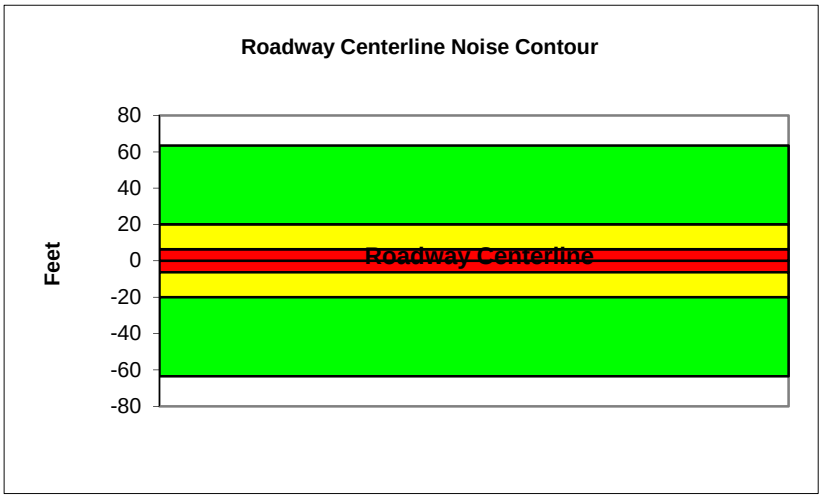
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	44.7	53.5	51.7	45.6	54.3	54.9
Medium Trucks:	56.4	48.3	41.9	40.3	48.8	49.1
Heavy Trucks:	62.5	50.6	41.5	42.7	53.1	53.3
Vehicle Noise:	**65.2**	**56.7**	**52.7**	**48.9**	**57.4**	**57.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	63
65 dBA	20
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Rose Hedge Drive to Mines Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	4,700
Peak Hour Traffic:	**470**
Vehicle Speed:	25
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

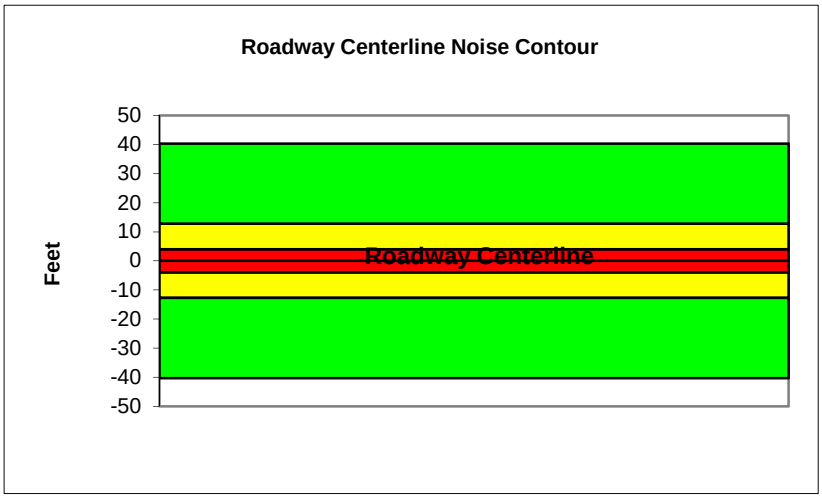
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	42.8	51.5	49.7	43.7	52.3	52.9
Medium Trucks:	54.4	46.3	39.9	38.4	46.9	47.1
Heavy Trucks:	60.6	48.6	39.6	40.8	51.2	51.3
Vehicle Noise:	**63.2**	**54.8**	**50.7**	**46.9**	**55.4**	**55.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	40
65 dBA	13
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Mines Boulevard to Washington Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	14,900
Peak Hour Traffic:	**1490**
Vehicle Speed:	35
Centerline Separation:	37

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

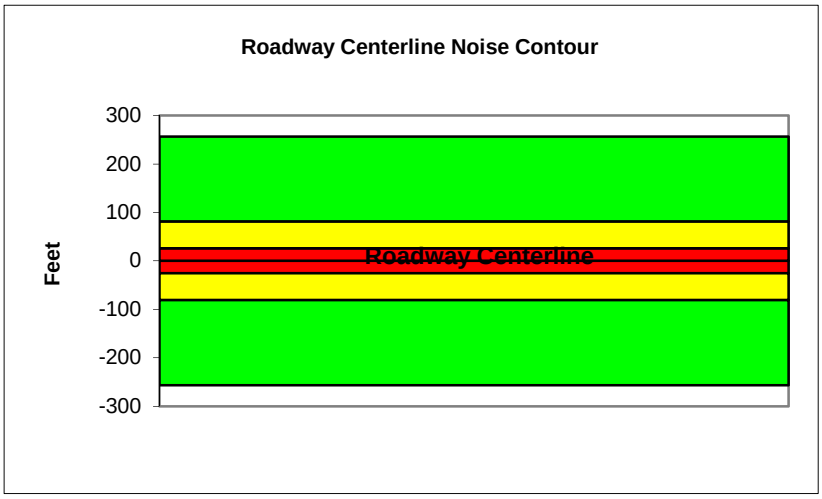
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.5	60.3	58.5	52.4	61.1	61.7
Medium Trucks:	61.3	53.2	46.8	45.2	53.7	53.9
Heavy Trucks:	66.5	54.5	45.5	46.7	56.6	56.7
Vehicle Noise:	**68.9**	**62.3**	**59.1**	**54.4**	**63.0**	**63.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	257
65 dBA	81
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Santa Fe Springs		
Road Segment:	Whittier Boulevard to Lambert Road		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	15,000
Peak Hour Traffic:	**1500**
Vehicle Speed:	40
Centerline Separation:	38

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

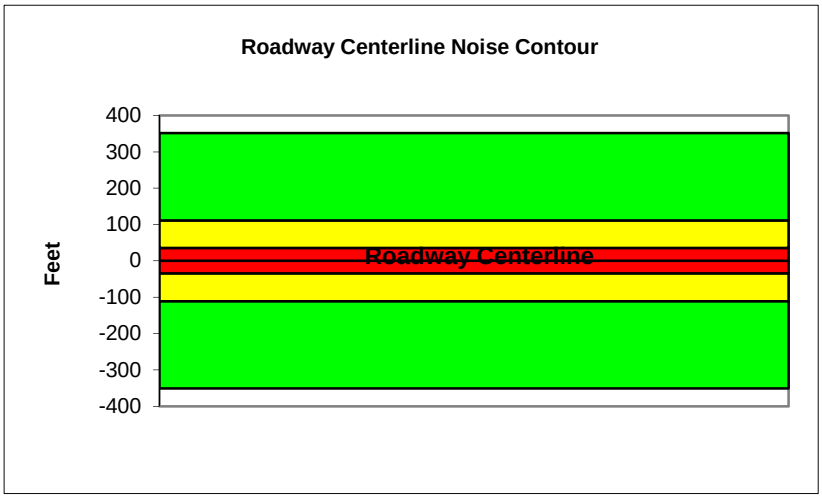
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.2	62.0	60.2	54.1	62.8	63.4
Medium Trucks:	62.2	54.1	47.7	46.1	54.6	54.9
Heavy Trucks:	67.0	55.1	46.0	47.2	57.0	57.1
Vehicle Noise:	**69.4**	**63.6**	**60.7**	**55.7**	**64.3**	**64.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	352
65 dBA	111
70 dBA	35
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Santa Fe Springs		
Road Segment:	South of Slauson Avenue/Mulberry Drive		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	15,600
Peak Hour Traffic:	**1560**
Vehicle Speed:	40
Centerline Separation:	41

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

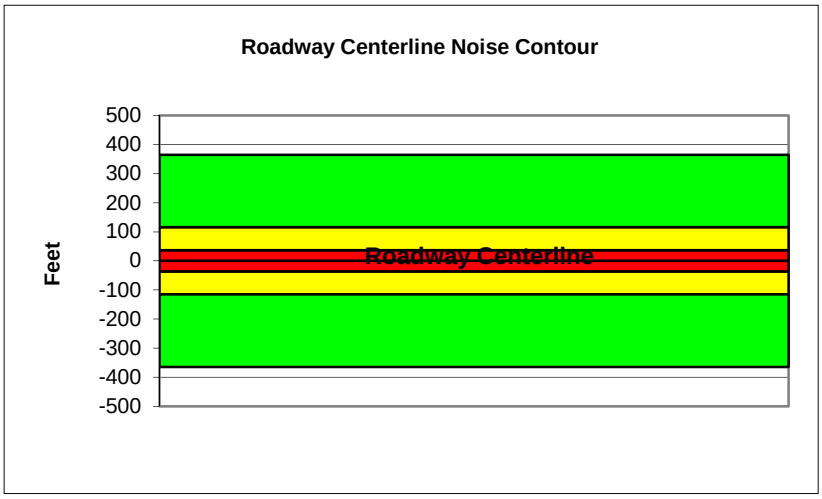
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.3	62.1	60.3	54.2	62.9	63.5
Medium Trucks:	62.3	54.2	47.8	46.3	54.8	55.0
Heavy Trucks:	67.1	55.2	46.1	47.4	57.1	57.2
Vehicle Noise:	**69.5**	**63.7**	**60.8**	**55.8**	**64.4**	**64.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	365
65 dBA	116
70 dBA	37
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Colima Road		
Road Segment:	North of Whittier Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	42,300
Peak Hour Traffic:	**4230**
Vehicle Speed:	40
Centerline Separation:	48

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

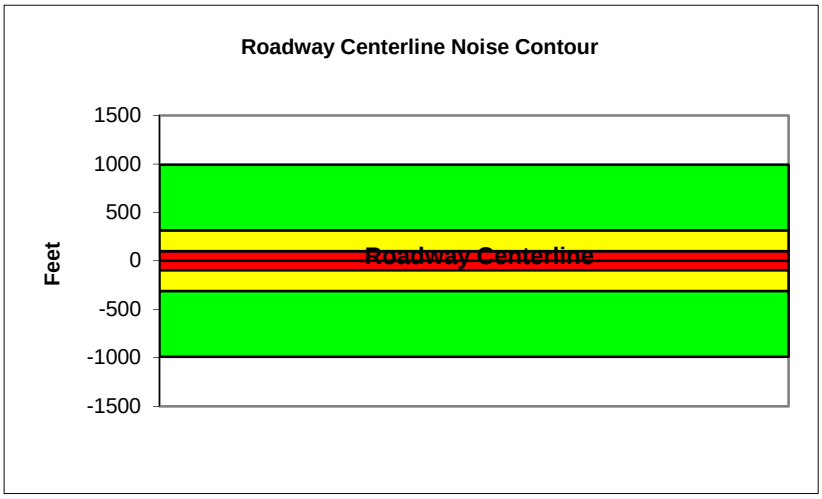
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.6	66.3	64.6	58.5	67.1	67.7
Medium Trucks:	66.5	58.5	52.1	50.5	59.0	59.2
Heavy Trucks:	71.4	59.4	50.4	51.6	61.3	61.4
Vehicle Noise:	**73.7**	**67.9**	**65.0**	**60.1**	**68.6**	**69.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	991
65 dBA	313
70 dBA	99
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Colima Road		
Road Segment:	Whittier Boulevard to Lambert Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	31,600
Peak Hour Traffic:	**3160**
Vehicle Speed:	40
Centerline Separation:	38

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

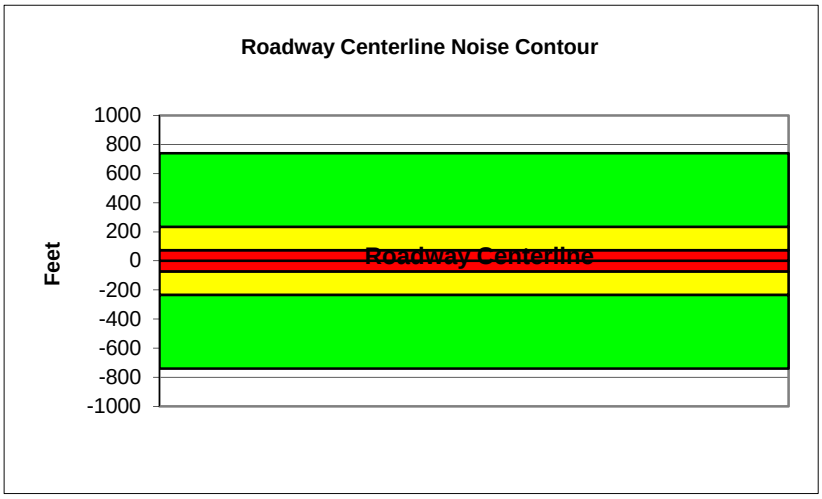
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.5	65.2	63.4	57.4	66.0	66.6
Medium Trucks:	65.4	57.3	51.0	49.4	57.9	58.1
Heavy Trucks:	70.3	58.3	49.3	50.5	60.2	60.3
Vehicle Noise:	**72.6**	**66.8**	**63.9**	**58.9**	**67.5**	**68.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	741
65 dBA	234
70 dBA	74
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Washington Boulevard		
Road Segment:	Millergrove Drive to Norwalk Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	43,400
Peak Hour Traffic:	**4340**
Vehicle Speed:	40
Centerline Separation:	41

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

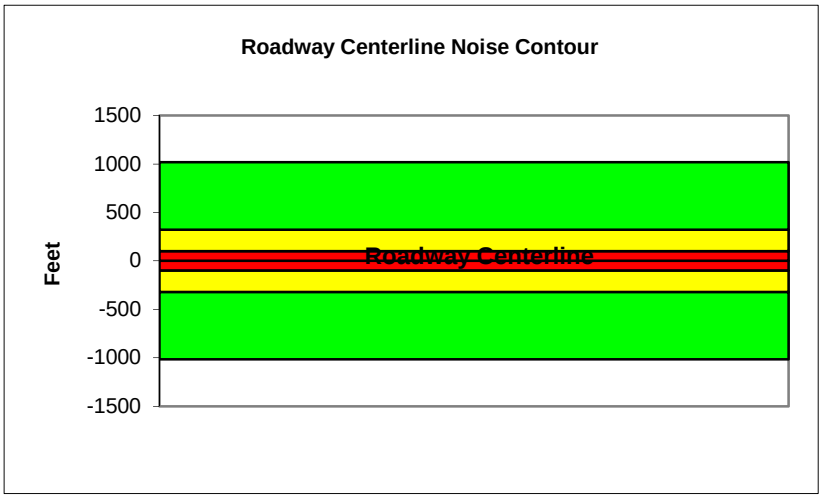
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.8	66.6	64.8	58.7	67.3	67.9
Medium Trucks:	66.7	58.7	52.3	50.7	59.2	59.4
Heavy Trucks:	71.6	59.6	50.6	51.8	61.5	61.7
Vehicle Noise:	**74.0**	**68.1**	**65.2**	**60.3**	**68.9**	**69.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1018
65 dBA	322
70 dBA	102
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Washington Boulevard		
Road Segment:	Broadway Avenue to Sorensen Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	44,600
Peak Hour Traffic:	**4460**
Vehicle Speed:	40
Centerline Separation:	40

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

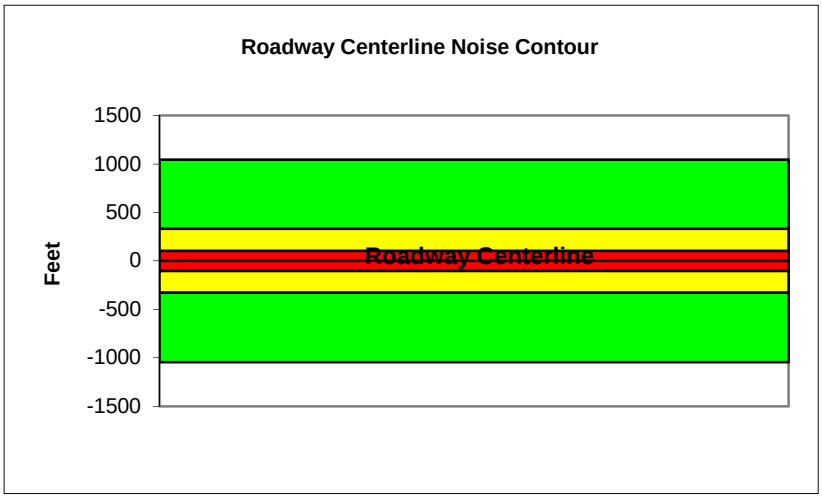
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.9	66.7	64.9	58.8	67.5	68.1
Medium Trucks:	66.9	58.8	52.4	50.8	59.3	59.6
Heavy Trucks:	71.7	59.8	50.7	51.9	61.7	61.8
Vehicle Noise:	**74.1**	**68.3**	**65.4**	**60.4**	**69.0**	**69.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1045
65 dBA	330
70 dBA	104
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Philadelphia Street		
Road Segment:	Whittier Boulevard to Pickering Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	7,300
Peak Hour Traffic:	**730**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

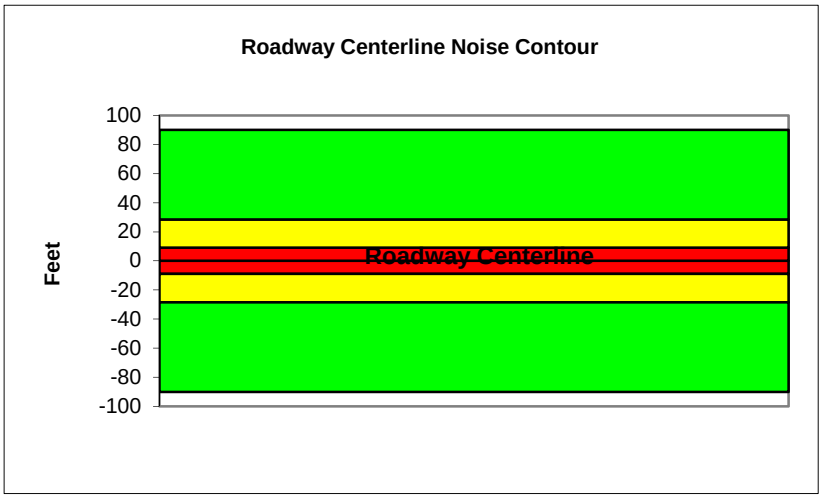
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.7	55.5	53.7	47.6	56.3	56.9
Medium Trucks:	57.3	49.3	42.9	41.3	49.8	50.0
Heavy Trucks:	63.0	51.0	42.0	43.2	53.3	53.5
Vehicle Noise:	**65.5**	**58.0**	**54.4**	**50.1**	**58.7**	**59.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	90
65 dBA	28
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Philadelphia Street		
Road Segment:	Greenleaf Avenue to Painter Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	4,500
Peak Hour Traffic:	**450**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

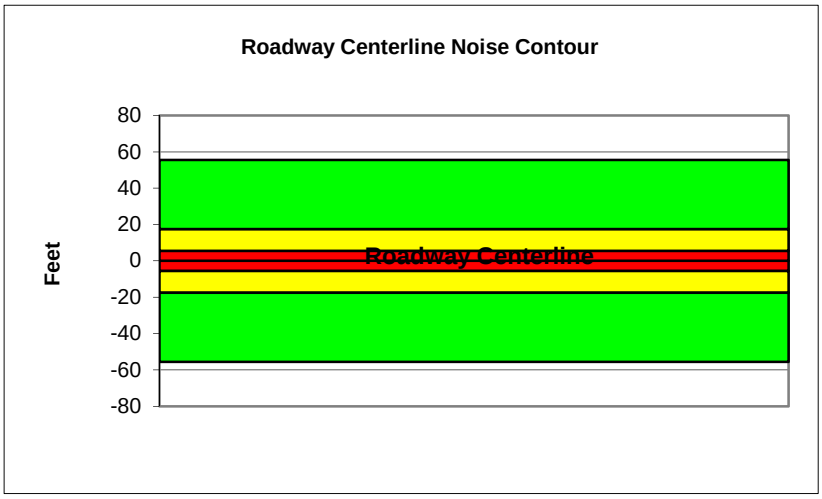
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	44.6	53.4	51.6	45.5	54.2	54.8
Medium Trucks:	55.2	47.2	40.8	39.2	47.7	47.9
Heavy Trucks:	60.9	48.9	39.9	41.1	51.2	51.3
Vehicle Noise:	**63.4**	**55.9**	**52.3**	**48.0**	**56.6**	**57.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	56
65 dBA	18
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Mar Vista Street		
Road Segment:	Whittier Boulevard to Pickering Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8,400
Peak Hour Traffic:	**840**
Vehicle Speed:	30
Centerline Separation:	14

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

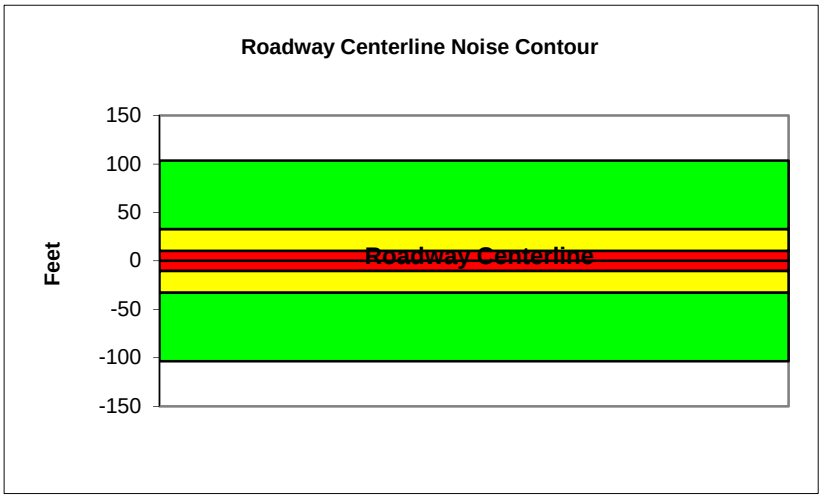
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.5	56.3	54.5	48.4	57.1	57.7
Medium Trucks:	58.1	50.0	43.7	42.1	50.6	50.8
Heavy Trucks:	63.8	51.8	42.8	44.0	54.1	54.2
Vehicle Noise:	**66.3**	**58.8**	**55.2**	**50.9**	**59.5**	**59.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	104
65 dBA	33
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Mar Vista Street		
Road Segment:	Greenleaf Avenue to Painter Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	14,000
Peak Hour Traffic:	**1400**
Vehicle Speed:	35
Centerline Separation:	30

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

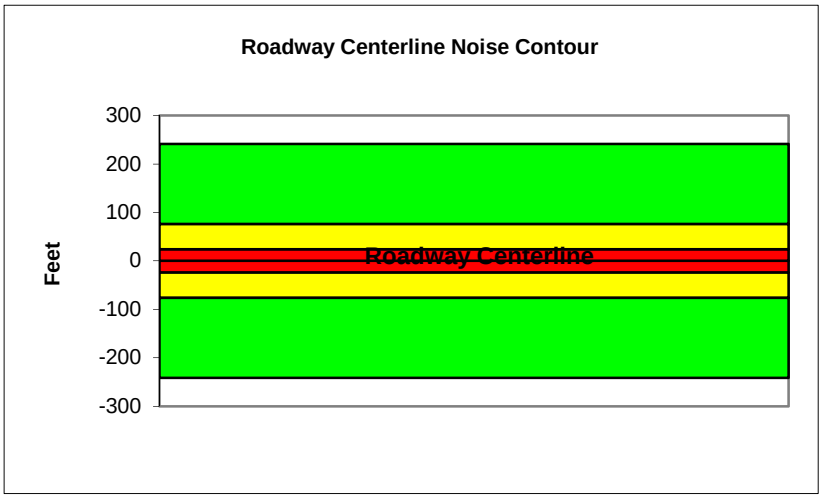
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.4	60.2	58.4	52.3	60.9	61.5
Medium Trucks:	61.1	53.0	46.6	45.1	53.6	53.8
Heavy Trucks:	66.3	54.4	45.3	46.5	56.4	56.6
Vehicle Noise:	**68.7**	**62.1**	**58.9**	**54.2**	**62.8**	**63.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	242
65 dBA	76
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	I-605 NB Off Ramp to Norwalk Blvd		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	44,000
Peak Hour Traffic:	**4400**
Vehicle Speed:	35
Centerline Separation:	28

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

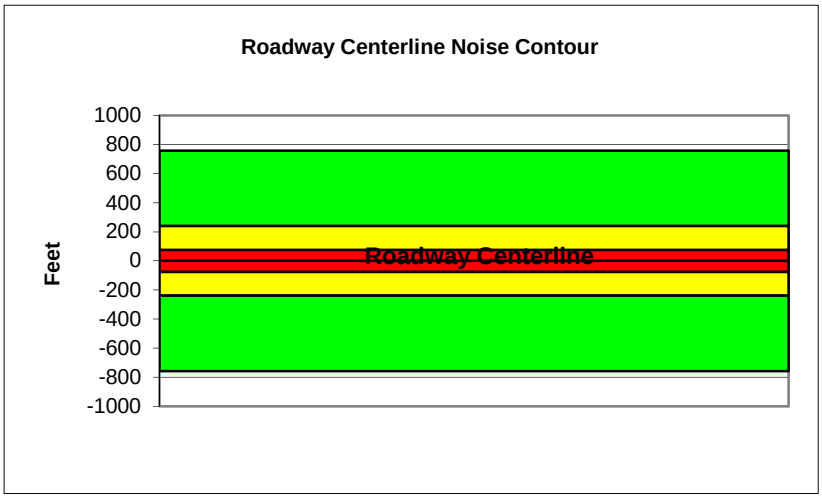
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.4	65.2	63.4	57.3	65.9	66.5
Medium Trucks:	66.1	58.0	51.7	50.1	58.6	58.8
Heavy Trucks:	71.3	59.4	50.3	51.5	61.5	61.6
Vehicle Noise:	**73.8**	**67.1**	**63.9**	**59.2**	**67.8**	**68.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	758
65 dBA	240
70 dBA	76
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Glengarry Ave to Broadway		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	44,100
Peak Hour Traffic:	**4410**
Vehicle Speed:	35
Centerline Separation:	21

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

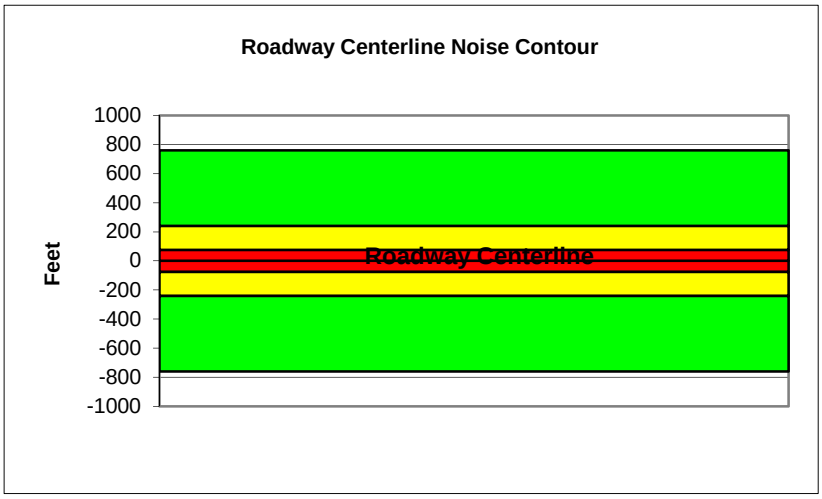
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.5	65.3	63.5	57.4	66.1	66.7
Medium Trucks:	66.2	58.2	51.8	50.2	58.7	58.9
Heavy Trucks:	71.5	59.5	50.5	51.7	61.6	61.7
Vehicle Noise:	**73.9**	**67.3**	**64.1**	**59.4**	**67.9**	**68.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	761
65 dBA	241
70 dBA	76
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Existing Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Hadley Street to Sorensen Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	46,200
Peak Hour Traffic:	**4620**
Vehicle Speed:	35
Centerline Separation:	35

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

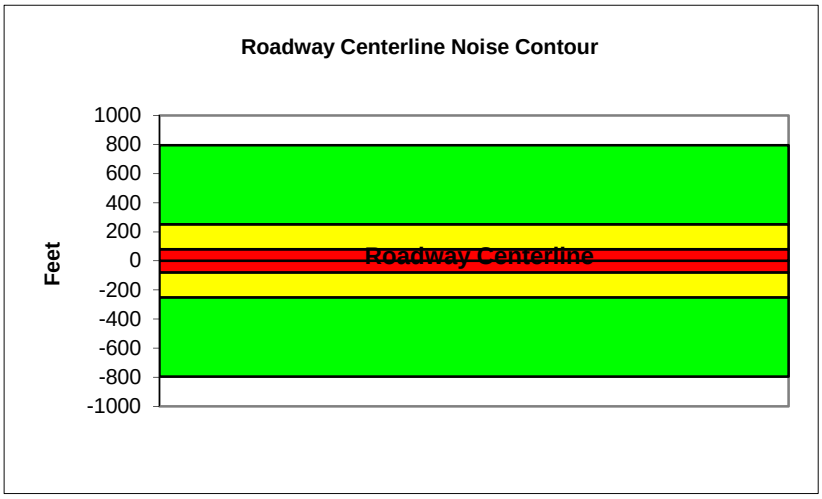
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.5	65.3	63.5	57.4	66.0	66.6
Medium Trucks:	66.2	58.1	51.7	50.2	58.7	58.9
Heavy Trucks:	71.4	59.5	50.4	51.6	61.5	61.7
Vehicle Noise:	**73.9**	**67.2**	**64.0**	**59.3**	**67.9**	**68.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	797
65 dBA	252
70 dBA	80
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Sorensen Avenue to Philadelphia Street		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	41,900
Peak Hour Traffic:	**4190**
Vehicle Speed:	35
Centerline Separation:	43

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

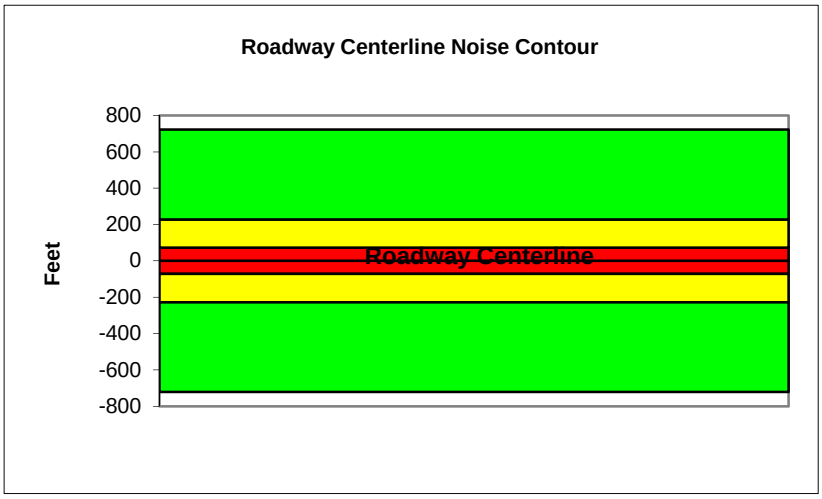
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.9	64.7	62.9	56.8	65.5	66.1
Medium Trucks:	65.6	57.6	51.2	49.6	58.1	58.3
Heavy Trucks:	70.9	58.9	49.9	51.1	61.0	61.1
Vehicle Noise:	**73.3**	**66.7**	**63.5**	**58.8**	**67.4**	**67.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	722
65 dBA	228
70 dBA	72
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Philadelphia Street to Penn Street		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	42,300
Peak Hour Traffic:	**4230**
Vehicle Speed:	35
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

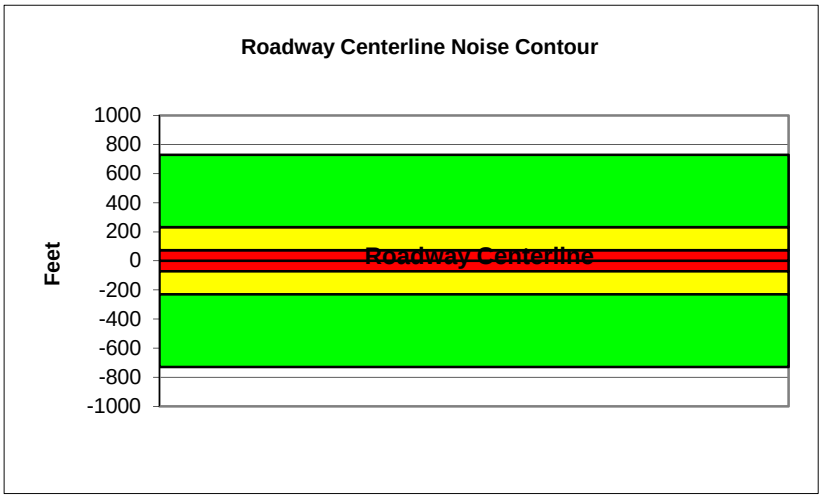
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.1	64.9	63.1	57.1	65.7	66.3
Medium Trucks:	65.9	57.8	51.4	49.8	58.3	58.6
Heavy Trucks:	71.1	59.1	50.1	51.3	61.2	61.3
Vehicle Noise:	**73.5**	**66.9**	**63.7**	**59.0**	**67.6**	**68.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	730
65 dBA	231
70 dBA	73
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Penn Street to Mar Vista Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	39,600
Peak Hour Traffic:	**3960**
Vehicle Speed:	35
Centerline Separation:	29

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

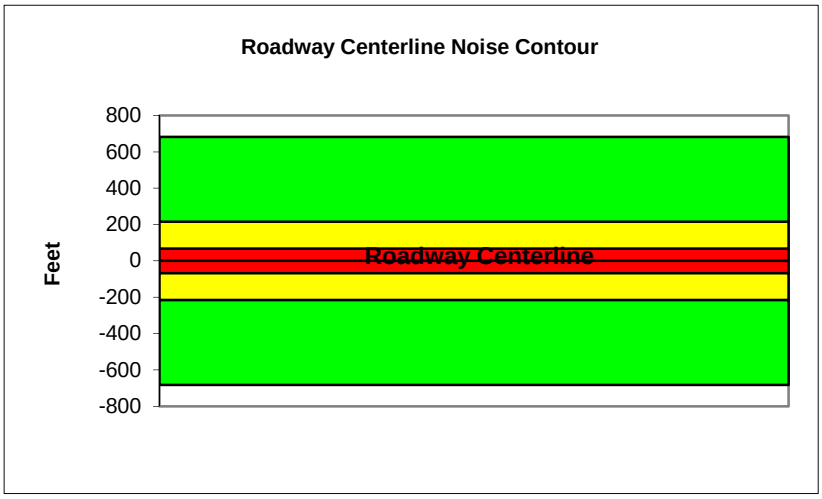
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.9	64.7	62.9	56.8	65.5	66.1
Medium Trucks:	65.6	57.6	51.2	49.6	58.1	58.3
Heavy Trucks:	70.8	58.9	49.9	51.1	61.0	61.1
Vehicle Noise:	**73.3**	**66.6**	**63.5**	**58.8**	**67.3**	**67.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	683
65 dBA	216
70 dBA	68
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Mar Vista Street to Pacific Place		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	34,700
Peak Hour Traffic:	**3470**
Vehicle Speed:	45
Centerline Separation:	52

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

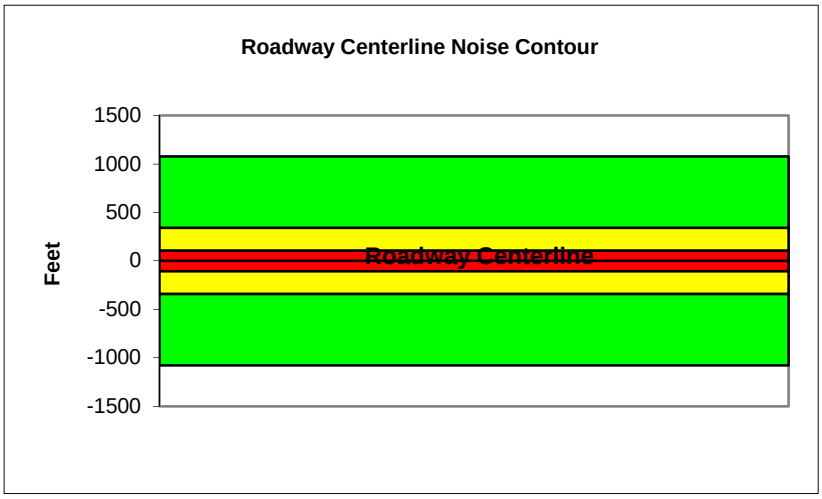
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.1	66.9	65.1	59.0	67.7	68.3
Medium Trucks:	66.4	58.3	51.9	50.4	58.9	59.1
Heavy Trucks:	70.9	59.0	49.9	51.1	60.7	60.8
Vehicle Noise:	**73.3**	**68.2**	**65.5**	**60.3**	**68.9**	**69.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1079
65 dBA	341
70 dBA	108
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Pacific Place to Santa Fe Springs Road		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	31,800
Peak Hour Traffic:	**3180**
Vehicle Speed:	45
Centerline Separation:	70

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

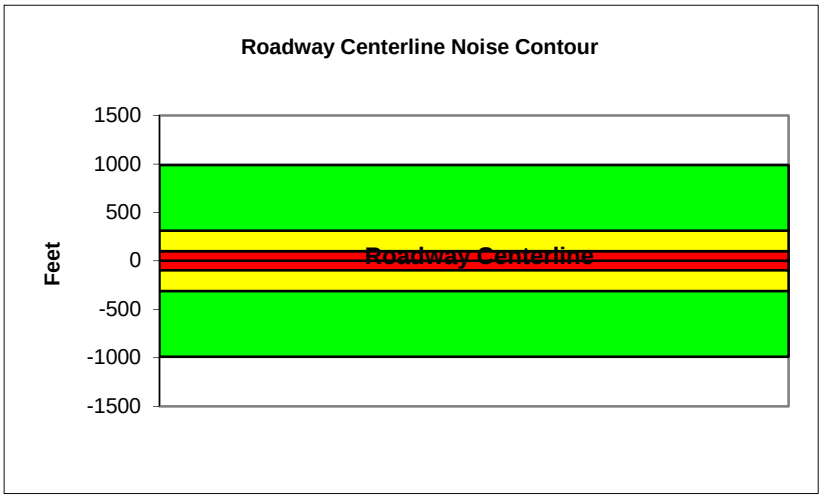
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.5	66.3	64.5	58.4	67.1	67.7
Medium Trucks:	65.8	57.7	51.3	49.8	58.2	58.5
Heavy Trucks:	70.3	58.4	49.3	50.5	60.1	60.2
Vehicle Noise:	**72.6**	**67.6**	**64.9**	**59.7**	**68.3**	**68.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	989
65 dBA	313
70 dBA	99
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Santa Fe Springs Road to Greenleaf Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	40,300
Peak Hour Traffic:	**4030**
Vehicle Speed:	35
Centerline Separation:	36

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

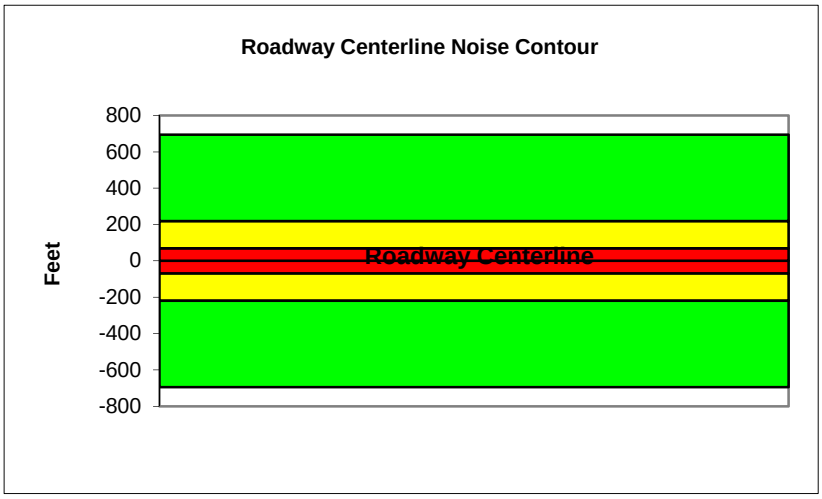
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.9	64.6	62.9	56.8	65.4	66.0
Medium Trucks:	65.6	57.5	51.1	49.6	58.1	58.3
Heavy Trucks:	70.8	58.9	49.8	51.0	60.9	61.1
Vehicle Noise:	**73.2**	**66.6**	**63.4**	**58.7**	**67.3**	**67.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	695
65 dBA	220
70 dBA	69
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	Laurel Avenue to Strub Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	46,900
Peak Hour Traffic:	**4690**
Vehicle Speed:	40
Centerline Separation:	35

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

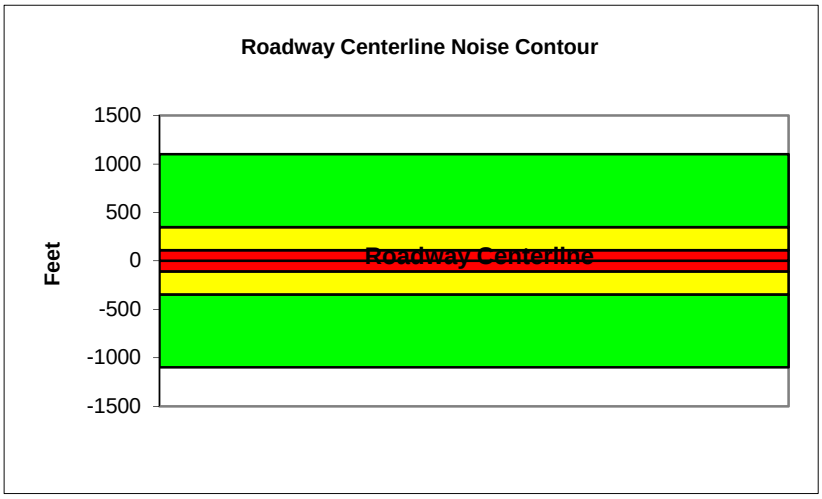
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.2	67.0	65.2	59.1	67.8	68.4
Medium Trucks:	67.2	59.1	52.7	51.1	59.6	59.9
Heavy Trucks:	72.0	60.1	51.0	52.2	62.0	62.1
Vehicle Noise:	**74.4**	**68.6**	**65.7**	**60.7**	**69.3**	**69.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1099
65 dBA	348
70 dBA	110
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Whittier Boulevard		
Road Segment:	East of Colima Road		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	44,600
Peak Hour Traffic:	**4460**
Vehicle Speed:	40
Centerline Separation:	45

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

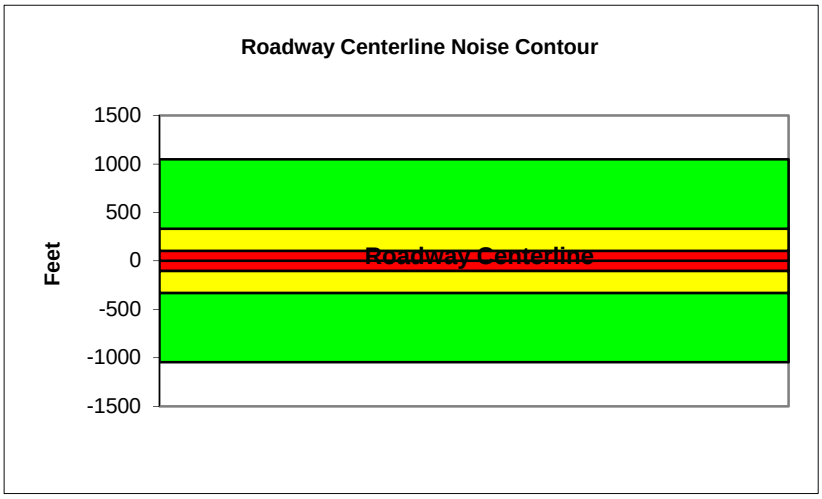
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.8	66.6	64.8	58.8	67.4	68.0
Medium Trucks:	66.8	58.7	52.3	50.8	59.3	59.5
Heavy Trucks:	71.6	59.7	50.6	51.9	61.6	61.7
Vehicle Noise:	**74.0**	**68.2**	**65.3**	**60.3**	**68.9**	**69.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1046
65 dBA	331
70 dBA	105
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Whittier Boulevard to Keith Drive		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	12,100
Peak Hour Traffic:	**1210**
Vehicle Speed:	30
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

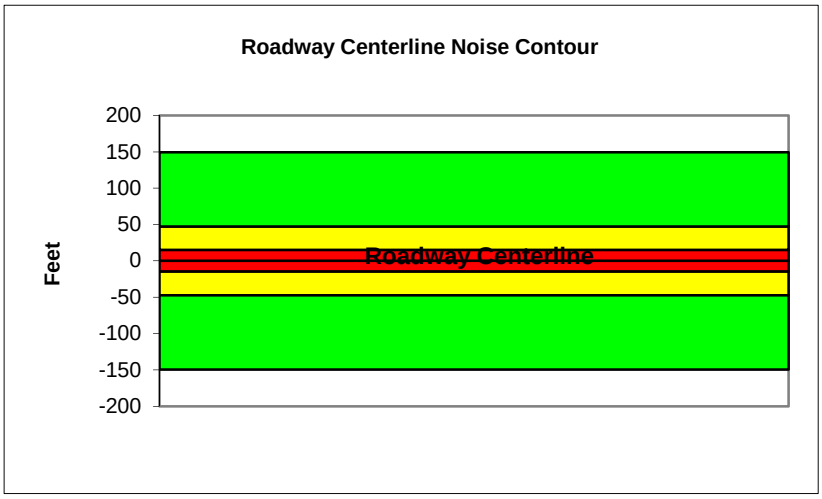
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.1	57.9	56.1	50.0	58.7	59.3
Medium Trucks:	59.7	51.7	45.3	43.7	52.2	52.4
Heavy Trucks:	65.4	53.4	44.4	45.6	55.7	55.9
Vehicle Noise:	**67.9**	**60.4**	**56.9**	**52.5**	**61.1**	**61.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	149
65 dBA	47
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Keith Drive to Rose Hedge Drive		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	11,300
Peak Hour Traffic:	**1130**
Vehicle Speed:	25
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

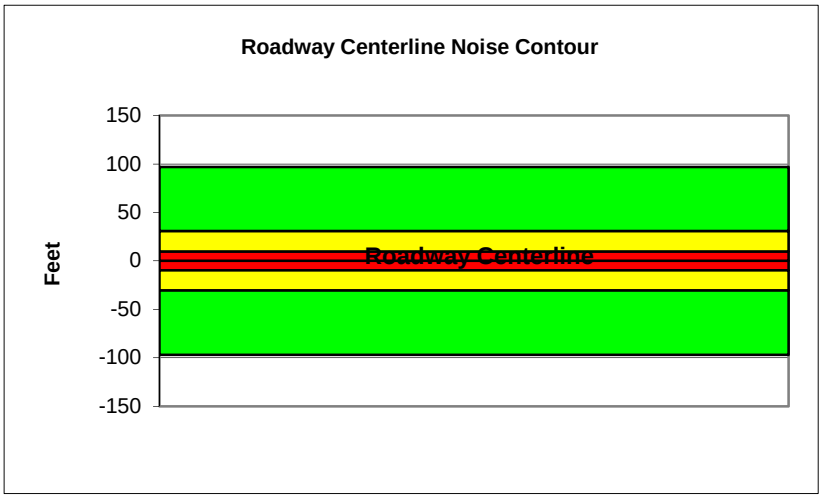
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.6	55.3	53.6	47.5	56.1	56.7
Medium Trucks:	58.2	50.1	43.8	42.2	50.7	50.9
Heavy Trucks:	64.4	52.4	43.4	44.6	55.0	55.1
Vehicle Noise:	**67.0**	**58.6**	**54.5**	**50.7**	**59.2**	**59.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	97
65 dBA	31
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Rose Hedge Drive to Mines Boulevard		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8,200
Peak Hour Traffic:	**820**
Vehicle Speed:	25
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

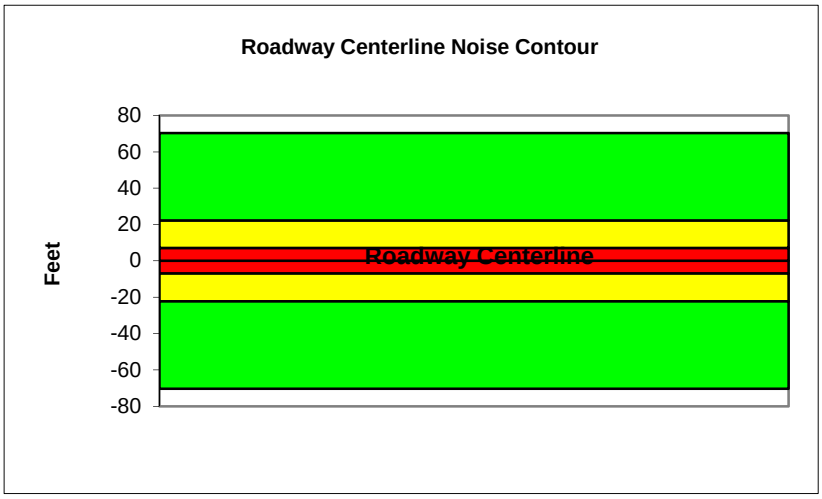
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.2	53.9	52.2	46.1	54.7	55.3
Medium Trucks:	56.8	48.7	42.4	40.8	49.3	49.5
Heavy Trucks:	63.0	51.0	42.0	43.2	53.6	53.7
Vehicle Noise:	**65.6**	**57.2**	**53.2**	**49.3**	**57.9**	**58.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	70
65 dBA	22
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Sorensen Avenue		
Road Segment:	Mines Boulevard to Washington Boulevard		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	18,100
Peak Hour Traffic:	**1810**
Vehicle Speed:	35
Centerline Separation:	37

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

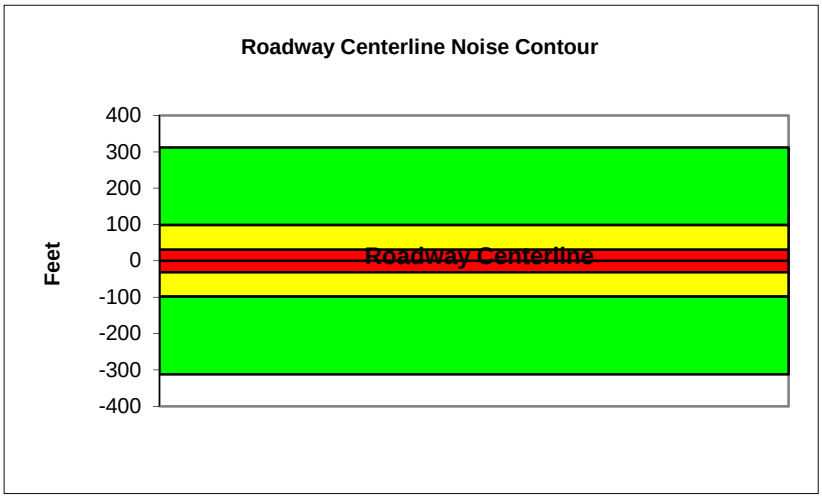
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.4	61.2	59.4	53.3	61.9	62.5
Medium Trucks:	62.1	54.0	47.6	46.1	54.6	54.8
Heavy Trucks:	67.3	55.4	46.3	47.5	57.4	57.6
Vehicle Noise:	**69.8**	**63.1**	**59.9**	**55.2**	**63.8**	**64.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	312
65 dBA	99
70 dBA	31
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Santa Fe Springs		
Road Segment:	Whittier Boulevard to Lambert Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	16,600
Peak Hour Traffic:	**1660**
Vehicle Speed:	40
Centerline Separation:	38

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

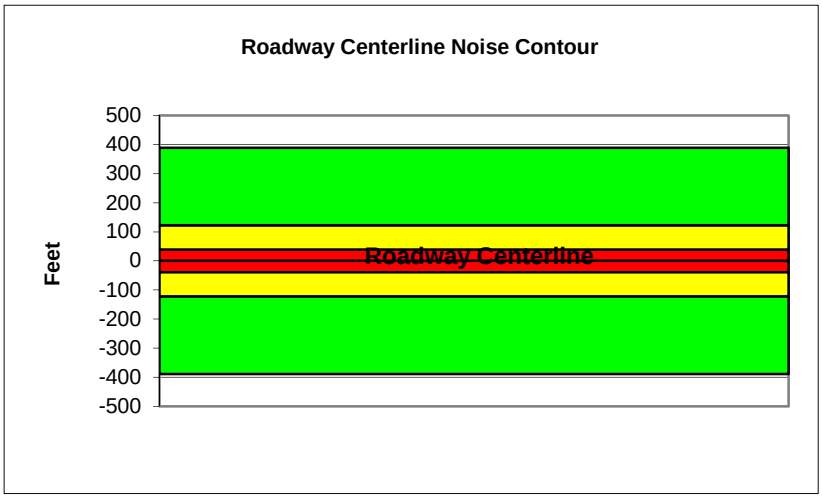
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.7	62.4	60.6	54.6	63.2	63.8
Medium Trucks:	62.6	54.5	48.2	46.6	55.1	55.3
Heavy Trucks:	67.5	55.5	46.5	47.7	57.4	57.5
Vehicle Noise:	**69.8**	**64.0**	**61.1**	**56.1**	**64.7**	**65.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	389
65 dBA	123
70 dBA	39
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Santa Fe Springs		
Road Segment:	South of Slauson Avenue/Mulberry Drive		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	16,300
Peak Hour Traffic:	**1630**
Vehicle Speed:	40
Centerline Separation:	41

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

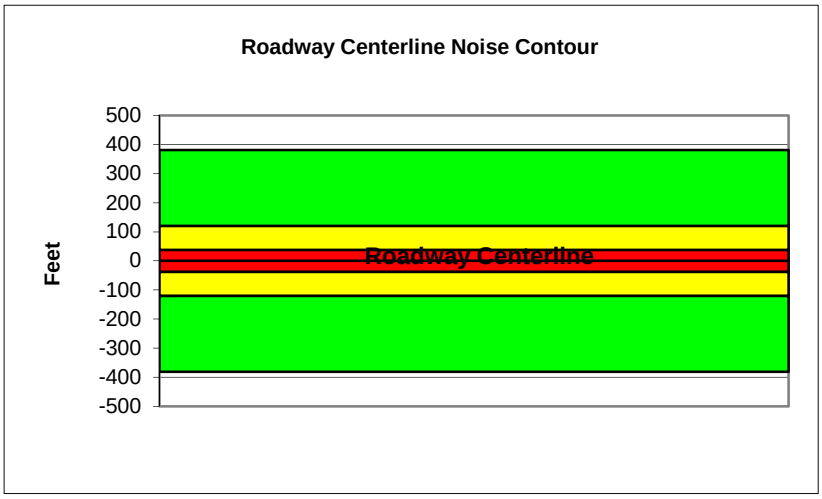
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.5	62.3	60.5	54.4	63.1	63.7
Medium Trucks:	62.5	54.4	48.0	46.5	54.9	55.2
Heavy Trucks:	67.3	55.4	46.3	47.6	57.3	57.4
Vehicle Noise:	**69.7**	**63.9**	**61.0**	**56.0**	**64.6**	**65.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	382
65 dBA	121
70 dBA	38
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Colima Road		
Road Segment:	North of Whittier Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	43,000
Peak Hour Traffic:	**4300**
Vehicle Speed:	40
Centerline Separation:	48

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

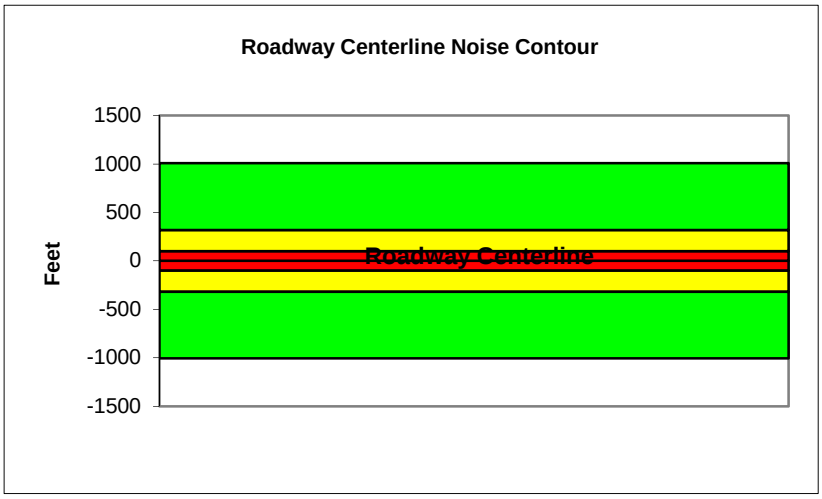
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.6	66.4	64.6	58.5	67.2	67.8
Medium Trucks:	66.6	58.5	52.1	50.6	59.1	59.3
Heavy Trucks:	71.4	59.5	50.4	51.7	61.4	61.5
Vehicle Noise:	**73.8**	**68.0**	**65.1**	**60.1**	**68.7**	**69.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1007
65 dBA	319
70 dBA	101
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Colima Road		
Road Segment:	Whittier Boulevard to Lambert Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	32,600
Peak Hour Traffic:	**3260**
Vehicle Speed:	40
Centerline Separation:	38

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

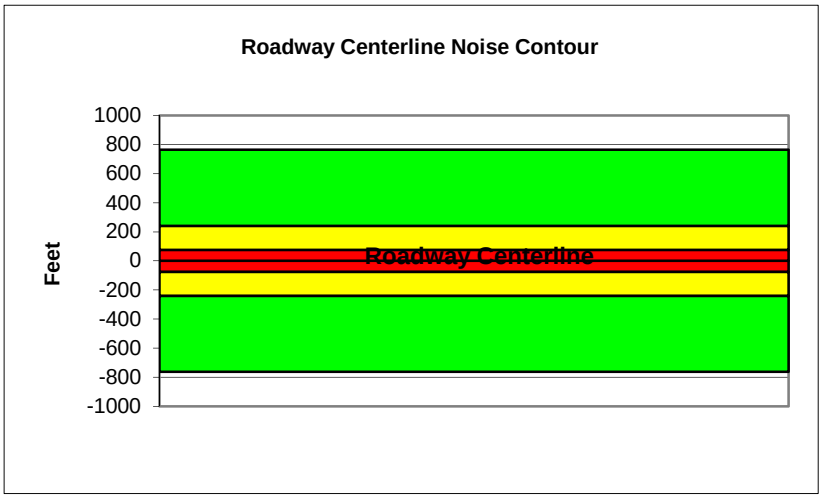
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.6	65.4	63.6	57.5	66.1	66.8
Medium Trucks:	65.5	57.5	51.1	49.5	58.0	58.2
Heavy Trucks:	70.4	58.4	49.4	50.6	60.3	60.5
Vehicle Noise:	**72.8**	**66.9**	**64.0**	**59.1**	**67.7**	**68.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	764
65 dBA	242
70 dBA	76
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Washington Boulevard		
Road Segment:	Millergrove Drive to Norwalk Boulevard		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	45,600
Peak Hour Traffic:	**4560**
Vehicle Speed:	40
Centerline Separation:	41

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

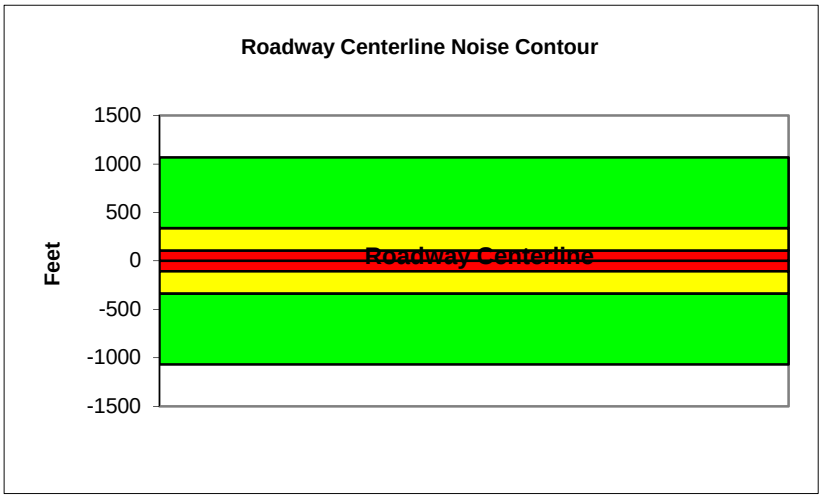
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.0	66.8	65.0	58.9	67.6	68.2
Medium Trucks:	67.0	58.9	52.5	50.9	59.4	59.6
Heavy Trucks:	71.8	59.9	50.8	52.0	61.7	61.9
Vehicle Noise:	**74.2**	**68.4**	**65.4**	**60.5**	**69.1**	**69.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1068
65 dBA	338
70 dBA	107
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Washington Boulevard		
Road Segment:	Broadway Avenue to Sorensen Avenue		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	47,700
Peak Hour Traffic:	**4770**
Vehicle Speed:	40
Centerline Separation:	40

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

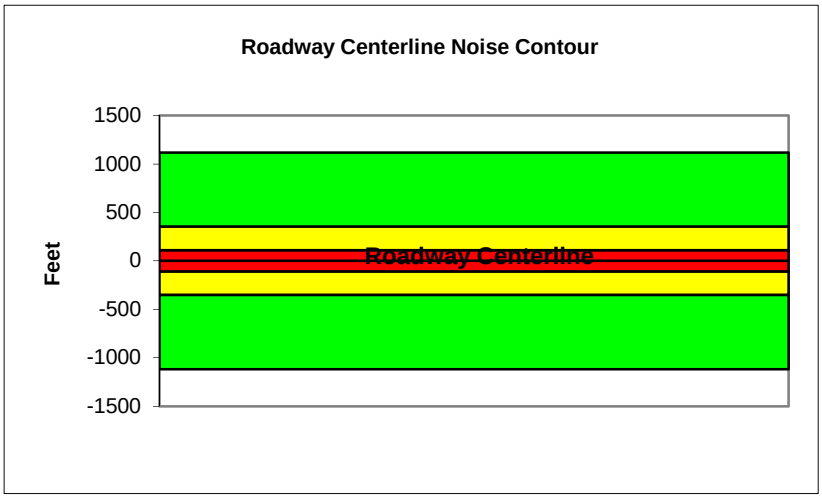
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.2	67.0	65.2	59.1	67.8	68.4
Medium Trucks:	67.2	59.1	52.7	51.1	59.6	59.9
Heavy Trucks:	72.0	60.1	51.0	52.2	61.9	62.1
Vehicle Noise:	**74.4**	**68.6**	**65.6**	**60.7**	**69.3**	**69.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1117
65 dBA	353
70 dBA	112
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Philadelphia Street		
Road Segment:	Whittier Boulevard to Pickering Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8,000
Peak Hour Traffic:	**800**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

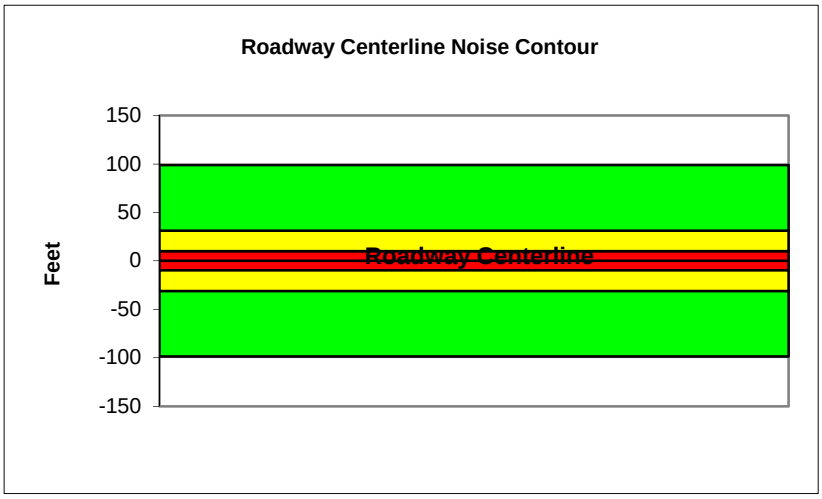
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.1	55.9	54.1	48.0	56.7	57.3
Medium Trucks:	57.7	49.7	43.3	41.7	50.2	50.4
Heavy Trucks:	63.4	51.4	42.4	43.6	53.7	53.8
Vehicle Noise:	**65.9**	**58.4**	**54.8**	**50.5**	**59.1**	**59.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	99
65 dBA	31
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Philadelphia Street		
Road Segment:	Greenleaf Avenue to Painter Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	4,700
Peak Hour Traffic:	**470**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

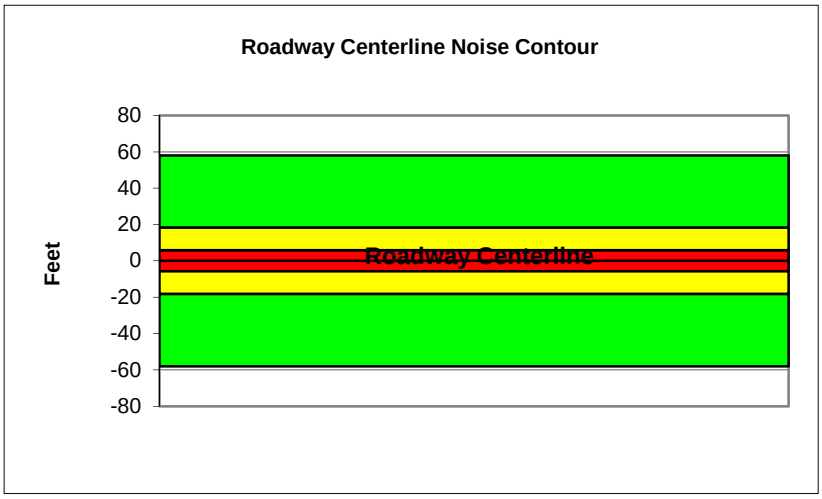
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	44.8	53.6	51.8	45.7	54.4	55.0
Medium Trucks:	55.4	47.3	41.0	39.4	47.9	48.1
Heavy Trucks:	61.1	49.1	40.1	41.3	51.4	51.5
Vehicle Noise:	**63.6**	**56.1**	**52.5**	**48.2**	**56.8**	**57.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	58
65 dBA	18
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Mar Vista Street		
Road Segment:	Whittier Boulevard to Pickering Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	9,400
Peak Hour Traffic:	**940**
Vehicle Speed:	30
Centerline Separation:	14

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

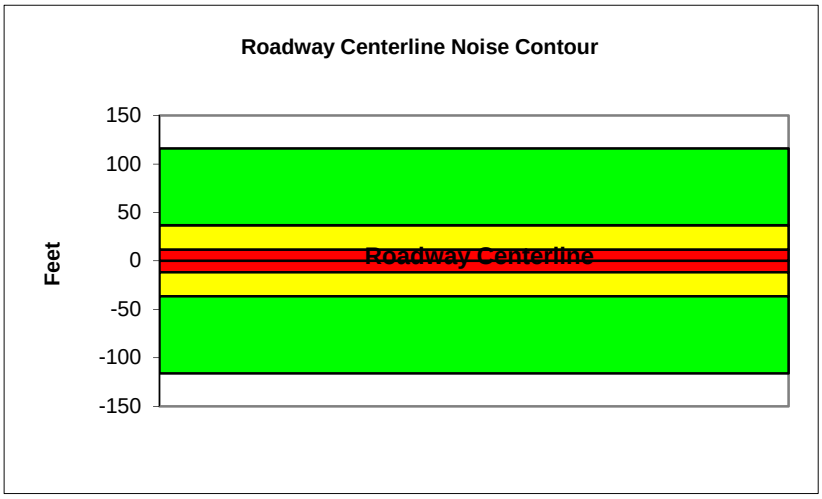
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.0	56.8	55.0	48.9	57.6	58.2
Medium Trucks:	58.6	50.5	44.2	42.6	51.1	51.3
Heavy Trucks:	64.3	52.3	43.3	44.5	54.6	54.7
Vehicle Noise:	**66.8**	**59.3**	**55.7**	**51.4**	**59.9**	**60.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	116
65 dBA	37
70 dBA	12
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Lincoln Specific Plan EIR	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	135060
Roadway:	Mar Vista Street		
Road Segment:	Greenleaf Avenue to Painter Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	14,800
Peak Hour Traffic:	**1480**
Vehicle Speed:	35
Centerline Separation:	30

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

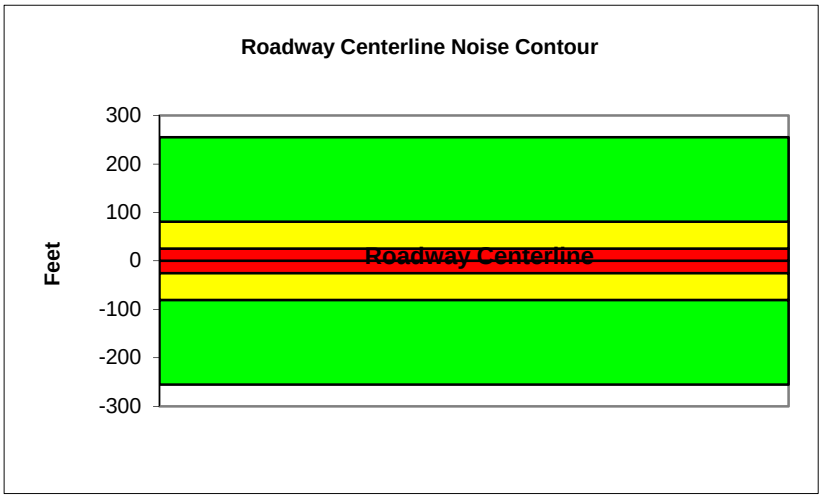
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.6	60.4	58.6	52.5	61.2	61.8
Medium Trucks:	61.3	53.3	46.9	45.3	53.8	54.0
Heavy Trucks:	66.6	54.6	45.6	46.8	56.7	56.8
Vehicle Noise:	**69.0**	**62.4**	**59.2**	**54.5**	**63.0**	**63.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	255
65 dBA	81
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Site Number: 1			
Recorded By: Alesia Hsiao			
Job Number: 135060			
Date: 1/8/14			
Time: 8:48 AM			
Location: Southern portion of the track on the Project site, approximately 120 feet from the northwestern project boundary.			
Source of Peak Noise: Traffic Along Sorensen Avenue, birds chirping, airplane flying above.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
50.8	42.0	63.1	74.4

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**2548189**	**7/12/2013**	
	Microphone	**Brüel & Kjær**	**4189**	**2543364**	**7/12/2013**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**4265**	**7/12/2013**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**7/12/2013**	

Weather Data			
Est.	**Duration:** 15 minutes		**Sky:** Sunny
	Note: dBA Offset = 0.07		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	0.6 mph	54.5	30.27

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		01/08/2014 08:48:02
End Time:		01/08/2014 09:03:02
Elapsed Time:		00:15:00
Bandwidth:		1/3-octave
Max Input Level:		138.75

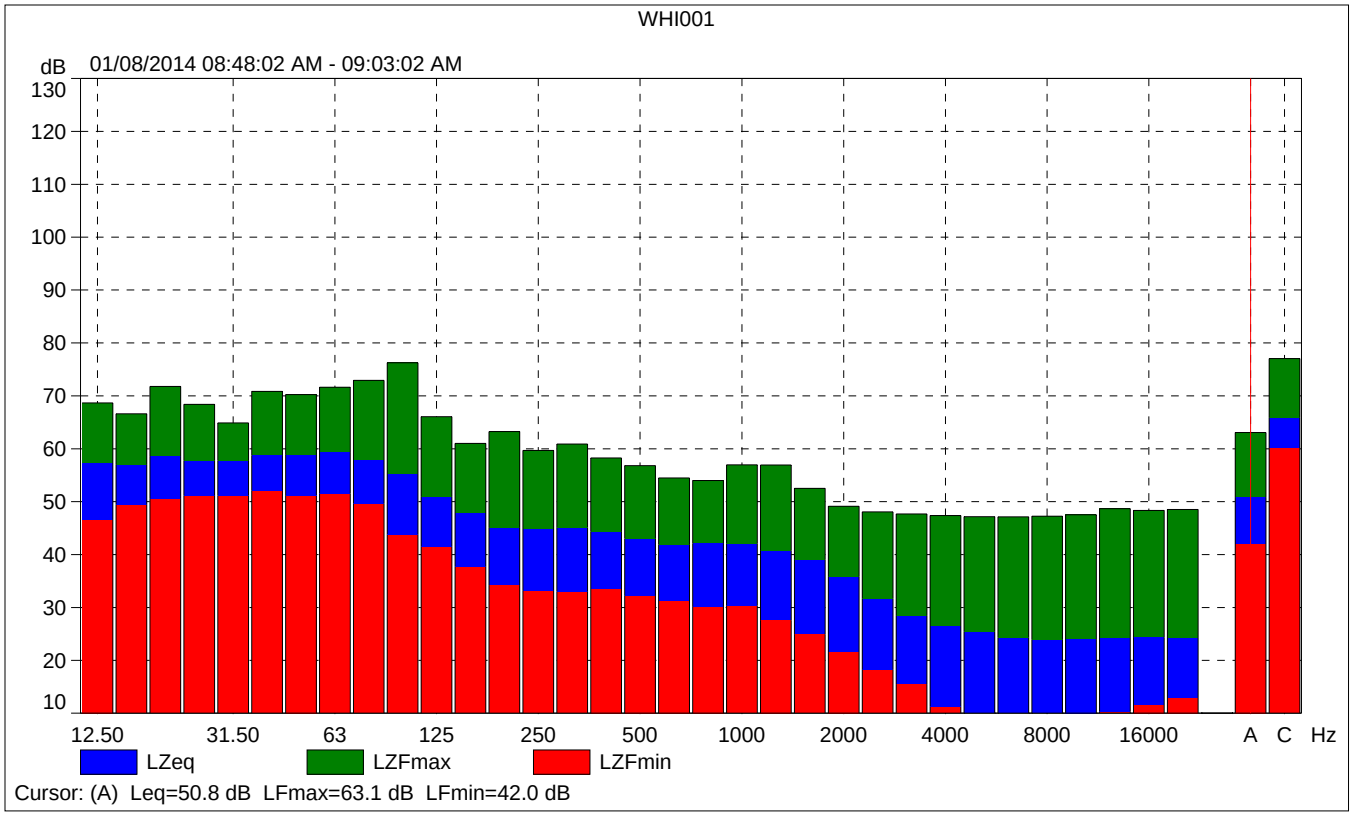
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

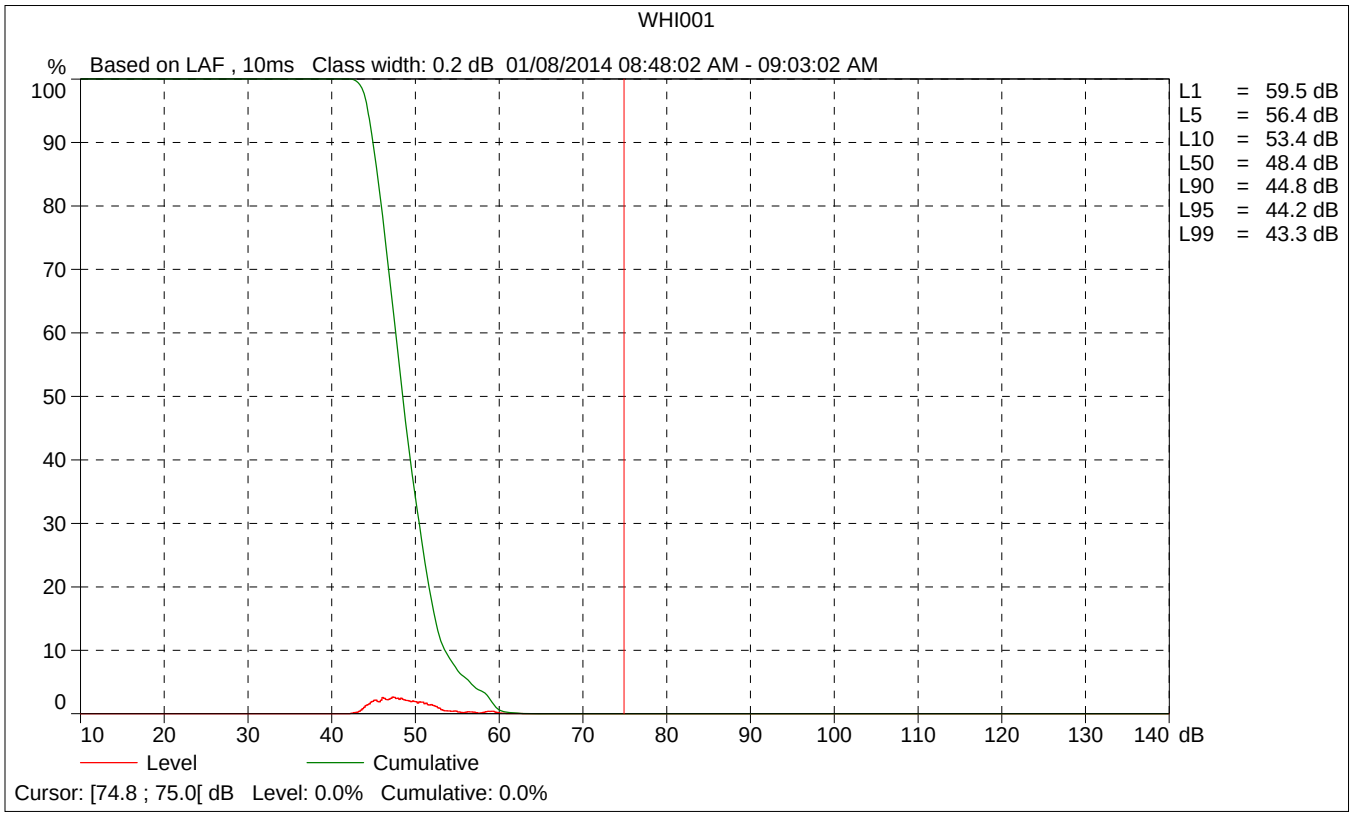
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Diffuse-field

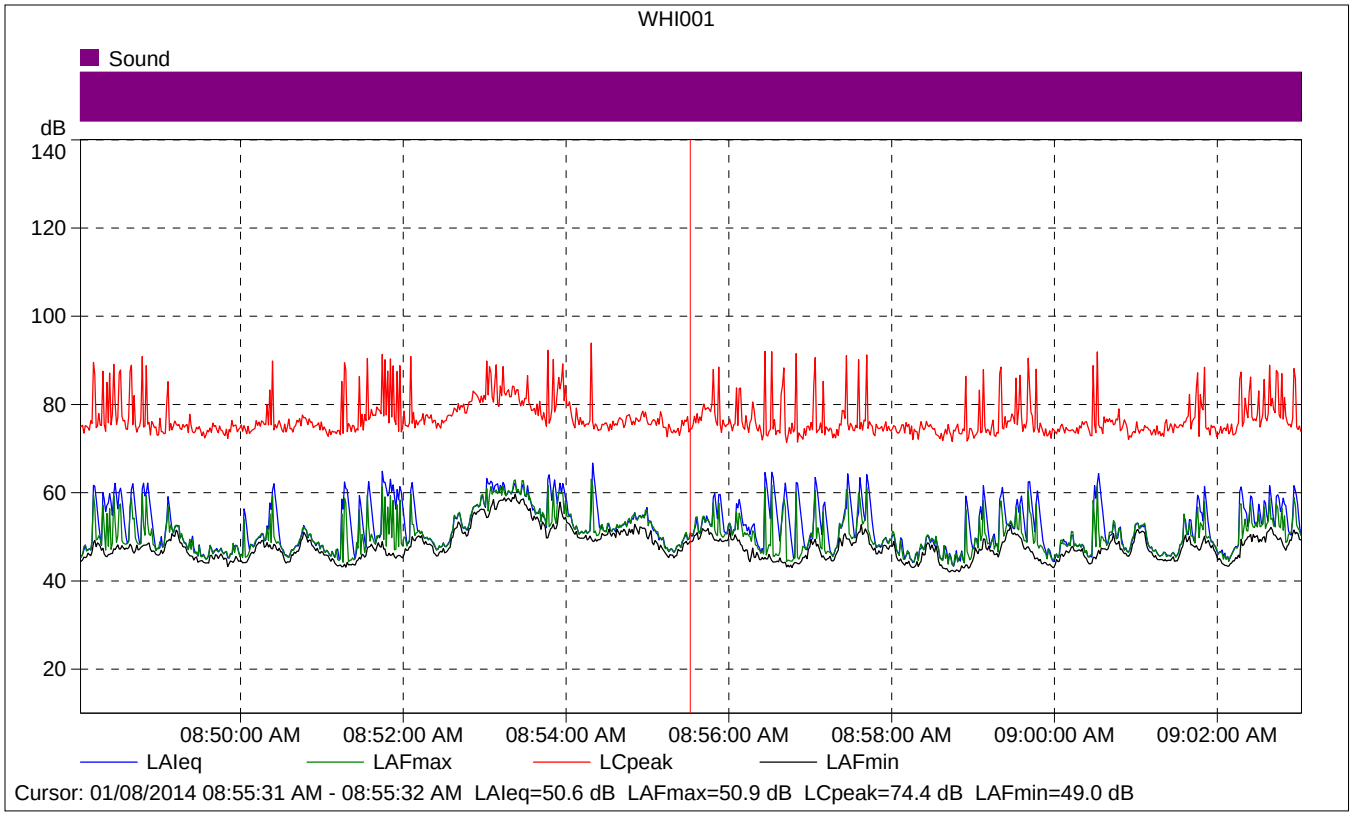
Calibration Time:		01/07/2014 10:20:56
Calibration Type:		External reference
Sensitivity:		64.32 mV/Pa

WHI001

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	50.8	63.1	42.0
Time	08:48:02 AM	09:03:02 AM	0:15:00				
Date	01/08/2014	01/08/2014					

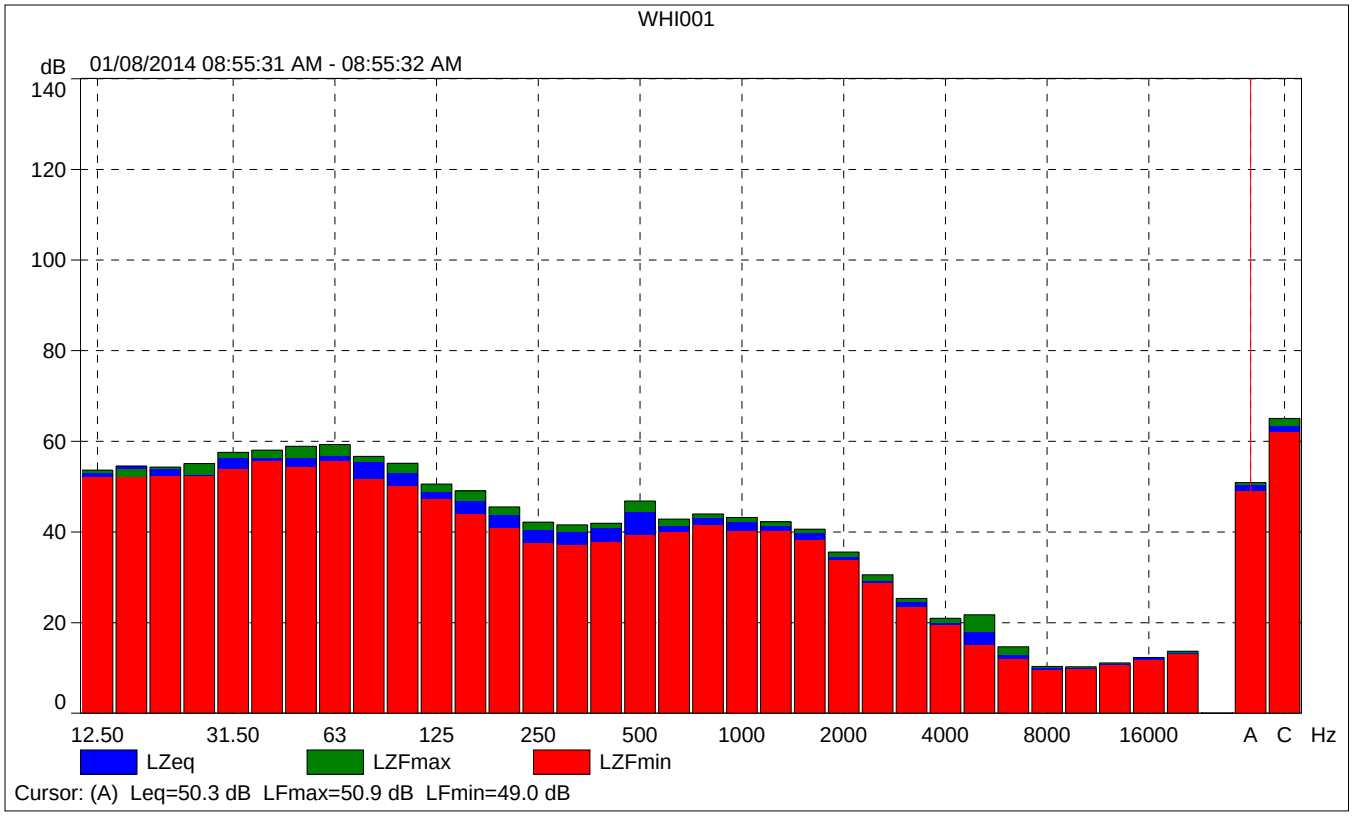

WHI001
dB
01/08/2014 08:48:02 AM - 09:03:02 AM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=50.8 dB LFmax=63.1 dB LFmin=42.0 dB

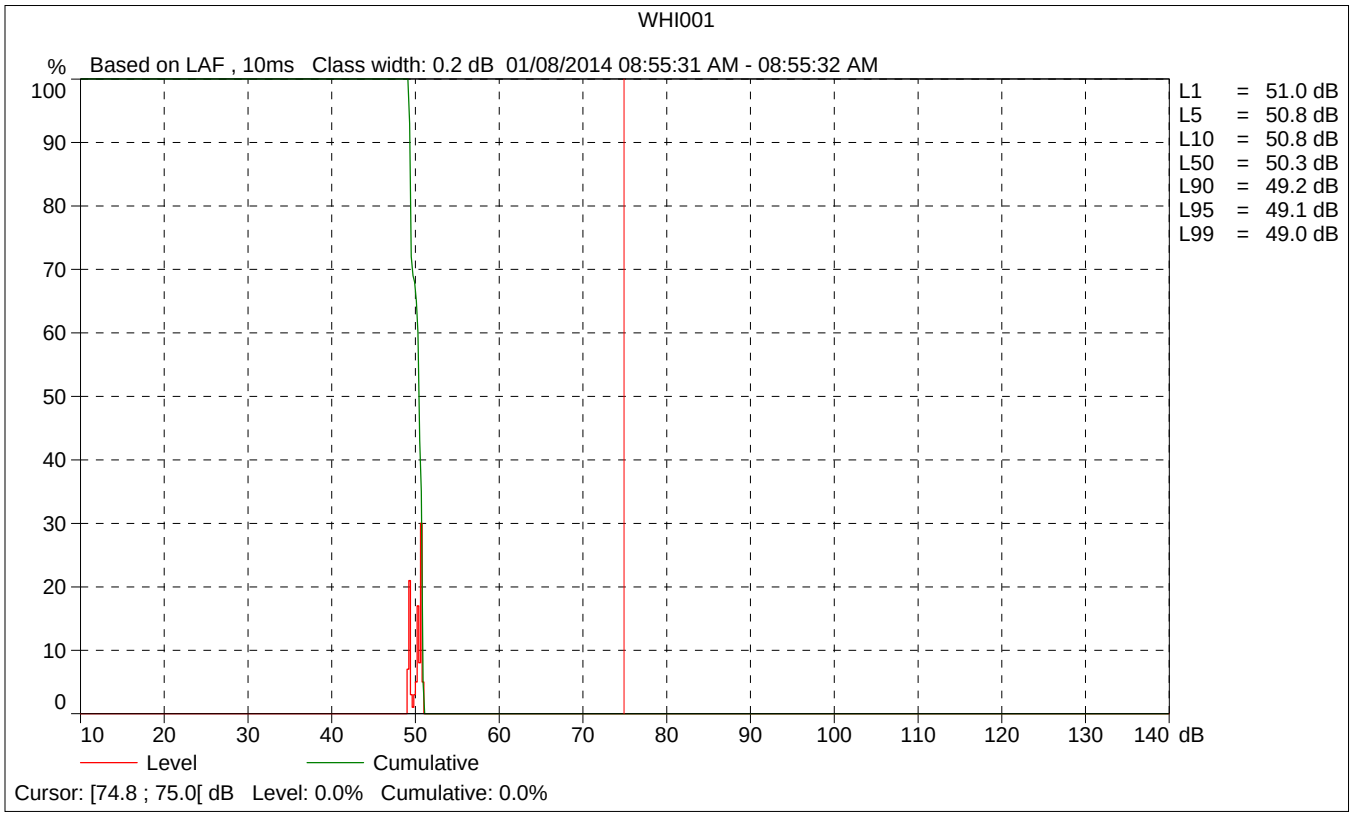

WHI001
%
Based on LAF , 10ms Class width: 0.2 dB 01/08/2014 08:48:02 AM - 09:03:02 AM
100
90
80
70
60
50
40
30
20
10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 59.5 dB
L5 = 56.4 dB
L10 = 53.4 dB
L50 = 48.4 dB
L90 = 44.8 dB
L95 = 44.2 dB
L99 = 43.3 dB
Level
Cumulative
Cursor: [74.8 ; 75.0[dB Level: 0.0% Cumulative: 0.0%

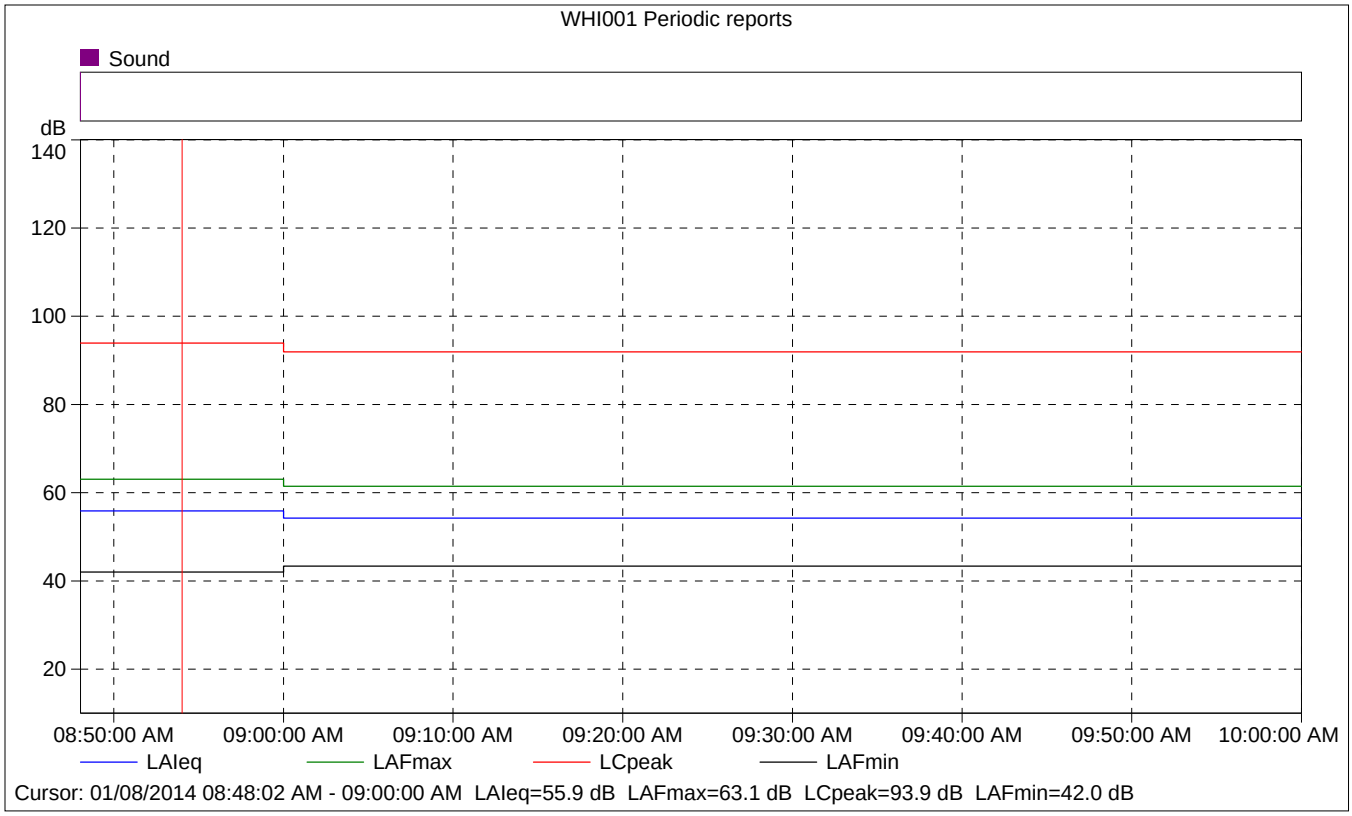


WHI001

	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			50.6	50.9	49.0
Time	08:55:31 AM	0:00:01			
Date	01/08/2014				

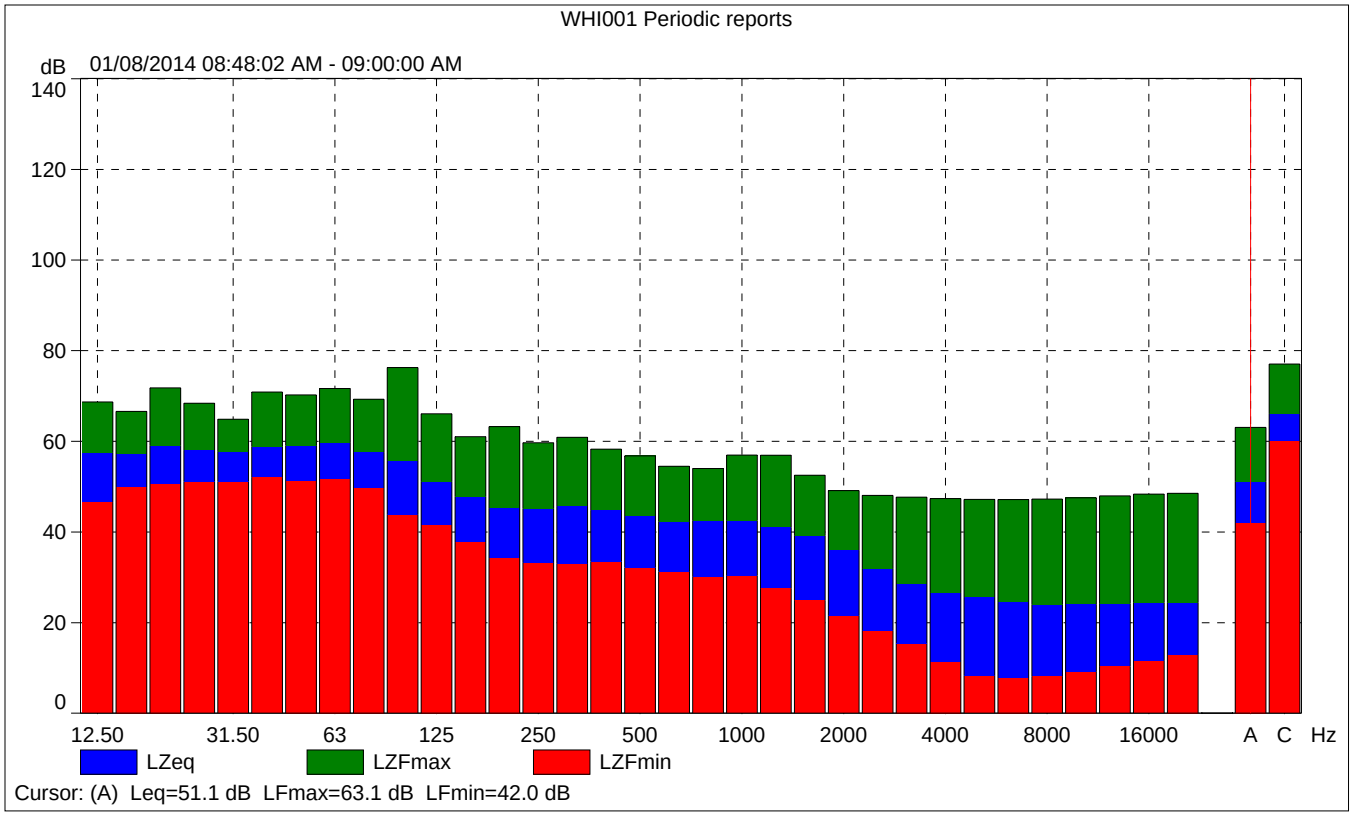

WHI001
dB
01/08/2014 08:55:31 AM - 08:55:32 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=50.3 dB LFmax=50.9 dB LFmin=49.0 dB

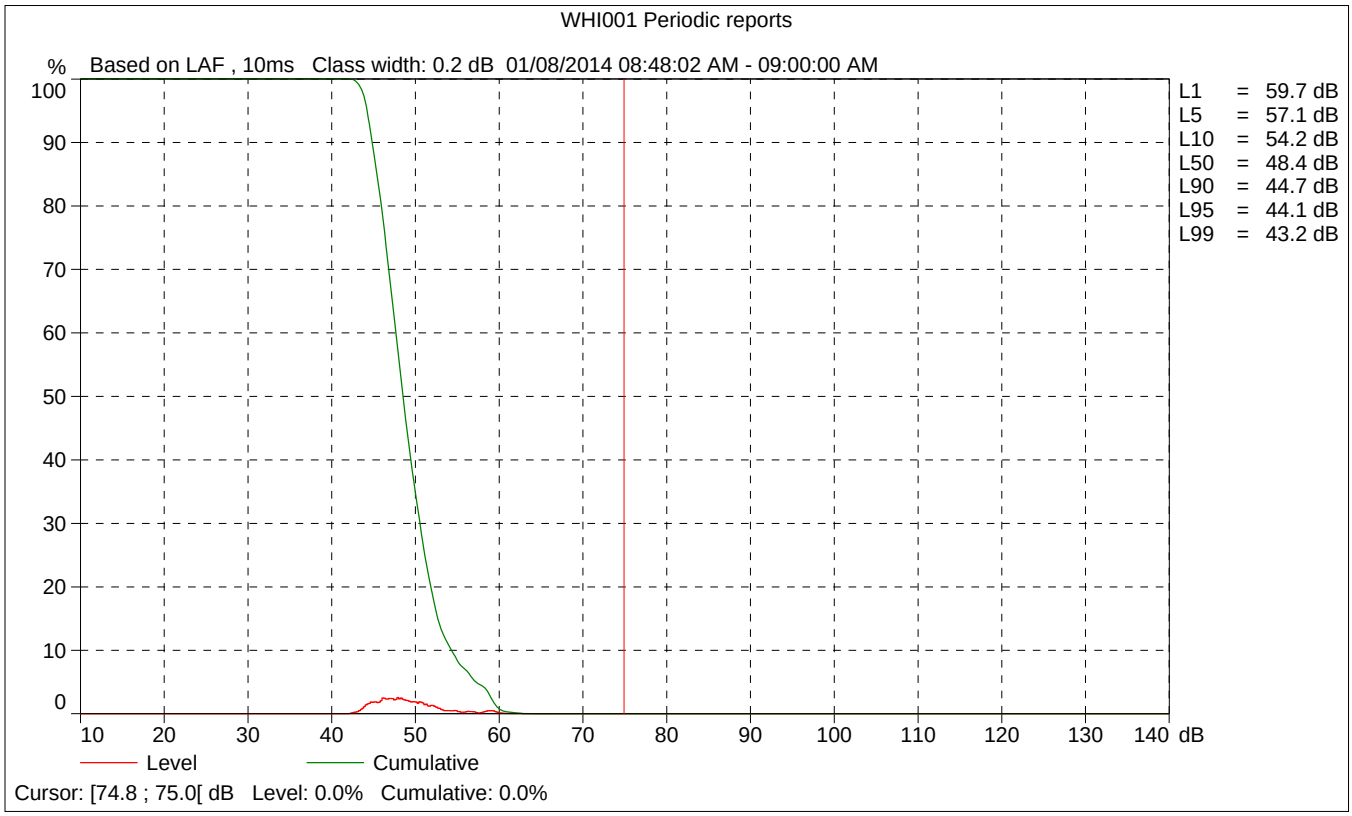

WHI001
%
Based on LAF , 10ms Class width: 0.2 dB 01/08/2014 08:55:31 AM - 08:55:32 AM
100
90
80
70
60
50
40
30
20
10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 51.0 dB
L5 = 50.8 dB
L10 = 50.8 dB
L50 = 50.3 dB
L90 = 49.2 dB
L95 = 49.1 dB
L99 = 49.0 dB
Level
Cumulative
Cursor: [74.8 ; 75.0[dB Level: 0.0% Cumulative: 0.0%

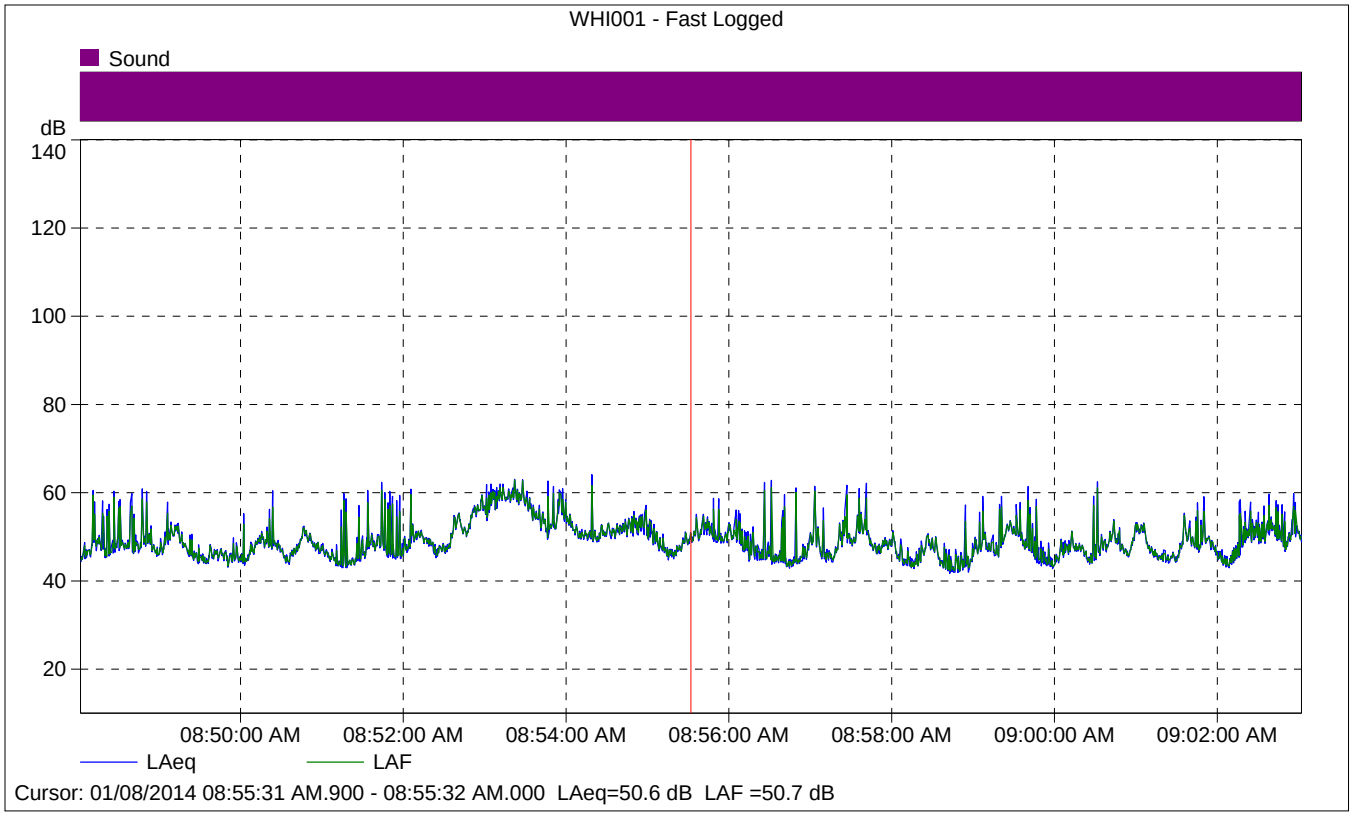


WHI001 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	55.9	63.1	42.0
Time	08:48:02 AM	0:11:58				
Date	01/08/2014					


WHI001 Periodic reports
dB
01/08/2014 08:48:02 AM - 09:00:00 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=51.1 dB LFmax=63.1 dB LFmin=42.0 dB


WHI001 Periodic reports
%
Based on LAF , 10ms Class width: 0.2 dB 01/08/2014 08:48:02 AM - 09:00:00 AM
100
90
80
70
60
50
40
30
20
10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 59.7 dB
L5 = 57.1 dB
L10 = 54.2 dB
L50 = 48.4 dB
L90 = 44.7 dB
L95 = 44.1 dB
L99 = 43.2 dB
Level
Cumulative
Cursor: [74.8 ; 75.0[dB Level: 0.0% Cumulative: 0.0%



WHI001 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			50.6
Time	08:55:31 AM.900	0:00:00.100	
Date	01/08/2014		

Site Number: 2			
Recorded By: Alesia Hsiao			
Job Number: 135060			
Date: 1/8/14			
Time: 9:40 AM			
Location: East of central portion of the Project site, outside of a former living unit.			
Source of Peak Noise: People talking, motors running on cars, birds chirping, airplane flying above.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
51.2	43.7	68.8	86.5

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**2548189**	**7/12/2013**	
	Microphone	**Brüel & Kjær**	**4189**	**2543364**	**7/12/2013**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**4265**	**7/12/2013**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**7/12/2013**	

Weather Data			
Est.	**Duration:** 15 minutes		**Sky:** Sunny
	Note: dBA Offset = 0.07		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	1.6 mph	57.2	30.27

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		01/08/2014 09:40:20
End Time:		01/08/2014 09:55:20
Elapsed Time:		00:15:00
Bandwidth:		1/3-octave
Max Input Level:		138.75

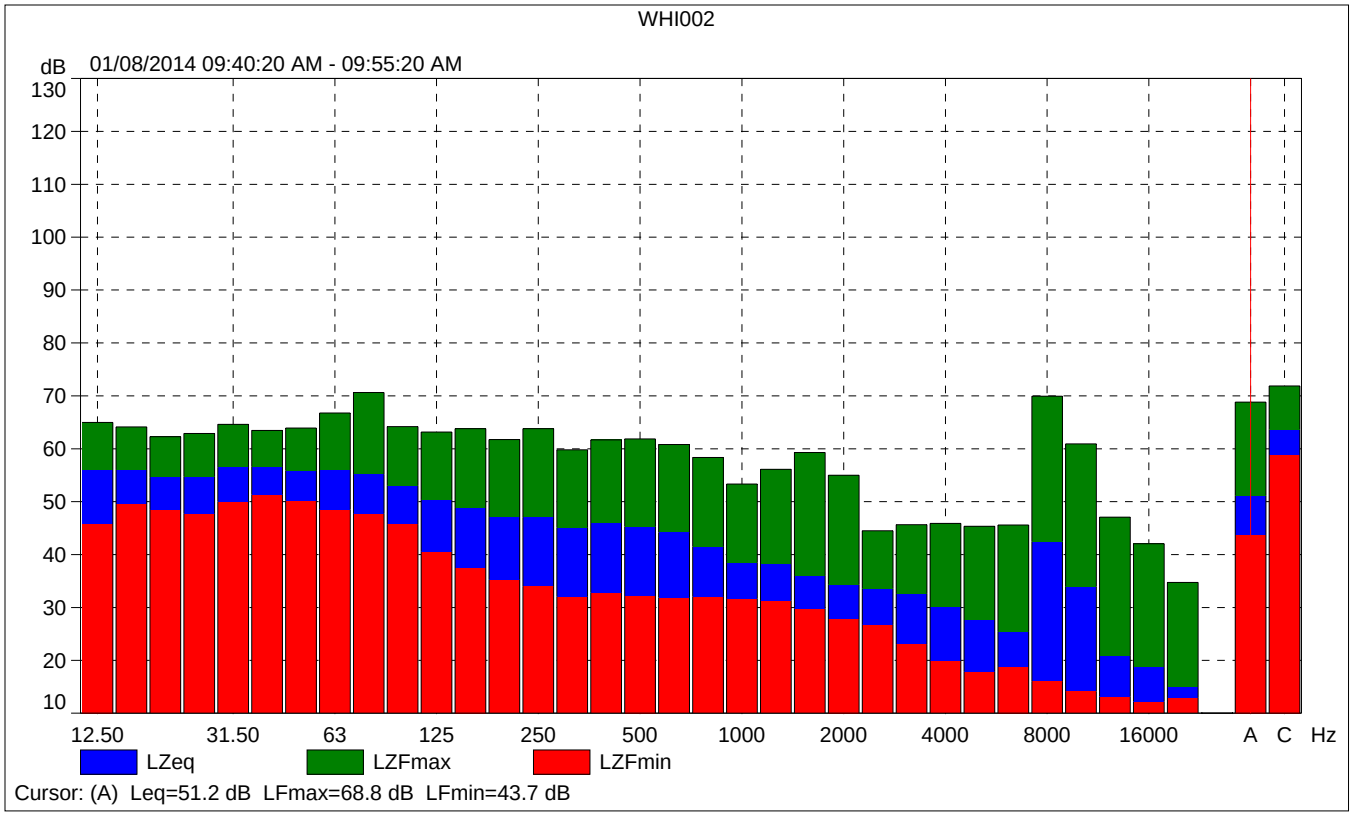
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

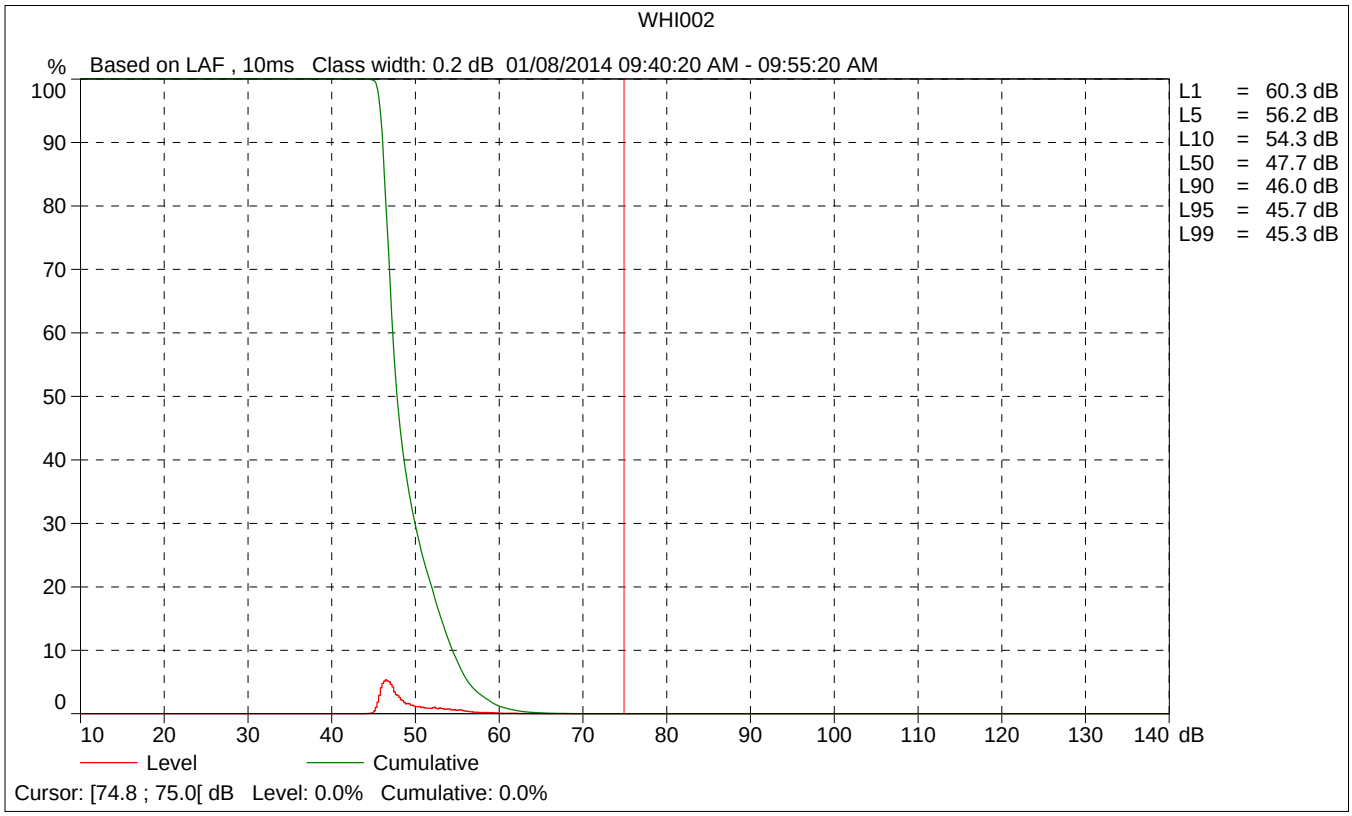
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Diffuse-field

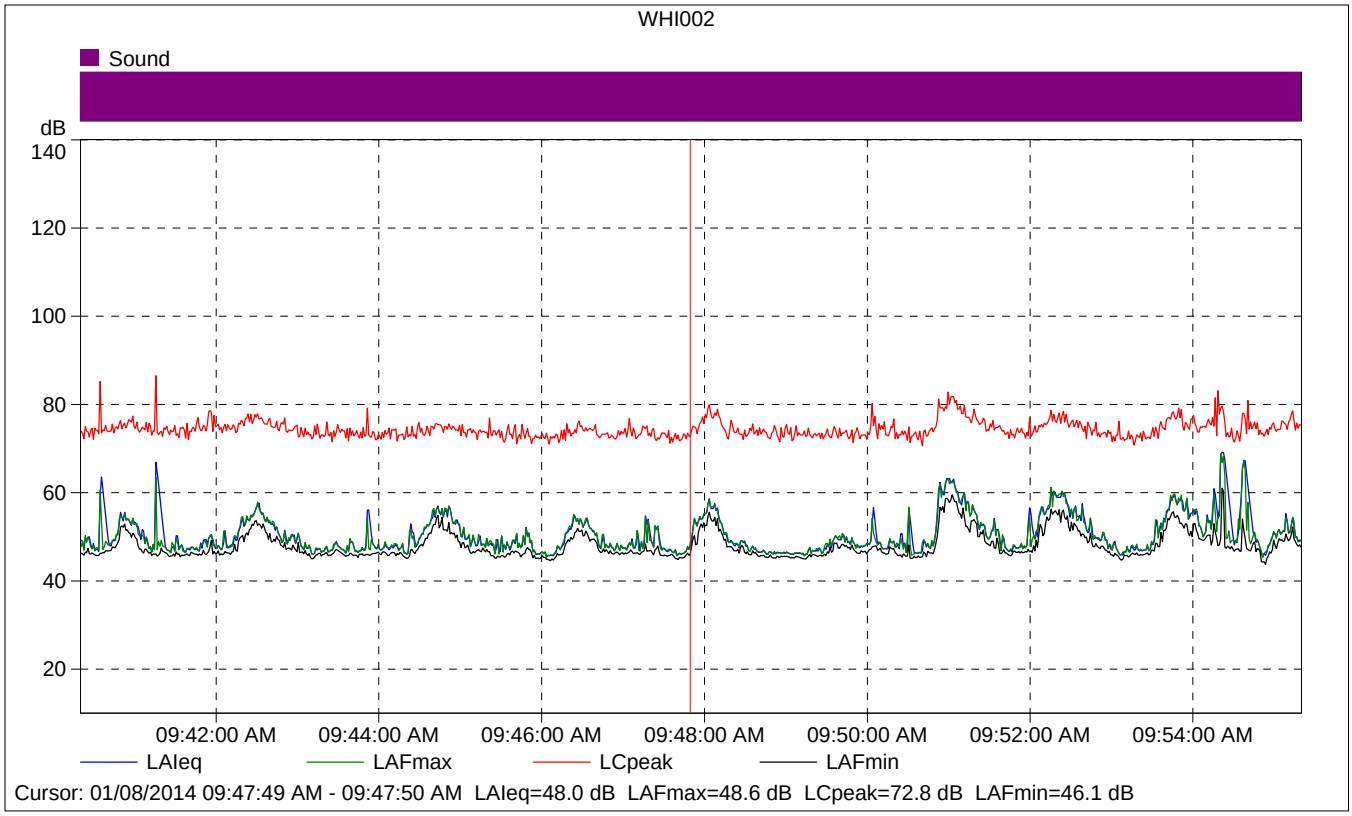
Calibration Time:		01/07/2014 10:20:56
Calibration Type:		External reference
Sensitivity:		64.32 mV/Pa

WHI002

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	51.2	68.8	43.7
Time	09:40:20 AM	09:55:20 AM	0:15:00				
Date	01/08/2014	01/08/2014					

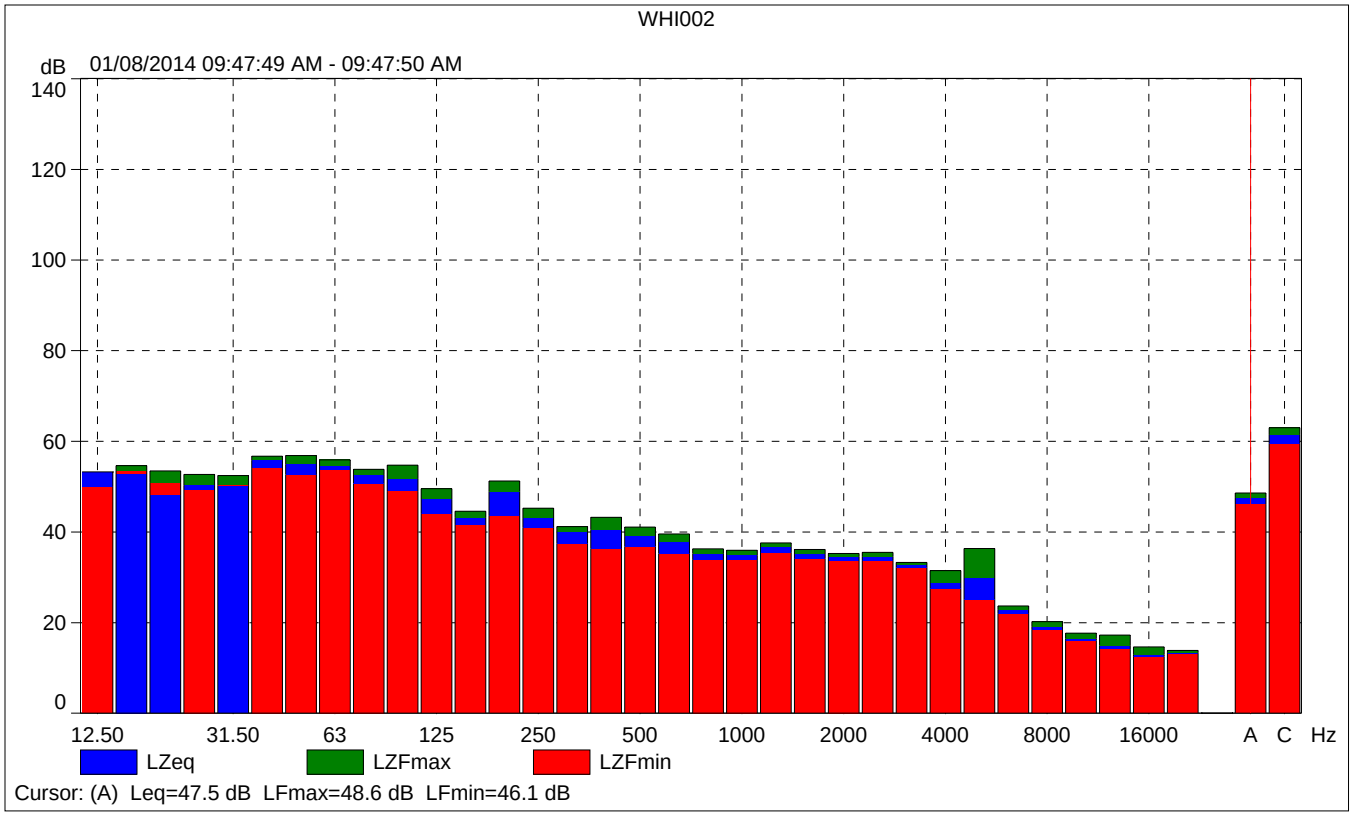

WHI002
dB
01/08/2014 09:40:20 AM - 09:55:20 AM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=51.2 dB LFmax=68.8 dB LFmin=43.7 dB

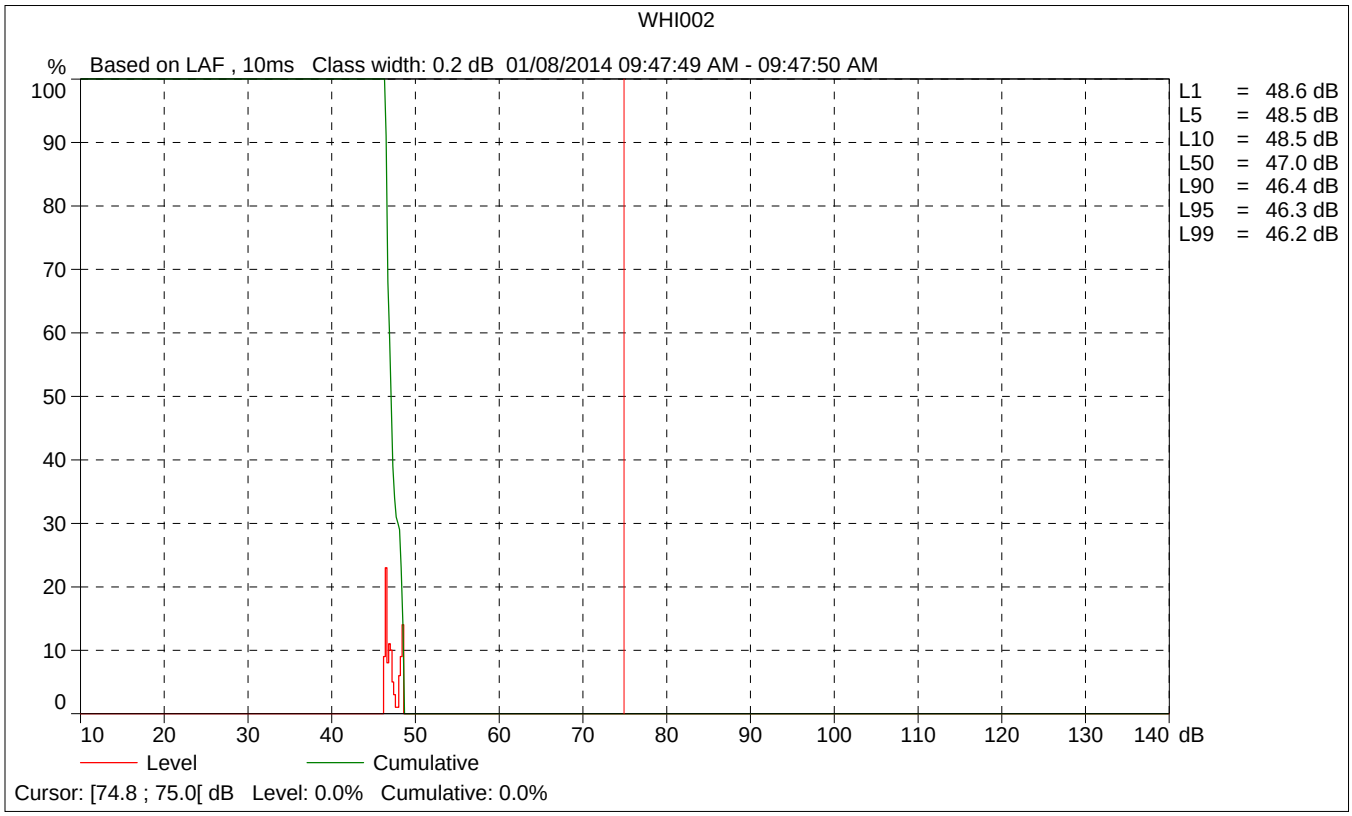

WHI002
%
Based on LAF , 10ms Class width: 0.2 dB 01/08/2014 09:40:20 AM - 09:55:20 AM
100
90
80
70
60
50
40
30
20
10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 60.3 dB
L5 = 56.2 dB
L10 = 54.3 dB
L50 = 47.7 dB
L90 = 46.0 dB
L95 = 45.7 dB
L99 = 45.3 dB
Level
Cumulative
Cursor: [74.8 ; 75.0[dB Level: 0.0% Cumulative: 0.0%

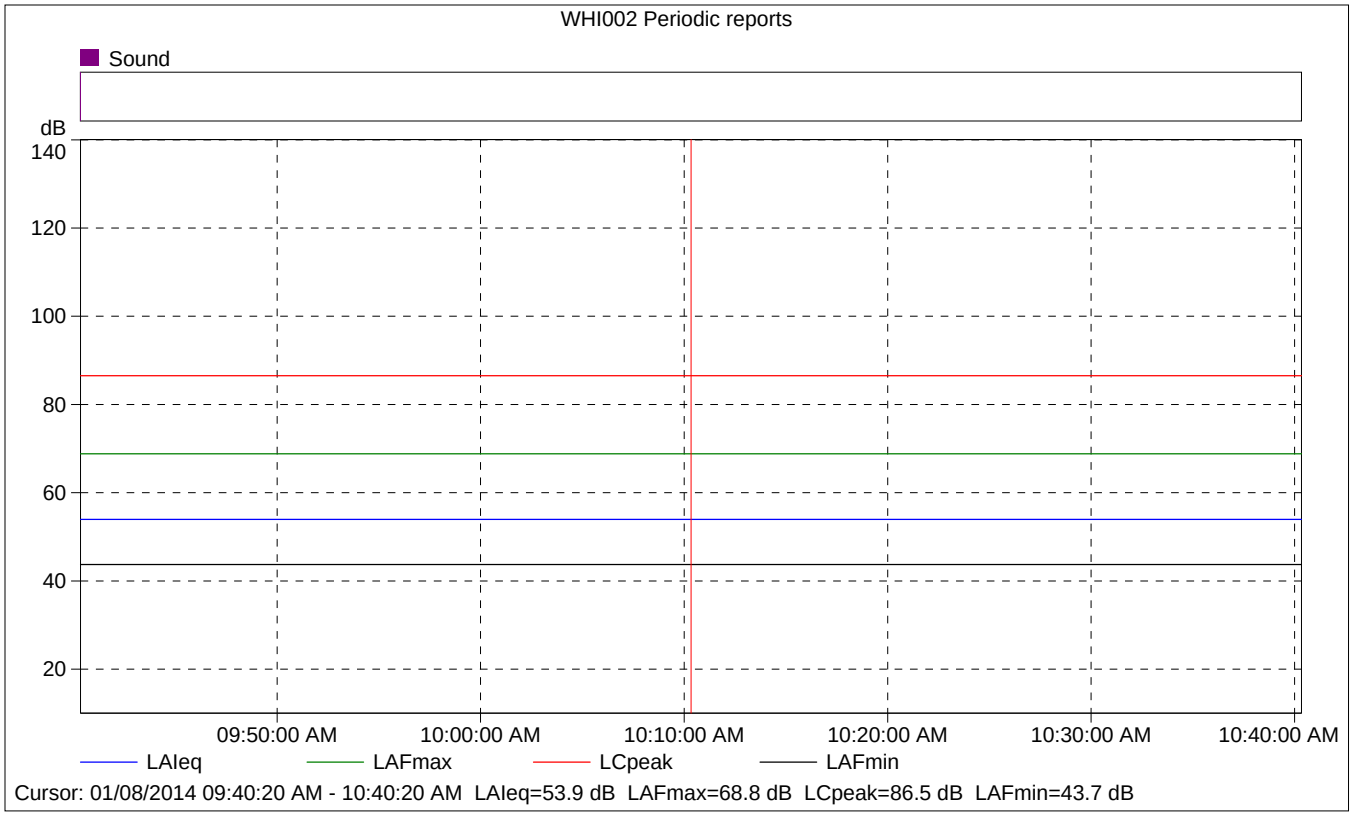


WHI002

	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			48.0	48.6	46.1
Time	09:47:49 AM	0:00:01			
Date	01/08/2014				

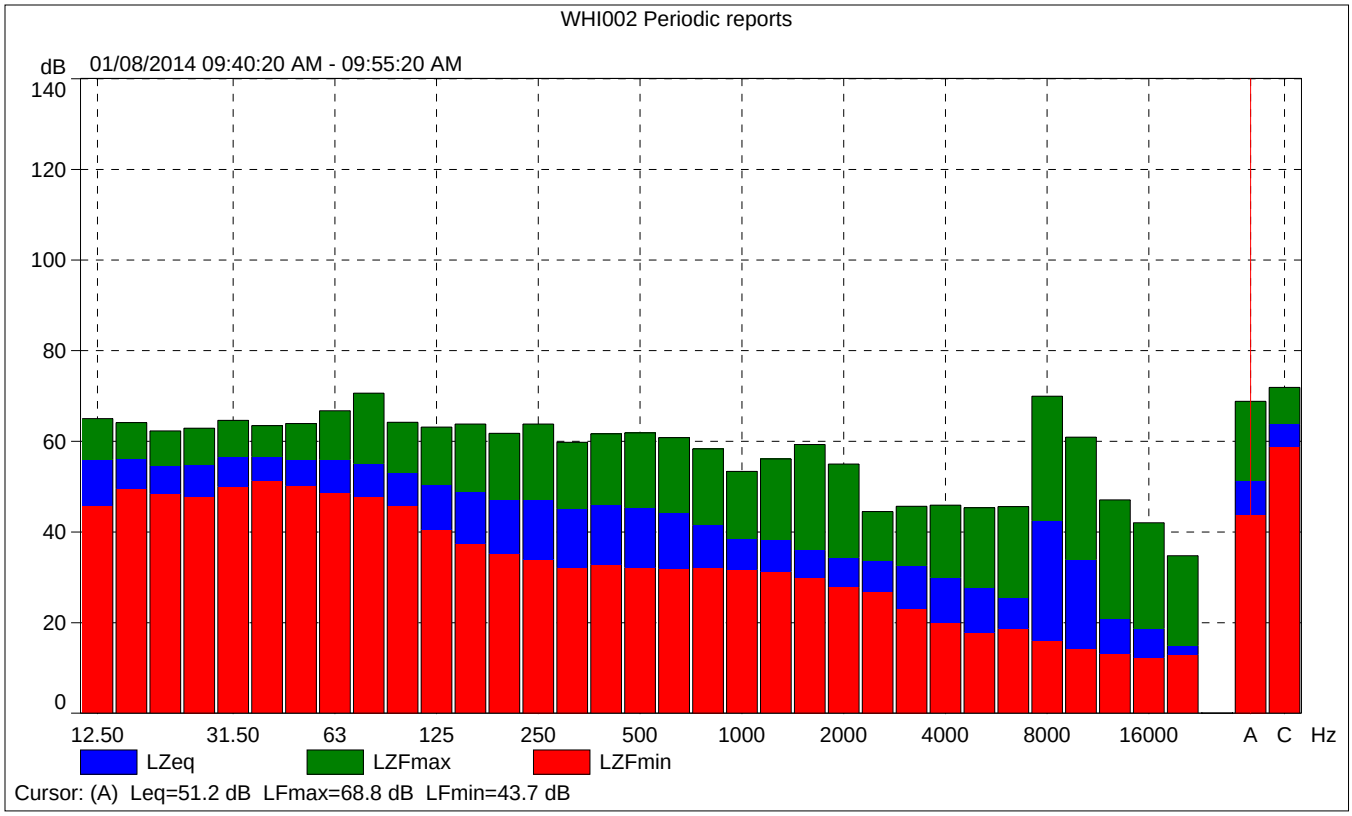

WHI002
dB
01/08/2014 09:47:49 AM - 09:47:50 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=47.5 dB LFmax=48.6 dB LFmin=46.1 dB

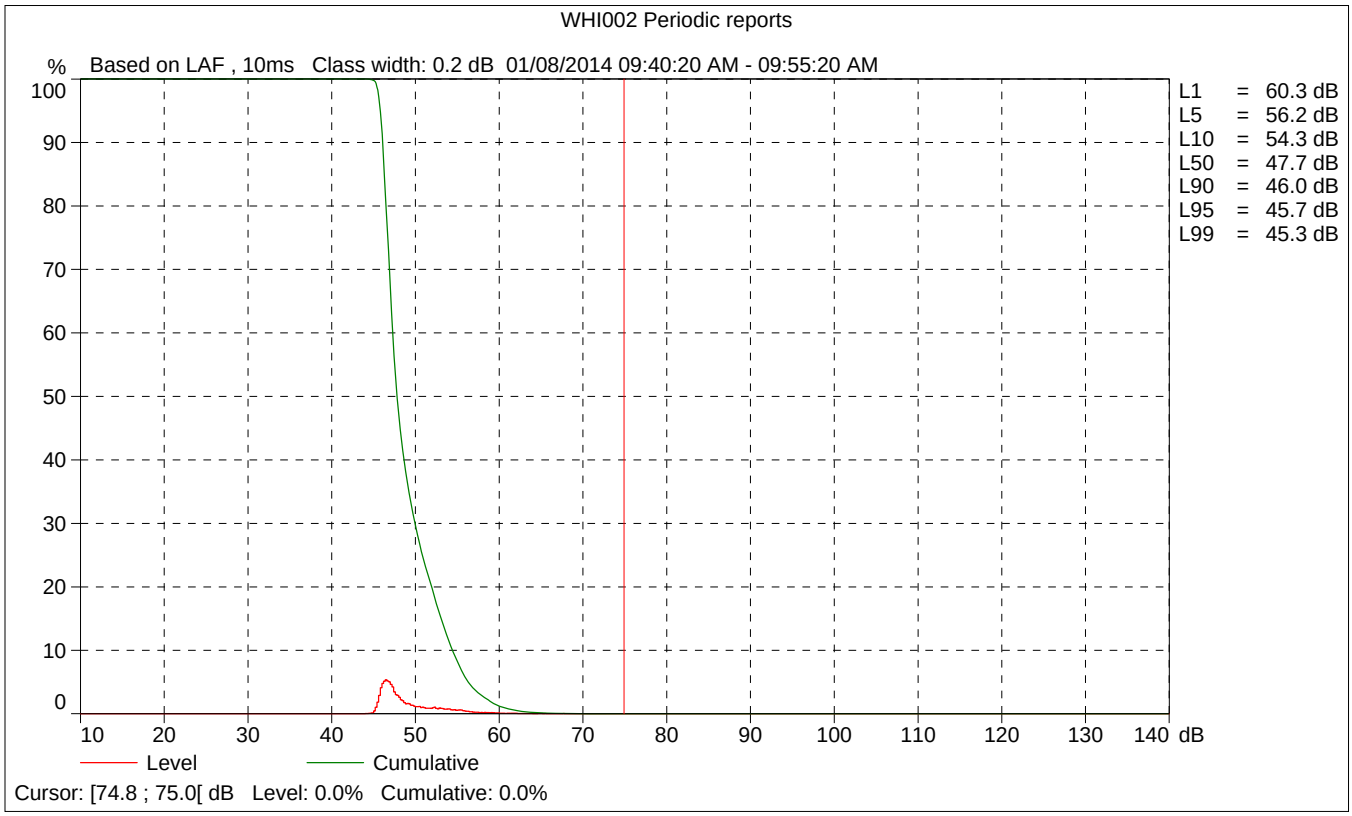

WHI002
%
Based on LAF , 10ms Class width: 0.2 dB 01/08/2014 09:47:49 AM - 09:47:50 AM
100
90
80
70
60
50
40
30
20
10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 48.6 dB
L5 = 48.5 dB
L10 = 48.5 dB
L50 = 47.0 dB
L90 = 46.4 dB
L95 = 46.3 dB
L99 = 46.2 dB
Level
Cumulative
Cursor: [74.8 ; 75.0[dB Level: 0.0% Cumulative: 0.0%

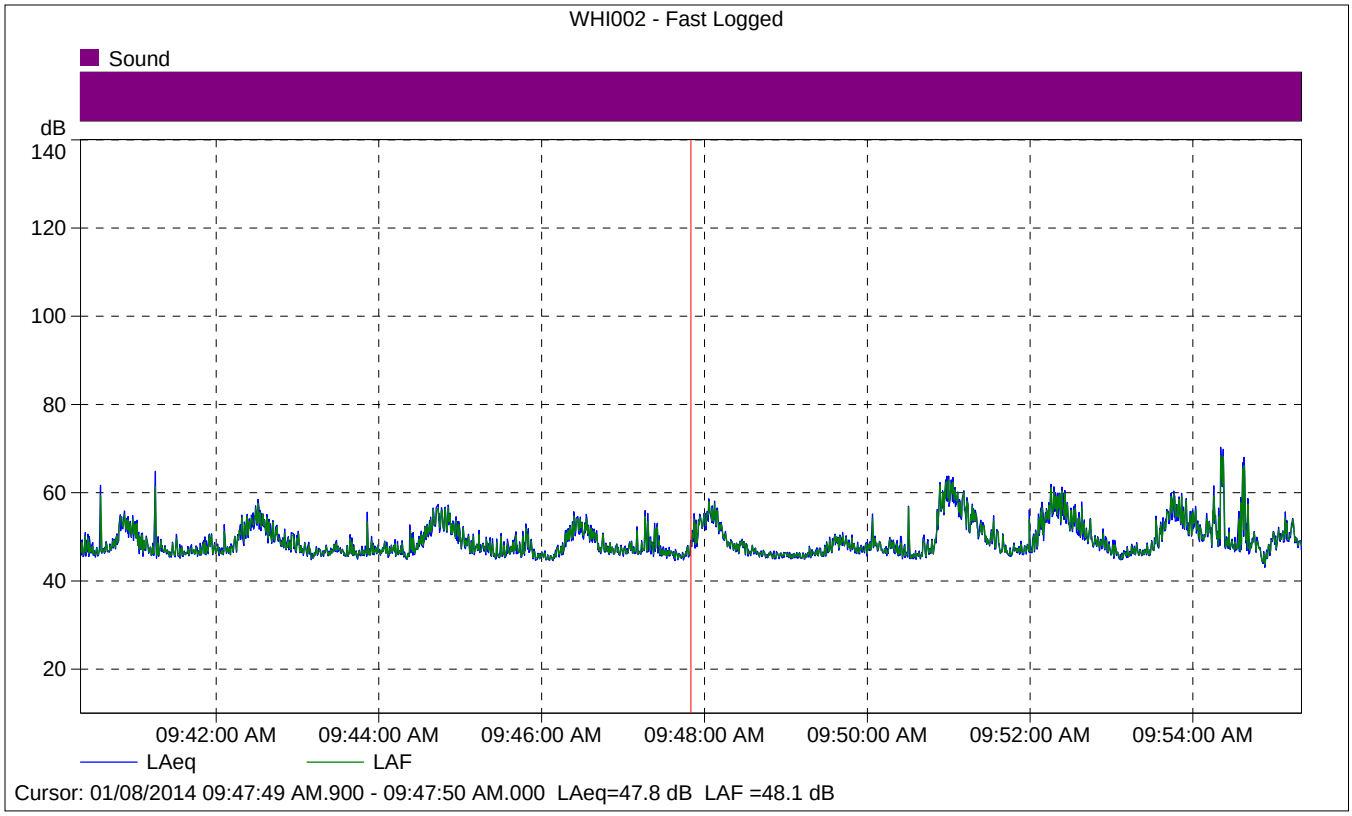


WHI002 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	53.9	68.8	43.7
Time	09:40:20 AM	0:15:00				
Date	01/08/2014					


WHI002 Periodic reports
dB
01/08/2014 09:40:20 AM - 09:55:20 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=51.2 dB LFmax=68.8 dB LFmin=43.7 dB


WHI002 Periodic reports
%
Based on LAF , 10ms Class width: 0.2 dB 01/08/2014 09:40:20 AM - 09:55:20 AM
100
90
80
70
60
50
40
30
20
10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 60.3 dB
L5 = 56.2 dB
L10 = 54.3 dB
L50 = 47.7 dB
L90 = 46.0 dB
L95 = 45.7 dB
L99 = 45.3 dB
Level
Cumulative
Cursor: [74.8 ; 75.0[dB Level: 0.0% Cumulative: 0.0%



WHI002 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			47.8
Time	09:47:49 AM.900	0:00:00.100	
Date	01/08/2014		

Site Number: 3			
Recorded By: Alesia Hsiao			
Job Number: 135060			
Date: 1/8/14			
Time: 10:34 AM			
Location: Southeast portion of the Project site, approximately 80 feet west of the southeastern project boundary.			
Source of Peak Noise: Traffic along interior street, adjacent industrial workers chatting, people talking, walkie talkies, motor running on trucks.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
57.5	44.8	79.5	97.5

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**2548189**	**7/12/2013**	
	Microphone	**Brüel & Kjær**	**4189**	**2543364**	**7/12/2013**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**4265**	**7/12/2013**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**7/12/2013**	

Weather Data			
Est.	**Duration:** 15 minutes	**Sky:** Sunny	
	Note: dBA Offset = 0.07	**Sensor Height (ft):** 5 ft	
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	1.1 mph	62.5	30.27

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		01/08/2014 10:34:15
End Time:		01/08/2014 10:49:15
Elapsed Time:		00:15:00
Bandwidth:		1/3-octave
Max Input Level:		138.75

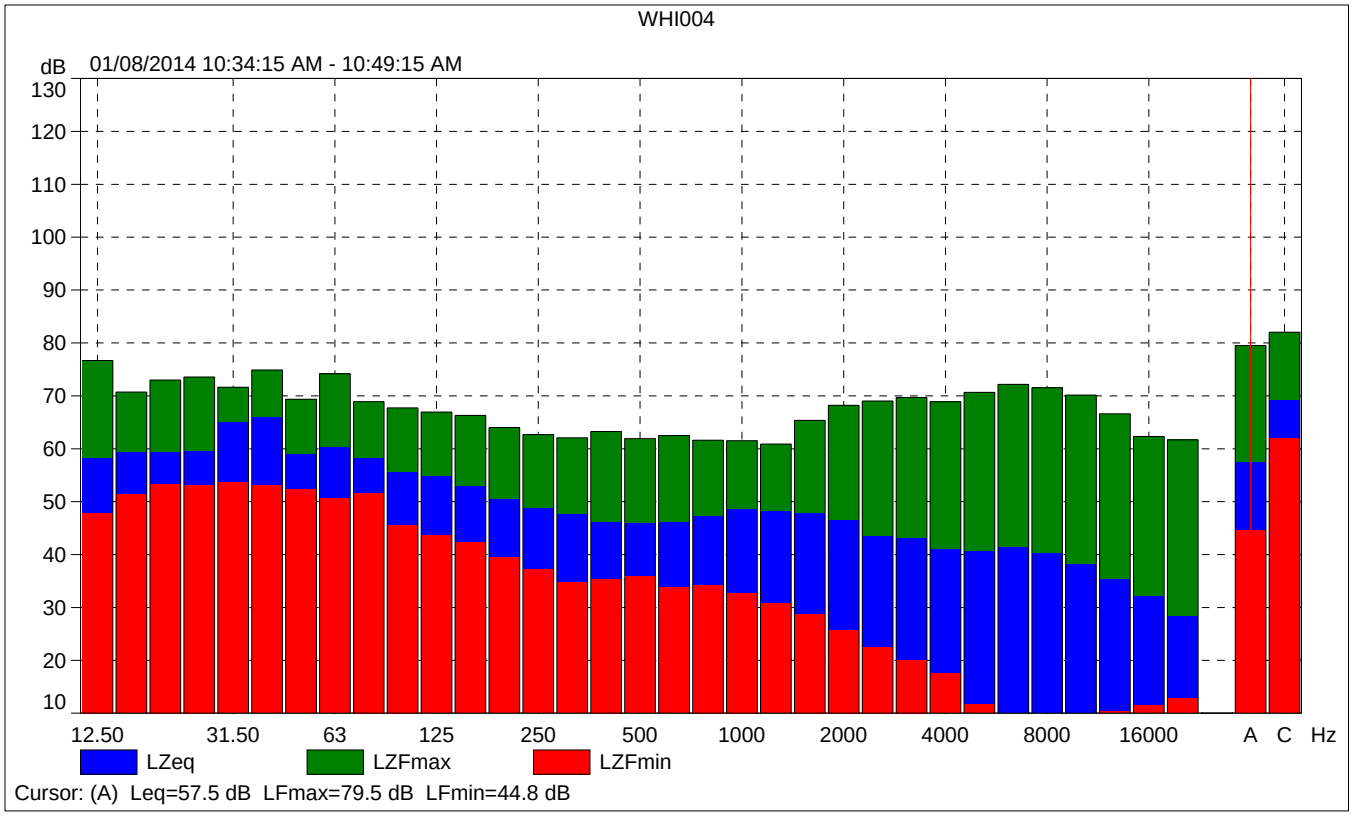
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

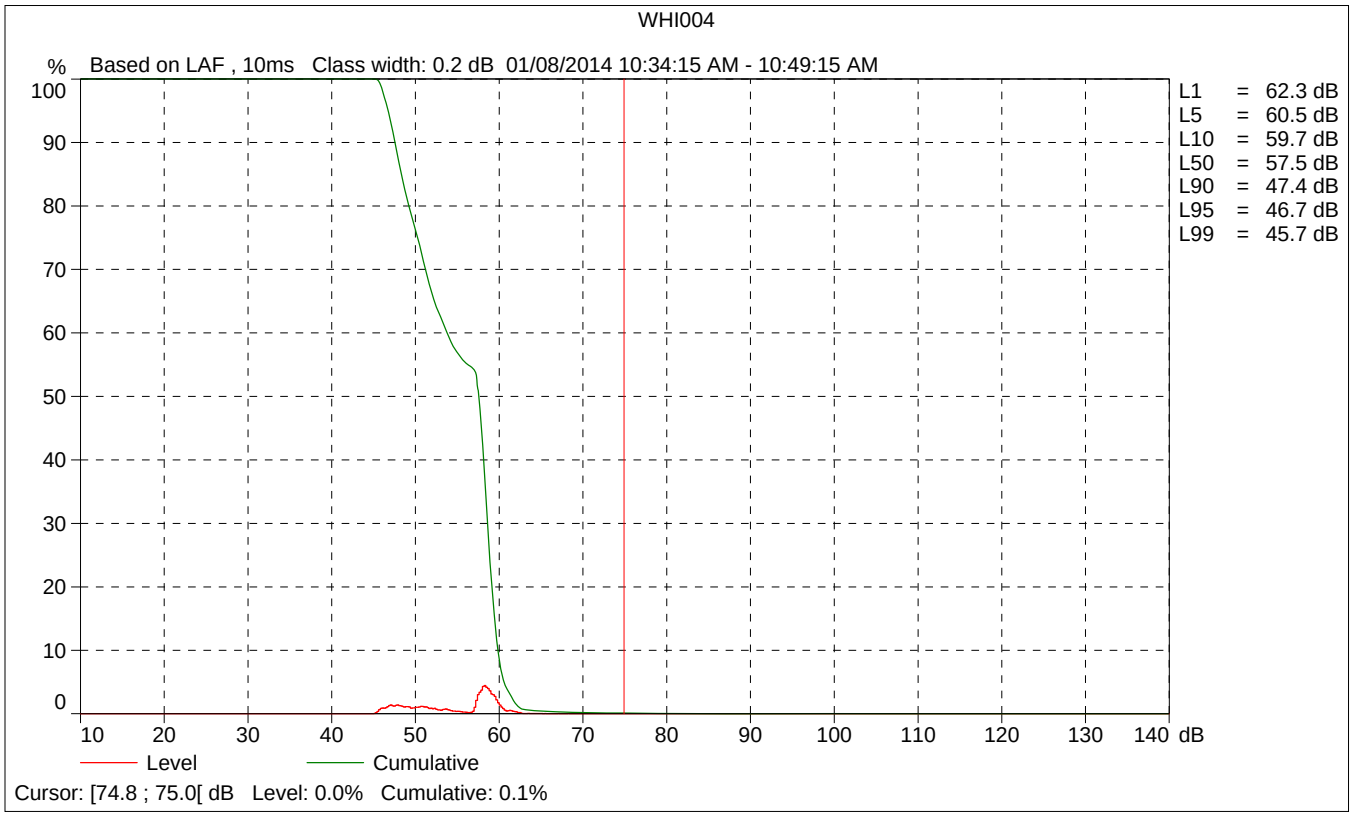
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Diffuse-field

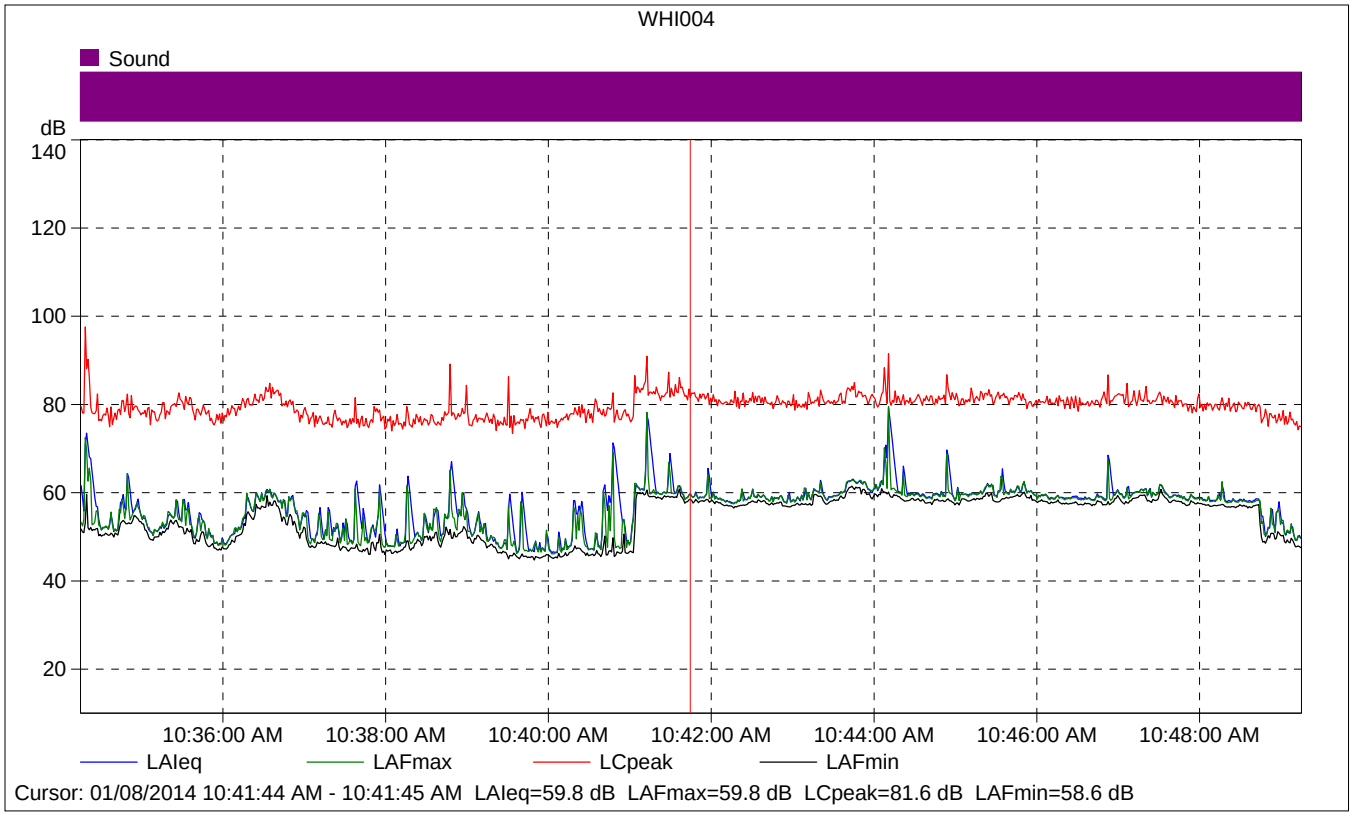
Calibration Time:		01/07/2014 10:20:56
Calibration Type:		External reference
Sensitivity:		64.32 mV/Pa

WHI004

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	57.5	79.5	44.8
Time	10:34:15 AM	10:49:15 AM	0:15:00				
Date	01/08/2014	01/08/2014					

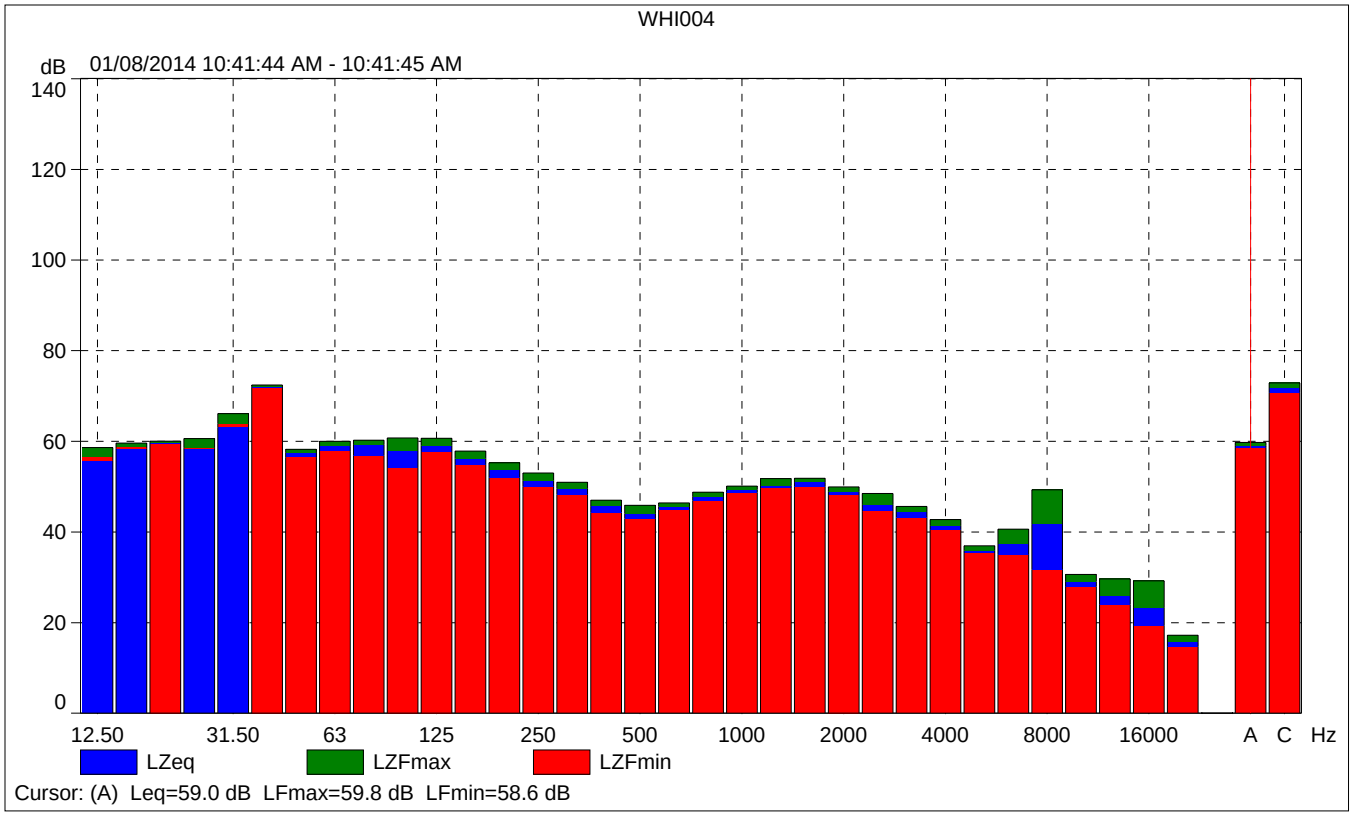

WHI004
dB
01/08/2014 10:34:15 AM - 10:49:15 AM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=57.5 dB LFmax=79.5 dB LFmin=44.8 dB

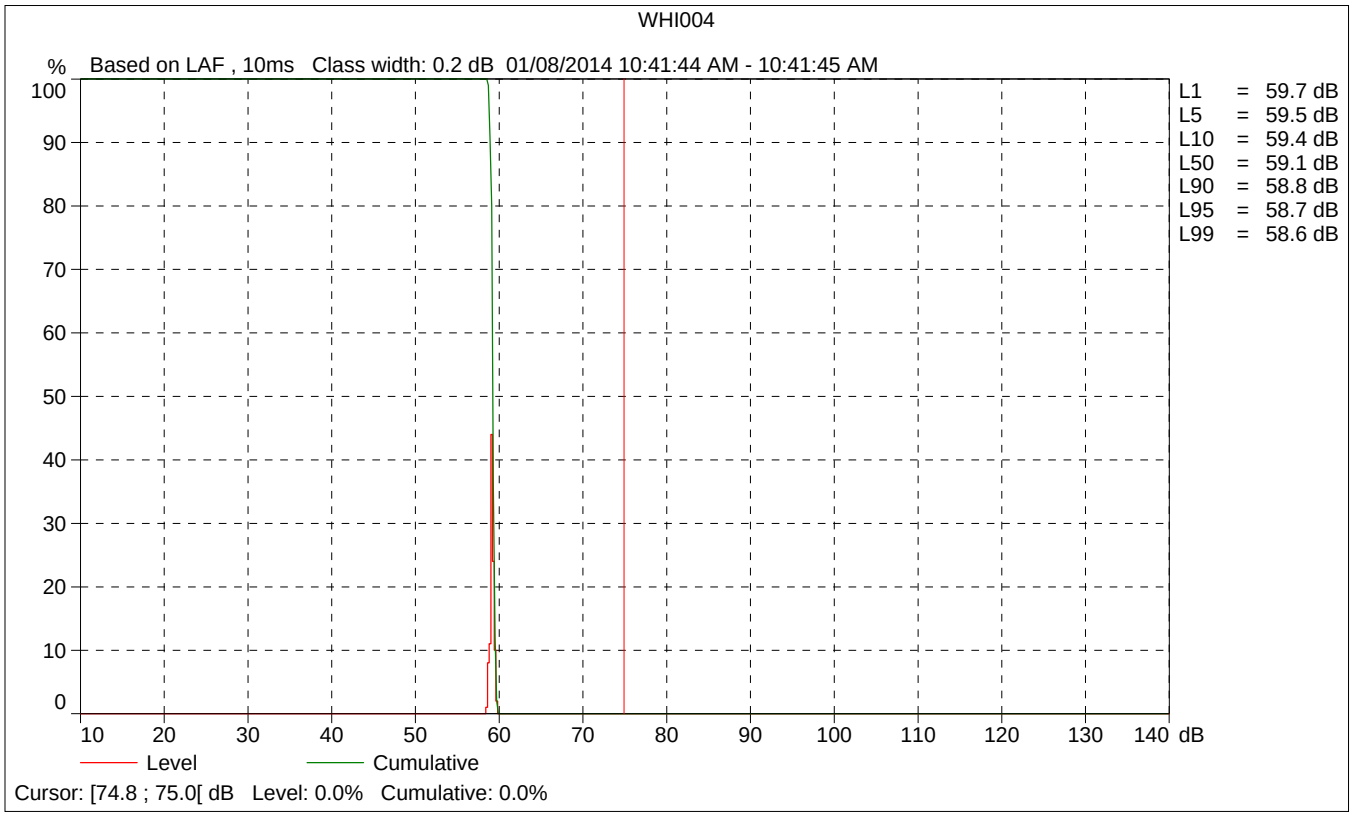

WHI004
%
Based on LAF , 10ms Class width: 0.2 dB 01/08/2014 10:34:15 AM - 10:49:15 AM
100
90
80
70
60
50
40
30
20
10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 62.3 dB
L5 = 60.5 dB
L10 = 59.7 dB
L50 = 57.5 dB
L90 = 47.4 dB
L95 = 46.7 dB
L99 = 45.7 dB
Level
Cumulative
Cursor: [74.8 ; 75.0[dB Level: 0.0% Cumulative: 0.1%

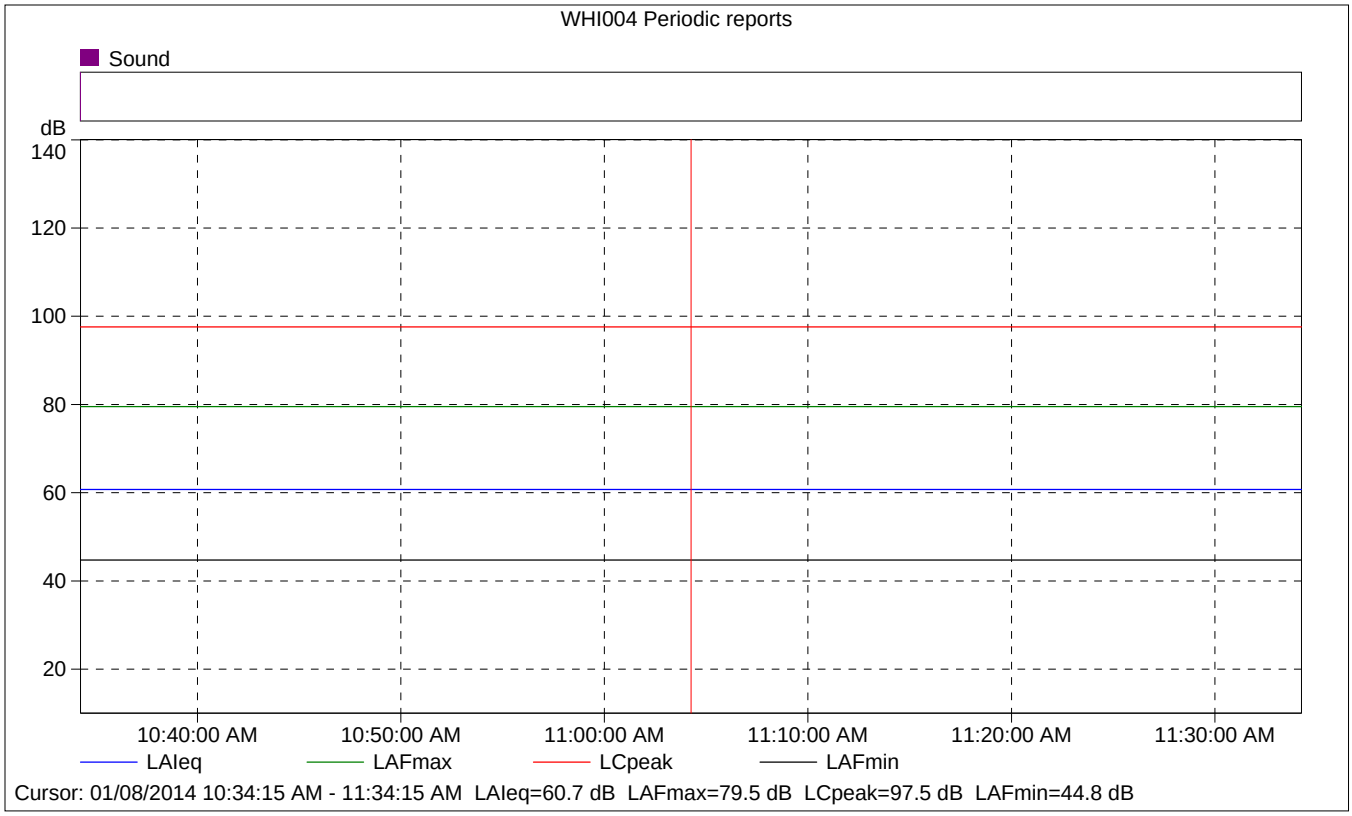


WHI004

	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			59.8	59.8	58.6
Time	10:41:44 AM	0:00:01			
Date	01/08/2014				

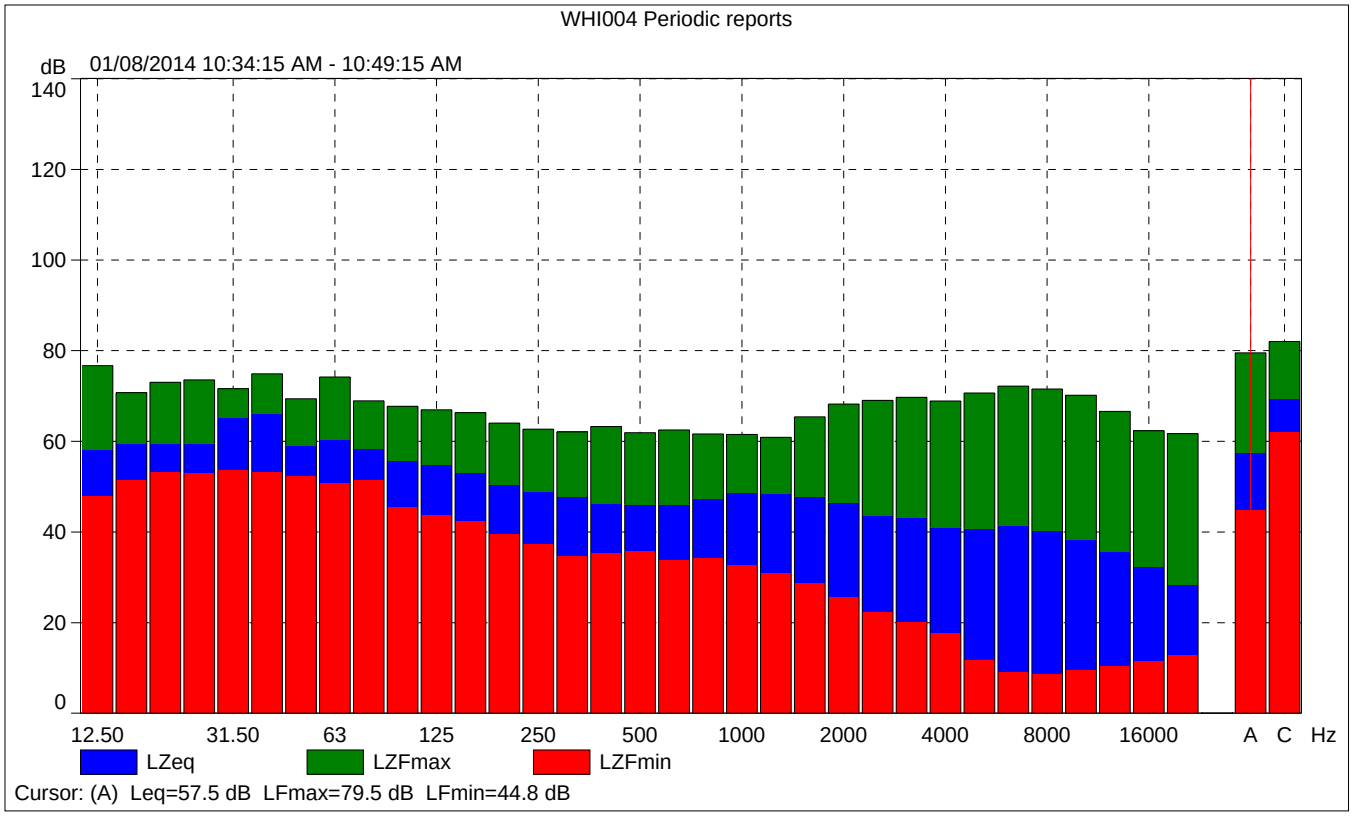

WHI004
dB
01/08/2014 10:41:44 AM - 10:41:45 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=59.0 dB LFmax=59.8 dB LFmin=58.6 dB

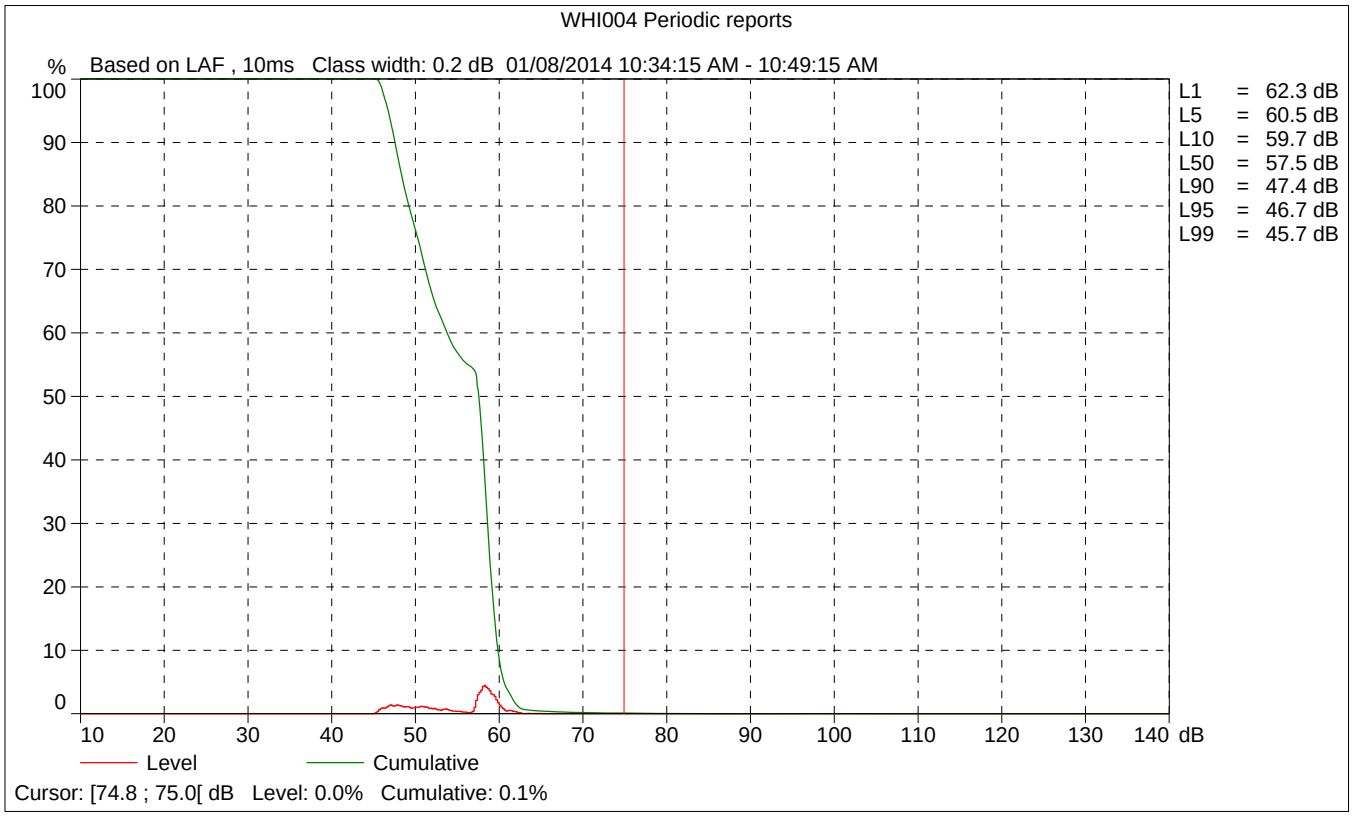

WHI004
%
Based on LAF , 10ms Class width: 0.2 dB 01/08/2014 10:41:44 AM - 10:41:45 AM
100
90
80
70
60
50
40
30
20
10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 59.7 dB
L5 = 59.5 dB
L10 = 59.4 dB
L50 = 59.1 dB
L90 = 58.8 dB
L95 = 58.7 dB
L99 = 58.6 dB
Level
Cumulative
Cursor: [74.8 ; 75.0[dB Level: 0.0% Cumulative: 0.0%

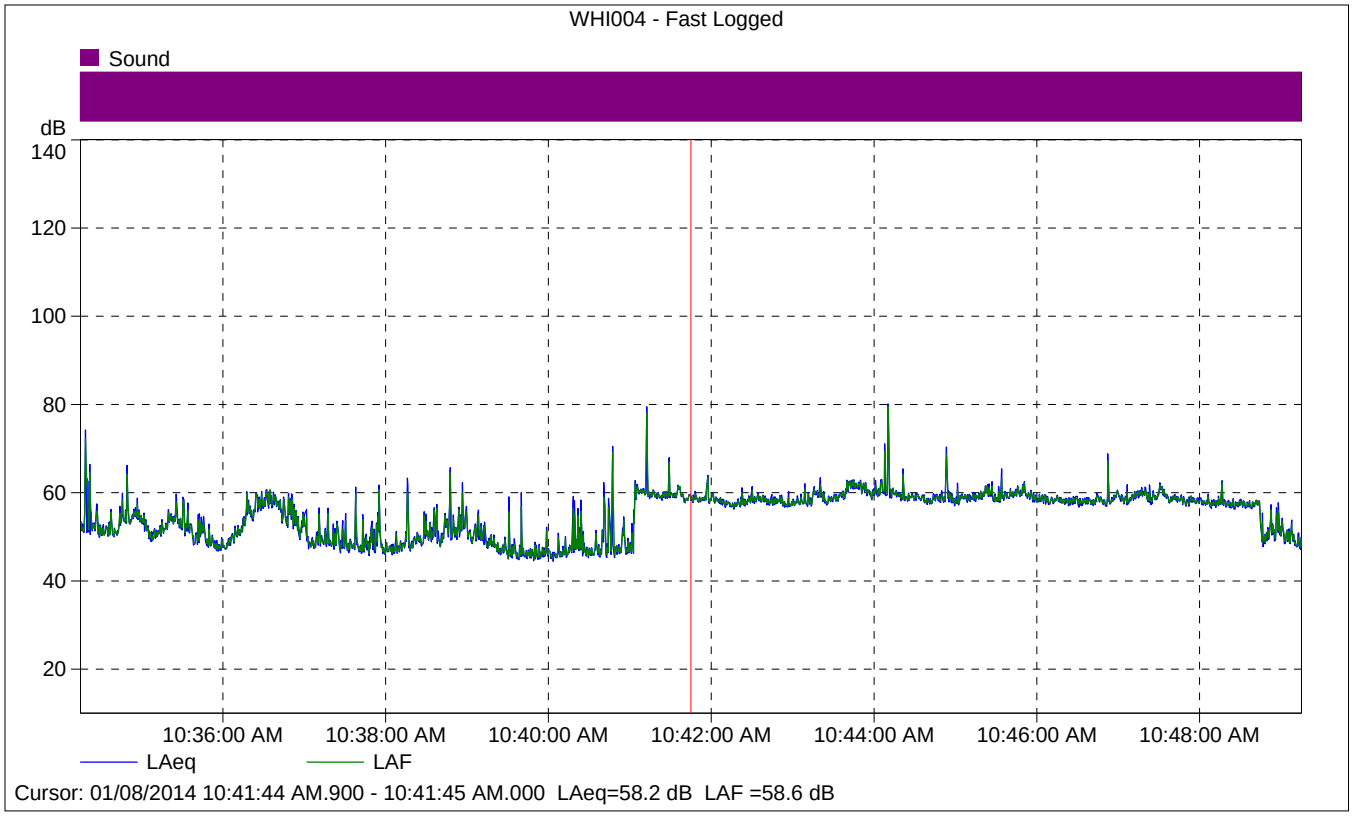


WHI004 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	60.7	79.5	44.8
Time	10:34:15 AM	0:15:00				
Date	01/08/2014					


WHI004 Periodic reports
dB
01/08/2014 10:34:15 AM - 10:49:15 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=57.5 dB LFmax=79.5 dB LFmin=44.8 dB


WHI004 Periodic reports
%
Based on LAF , 10ms Class width: 0.2 dB 01/08/2014 10:34:15 AM - 10:49:15 AM
100
90
80
70
60
50
40
30
20
10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 62.3 dB
L5 = 60.5 dB
L10 = 59.7 dB
L50 = 57.5 dB
L90 = 47.4 dB
L95 = 46.7 dB
L99 = 45.7 dB
Level
Cumulative
Cursor: [74.8 ; 75.0[dB Level: 0.0% Cumulative: 0.1%



WHI004 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			58.2
Time	10:41:44 AM.900	0:00:00.100	
Date	01/08/2014		

Site Number: 4			
Recorded By: Alesia Hsiao			
Job Number: 135060			
Date: 1/8/14			
Time: 11:24 AM			
Location: Cul-de-sac of Ramey Road			
Source of Peak Noise: Traffic along Ramey Road, people talking, garage doors opening and closing, dogs barking, birds chirping, airplanes flying above.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
52.3	37.4	65.2	86.4

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**2548189**	**7/12/2013**	
	Microphone	**Brüel & Kjær**	**4189**	**2543364**	**7/12/2013**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**4265**	**7/12/2013**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**7/12/2013**	

Weather Data			
Est.	**Duration:** 15 minutes	**Sky:** Sunny	
	Note: dBA Offset = 0.07	**Sensor Height (ft):** 5 ft	
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	1.4 mph	68.0	30.27

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		01/08/2014 11:24:45
End Time:		01/08/2014 11:39:45
Elapsed Time:		00:15:00
Bandwidth:		1/3-octave
Max Input Level:		138.75

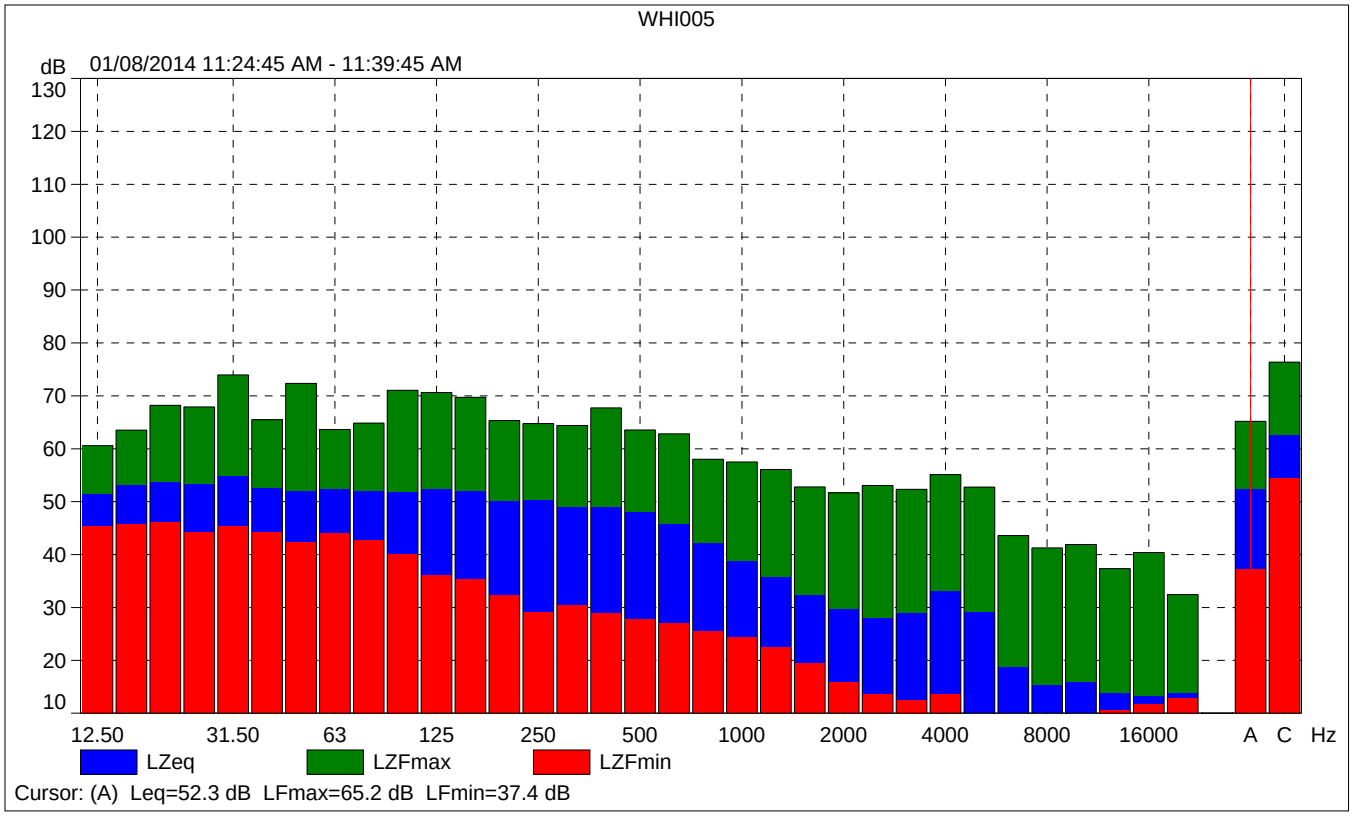
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

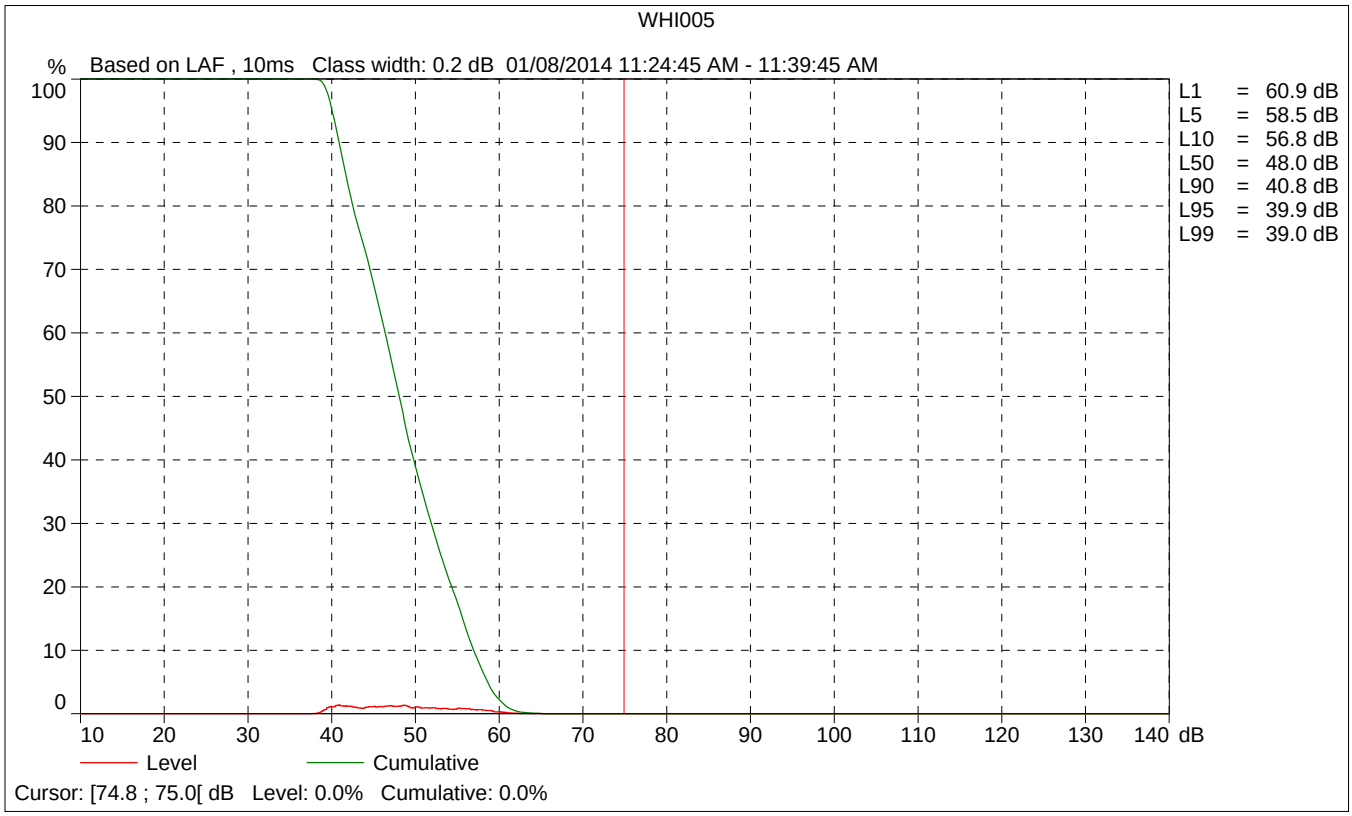
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Diffuse-field

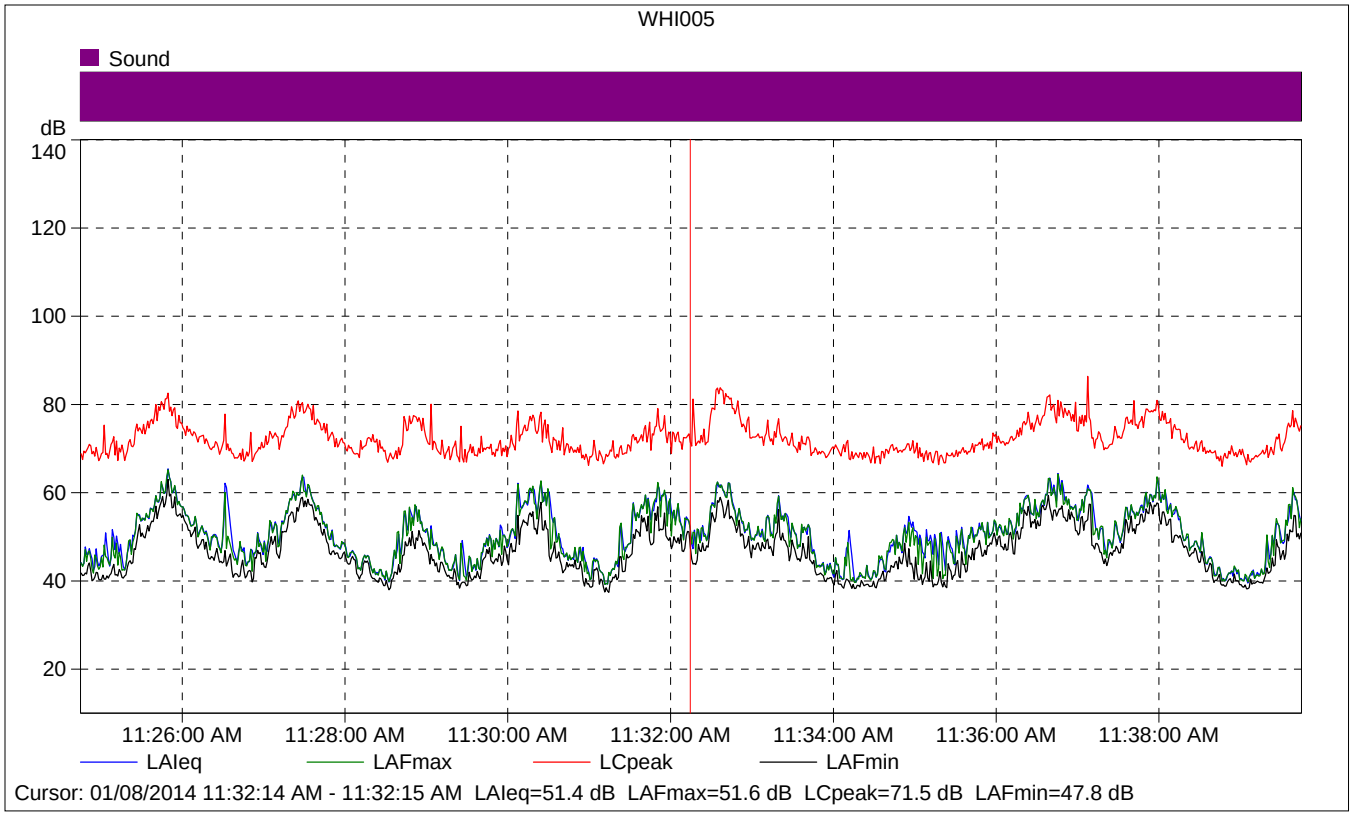
Calibration Time:		01/07/2014 10:20:56
Calibration Type:		External reference
Sensitivity:		64.32 mV/Pa

WHI005

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	52.3	65.2	37.4
Time	11:24:45 AM	11:39:45 AM	0:15:00				
Date	01/08/2014	01/08/2014					

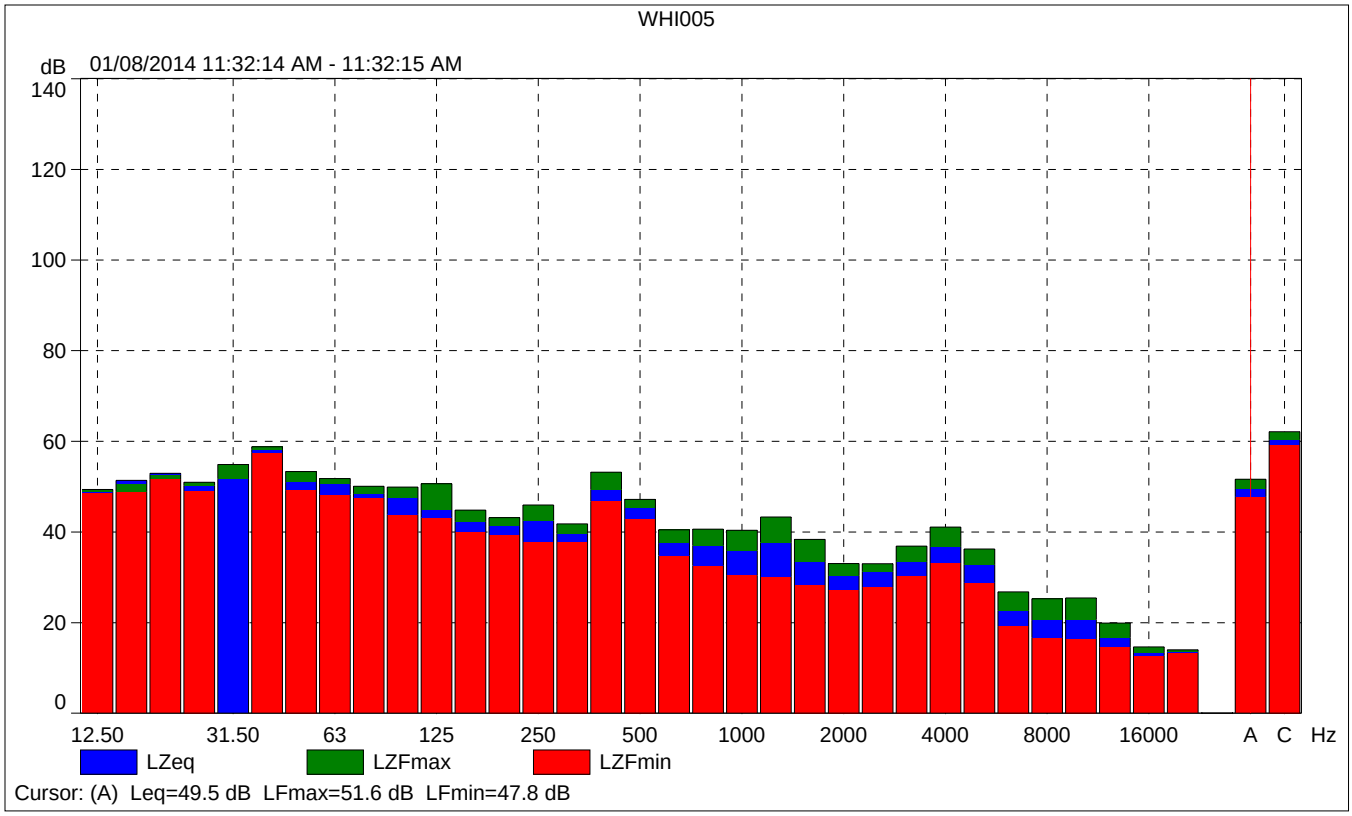

WHI005
dB
01/08/2014 11:24:45 AM - 11:39:45 AM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=52.3 dB LFmax=65.2 dB LFmin=37.4 dB

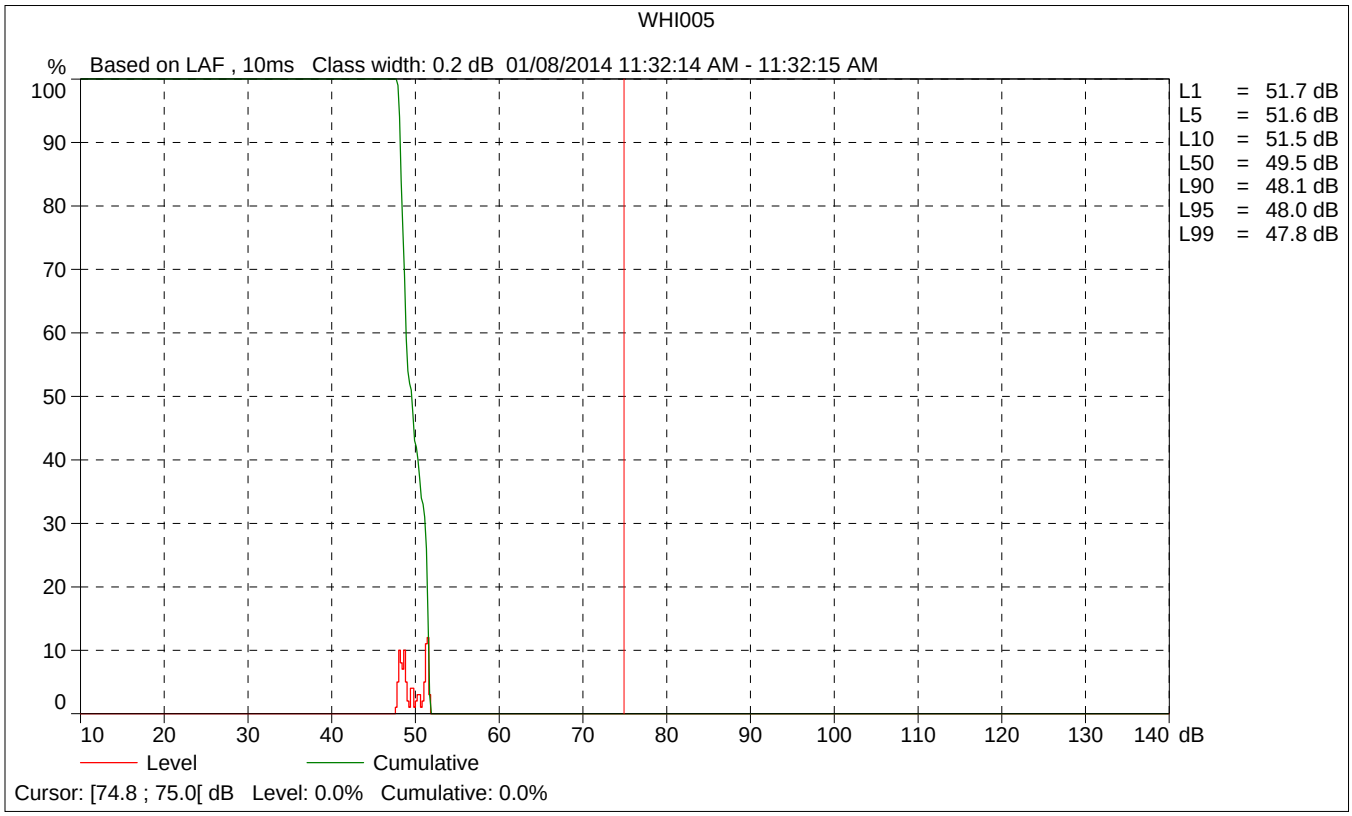

WHI005
%
Based on LAF , 10ms Class width: 0.2 dB 01/08/2014 11:24:45 AM - 11:39:45 AM
100
90
80
70
60
50
40
30
20
10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 60.9 dB
L5 = 58.5 dB
L10 = 56.8 dB
L50 = 48.0 dB
L90 = 40.8 dB
L95 = 39.9 dB
L99 = 39.0 dB
Level
Cumulative
Cursor: [74.8 ; 75.0[dB Level: 0.0% Cumulative: 0.0%

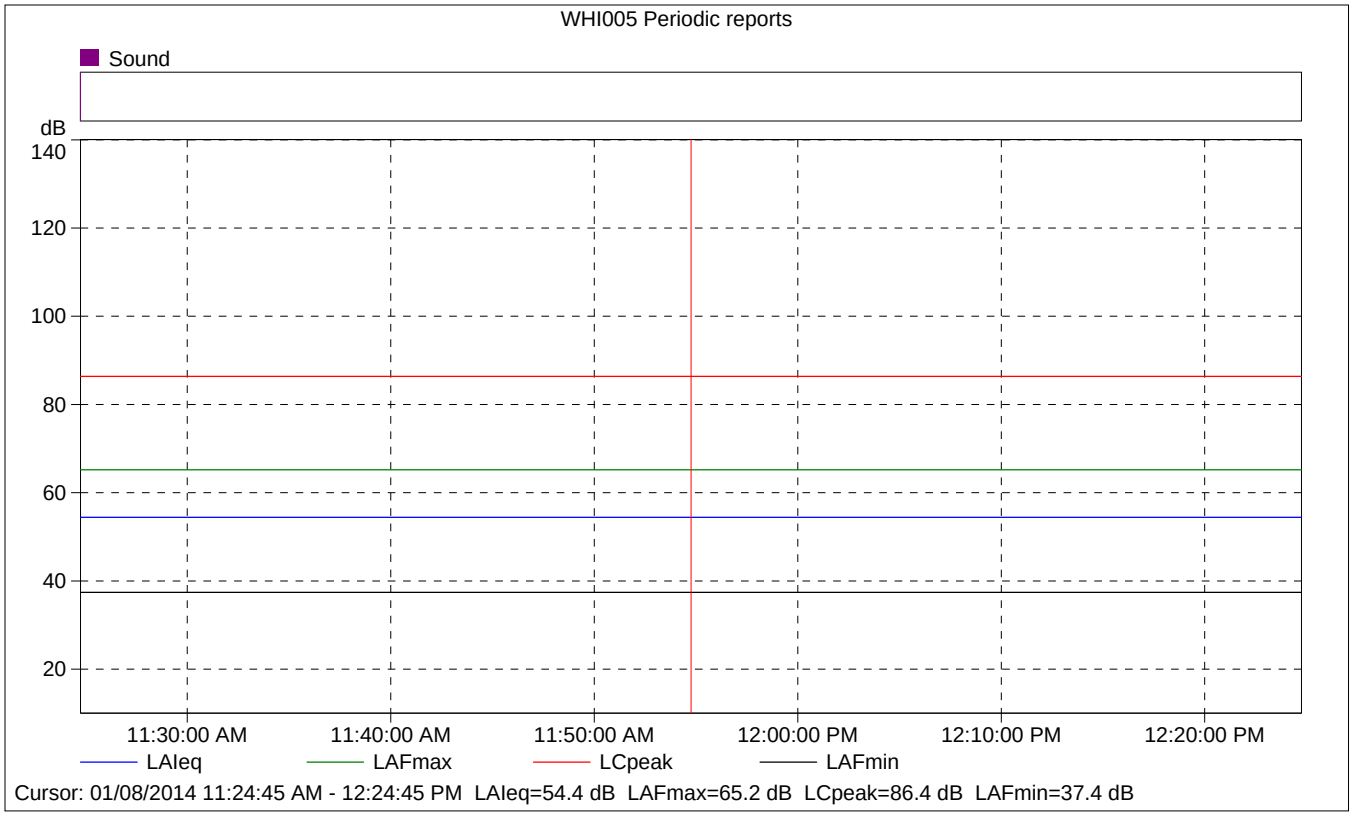


WHI005

	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			51.4	51.6	47.8
Time	11:32:14 AM	0:00:01			
Date	01/08/2014				

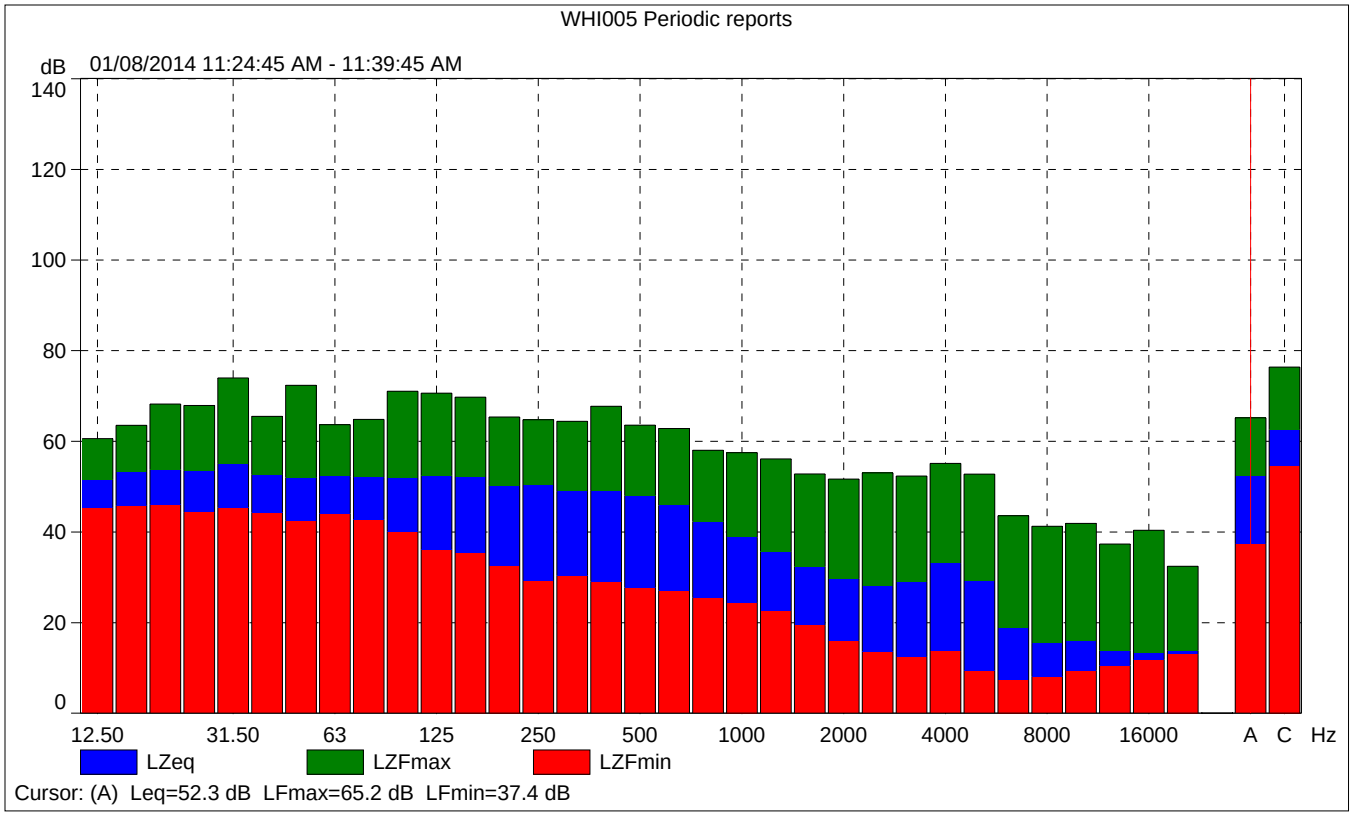

WHI005
dB
01/08/2014 11:32:14 AM - 11:32:15 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=49.5 dB LFmax=51.6 dB LFmin=47.8 dB

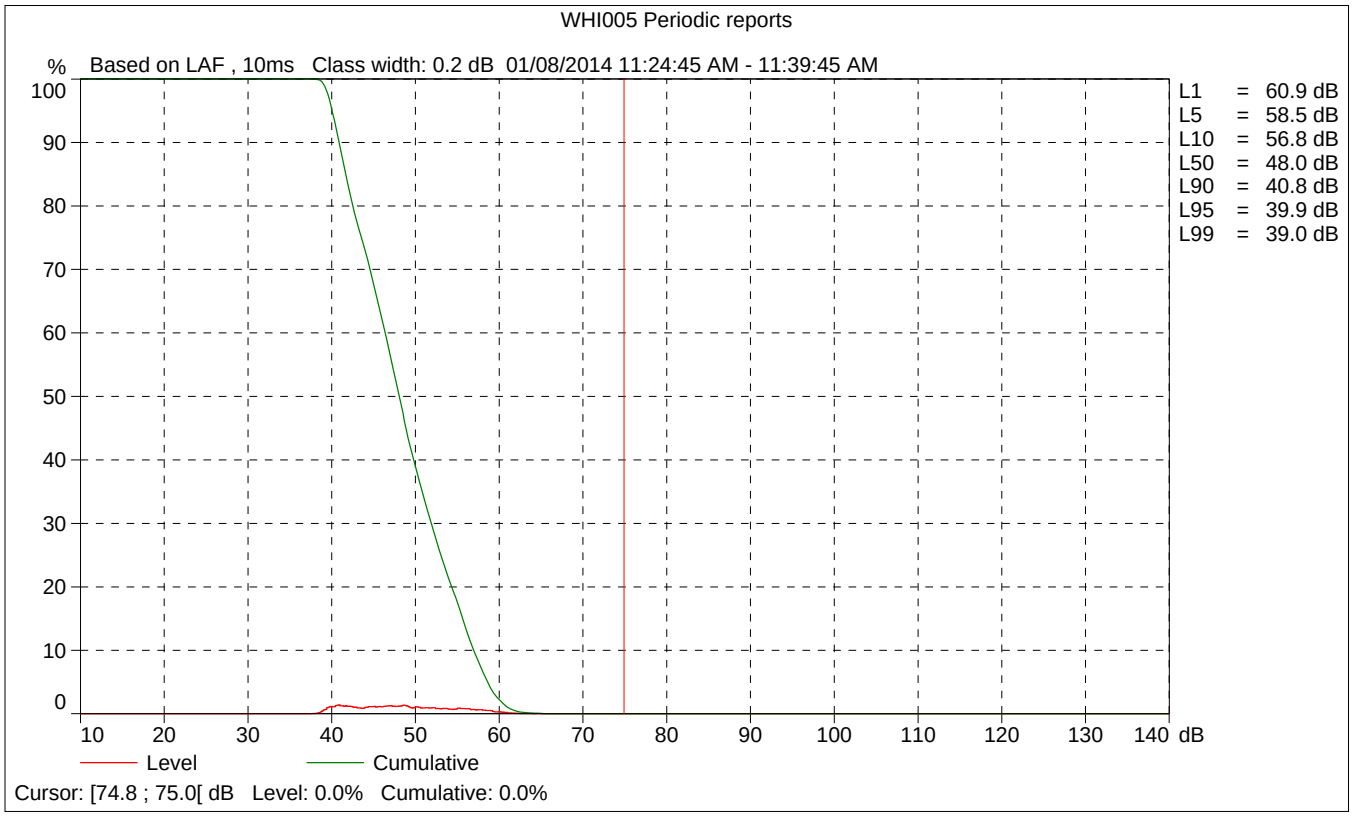

WHI005
%
Based on LAF , 10ms Class width: 0.2 dB 01/08/2014 11:32:14 AM - 11:32:15 AM
100
90
80
70
60
50
40
30
20
10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 51.7 dB
L5 = 51.6 dB
L10 = 51.5 dB
L50 = 49.5 dB
L90 = 48.1 dB
L95 = 48.0 dB
L99 = 47.8 dB
Level
Cumulative
Cursor: [74.8 ; 75.0[dB Level: 0.0% Cumulative: 0.0%

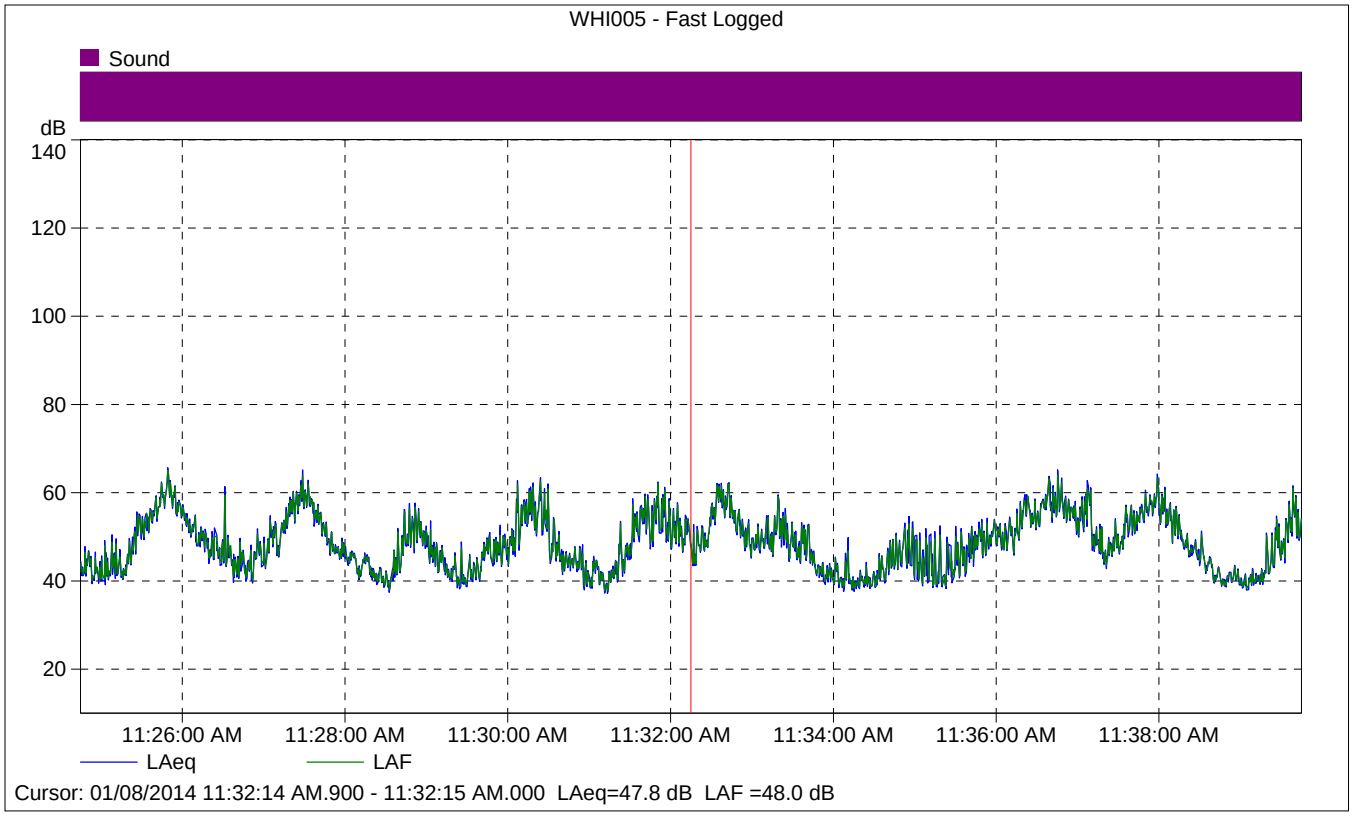


WHI005 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	54.4	65.2	37.4
Time	11:24:45 AM	0:15:00				
Date	01/08/2014					


WHI005 Periodic reports
dB
01/08/2014 11:24:45 AM - 11:39:45 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=52.3 dB LFmax=65.2 dB LFmin=37.4 dB


WHI005 Periodic reports
%
Based on LAF , 10ms Class width: 0.2 dB 01/08/2014 11:24:45 AM - 11:39:45 AM
100
90
80
70
60
50
40
30
20
10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 60.9 dB
L5 = 58.5 dB
L10 = 56.8 dB
L50 = 48.0 dB
L90 = 40.8 dB
L95 = 39.9 dB
L99 = 39.0 dB
Level
Cumulative
Cursor: [74.8 ; 75.0[dB Level: 0.0% Cumulative: 0.0%



WHI005 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			47.8
Time	11:32:14 AM.900	0:00:00.100	
Date	01/08/2014		