Olympic Boulevard

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FIGUEROA OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 29020 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2611.8 #M Tr= 145.1 #H Tr= 145.1
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 68.88 Leq(MT)= 66.02 Leq(HT)= 71.22 Leq= 73.97 CNEL= 75.77

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FIGUEROA OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 35020 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 3151.8 #M Tr= 175.1 #H Tr= 175.1
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.70 Leq(MT)= 66.84 Leq(HT)= 72.03 Leq= 74.79 CNEL= 76.59

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FIGUEROA OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 44300 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 3987.0 #M Tr= 221.5 #H Tr= 221.5
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 70.72 Leq(MT)= 67.86 Leq(HT)= 73.05 Leq= 75.81 CNEL= 77.61

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FIGUEROA
Project No.

Date:

OLYMPIC BLVD
Hardness= 0.00

ADT=	20630	%ADT=	10.0	%Auto=	90.0	%M Tr=	5.0	%H Tr=	5.0
		Speed=	35.0	#Auto=	1856.7	#M Tr=	103.1	#H Tr=	103.1

Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 67.40 Leq(MT)= 64.54 Leq(HT)= 69.74 Leq= 72.49 CNEL= 74.29

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FIGUEROA OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 24670 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2220.3 #M Tr= 123.3 #H Tr= 123.3
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 68.18 Leq(MT)= 65.32 Leq(HT)= 70.51 Leq= 73.27 CNEL= 75.07

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FIGUEROA OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 33020 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2971.8 #M Tr= 165.1 #H Tr= 165.1
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.44 Leq(MT)= 66.58 Leq(HT)= 71.78 Leq= 74.54 CNEL= 76.34

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF FIGUEROA OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 27240 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2451.6 #M Tr= 136.2 #H Tr= 136.2
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 68.61 Leq(MT)= 65.75 Leq(HT)= 70.94 Leq= 73.70 CNEL= 75.50

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF FIGUEROA OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 31920 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2872.8 #M Tr= 159.6 #H Tr= 159.6
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.30 Leq(MT)= 66.44 Leq(HT)= 71.63 Leq= 74.39 CNEL= 76.19

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF FIGUEROA OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 39420 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 3547.8 #M Tr= 197.1 #H Tr= 197.1
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 70.21 Leq(MT)= 67.35 Leq(HT)= 72.55 Leq= 75.30 CNEL= 77.10

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF FIGUEROA OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 18780 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 1690.2 #M Tr= 93.9 #H Tr= 93.9
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 66.99 Leq(MT)= 64.13 Leq(HT)= 69.33 Leq= 72.08 CNEL= 73.88

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF FIGUEROA OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 21860 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 1967.4 #M Tr= 109.3 #H Tr= 109.3
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 67.65 Leq(MT)= 64.79 Leq(HT)= 69.99 Leq= 72.74 CNEL= 74.54

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF FIGUEROA OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 28930 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2603.7 #M Tr= 144.6 #H Tr= 144.6
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 68.87 Leq(MT)= 66.01 Leq(HT)= 71.20 Leq= 73.96 CNEL= 75.76

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FLOWER OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 29920 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2692.8 #M Tr= 149.6 #H Tr= 149.6
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.02 Leq(MT)= 66.15 Leq(HT)= 71.35 Leq= 74.11 CNEL= 75.91

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FLOWER OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 34840 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 3135.6 #M Tr= 174.2 #H Tr= 174.2
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.68 Leq(MT)= 66.82 Leq(HT)= 72.01 Leq= 74.77 CNEL= 76.57

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FLOWER OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 42360 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 3812.4 #M Tr= 211.8 #H Tr= 211.8
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 70.53 Leq(MT)= 67.66 Leq(HT)= 72.86 Leq= 75.62 CNEL= 77.42

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FLOWER OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 19270 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 1734.3 #M Tr= 96.3 #H Tr= 96.3
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 67.11 Leq(MT)= 64.24 Leq(HT)= 69.44 Leq= 72.20 CNEL= 74.00

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FLOWER OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 22410 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2016.9 #M Tr= 112.0 #H Tr= 112.0
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 67.76 Leq(MT)= 64.90 Leq(HT)= 70.09 Leq= 72.85 CNEL= 74.65

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FLOWER OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT=	29490	%ADT=	10.0	%Auto=	90.0	%M Tr=	5.0	%H Tr=	5.0
		Speed=	35.0	#Auto=	2654.1	#M Tr=	147.4	#H Tr=	147.4

Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 68.95 Leq(MT)= 66.09 Leq(HT)= 71.29 Leq= 74.04 CNEL= 75.84

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF FLOWER OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 25920 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2332.8 #M Tr= 129.6 #H Tr= 129.6
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 68.39 Leq(MT)= 65.53 Leq(HT)= 70.73 Leq= 73.48 CNEL= 75.28

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF FLOWER OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 30170 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2715.3 #M Tr= 150.8 #H Tr= 150.8
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.05 Leq(MT)= 66.19 Leq(HT)= 71.39 Leq= 74.14 CNEL= 75.94

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF FLOWER OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT=	34560	%ADT=	10.0	%Auto=	90.0	%M Tr=	5.0	%H Tr=	5.0
		Speed=	35.0	#Auto=	3110.4	#M Tr=	172.8	#H Tr=	172.8

Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.64 Leq(MT)= 66.78 Leq(HT)= 71.98 Leq= 74.73 CNEL= 76.53

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF FLOWER OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 14020 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 1261.8 #M Tr= 70.1 #H Tr= 70.1
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 65.72 Leq(MT)= 62.86 Leq(HT)= 68.06 Leq= 70.81 CNEL= 72.61

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF FLOWER OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 16470 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 1482.3 #M Tr= 82.3 #H Tr= 82.3
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 66.42 Leq(MT)= 63.56 Leq(HT)= 68.76 Leq= 71.51 CNEL= 73.31

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF FLOWER OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 20180 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 1816.2 #M Tr= 100.9 #H Tr= 100.9
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 67.31 Leq(MT)= 64.44 Leq(HT)= 69.64 Leq= 72.40 CNEL= 74.20

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF BLAINE OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 29740 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2676.6 #M Tr= 148.7 #H Tr= 148.7
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 68.99 Leq(MT)= 66.13 Leq(HT)= 71.32 Leq= 74.08 CNEL= 75.88

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF BLAINE OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 35760 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 3218.4 #M Tr= 178.8 #H Tr= 178.8
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.79 Leq(MT)= 66.93 Leq(HT)= 72.12 Leq= 74.88 CNEL= 76.68

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF BLAINE OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 40780 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 3670.2 #M Tr= 203.9 #H Tr= 203.9
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 70.36 Leq(MT)= 67.50 Leq(HT)= 72.70 Leq= 75.45 CNEL= 77.25

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF BLAINE OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 19550 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 1759.5 #M Tr= 97.8 #H Tr= 97.8
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 67.17 Leq(MT)= 64.31 Leq(HT)= 69.50 Leq= 72.26 CNEL= 74.06

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF BLAINE OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 23490 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2114.1 #M Tr= 117.4 #H Tr= 117.4
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 67.97 Leq(MT)= 65.10 Leq(HT)= 70.30 Leq= 73.06 CNEL= 74.86

Table . BARRIER ANALYSIS COMPUTATIONS

Case: E OF BLAINE OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 30130 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2711.7 #M Tr= 150.6 #H Tr= 150.6
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.05 Leq(MT)= 66.19 Leq(HT)= 71.38 Leq= 74.14 CNEL= 75.94

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF BLAINE OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 29610 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2664.9 #M Tr= 148.1 #H Tr= 148.1
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 68.97 Leq(MT)= 66.11 Leq(HT)= 71.30 Leq= 74.06 CNEL= 75.86

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF BLAINE OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 35790 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 3221.1 #M Tr= 178.9 #H Tr= 178.9
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.79 Leq(MT)= 66.93 Leq(HT)= 72.13 Leq= 74.89 CNEL= 76.69

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF BLAINE OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 38580 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 3472.2 #M Tr= 192.9 #H Tr= 192.9
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 70.12 Leq(MT)= 67.26 Leq(HT)= 72.45 Leq= 75.21 CNEL= 77.01

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF BLAINE OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 19130 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 1721.7 #M Tr= 95.6 #H Tr= 95.6
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 67.07 Leq(MT)= 64.21 Leq(HT)= 69.41 Leq= 72.16 CNEL= 73.96

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF BLAINE OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 23100 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2079.0 #M Tr= 115.5 #H Tr= 115.5
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 67.89 Leq(MT)= 65.03 Leq(HT)= 70.23 Leq= 72.98 CNEL= 74.78

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF BLAINE OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 26170 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2355.3 #M Tr= 130.8 #H Tr= 130.8
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 68.44 Leq(MT)= 65.57 Leq(HT)= 70.77 Leq= 73.53 CNEL= 75.33

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FRANCISCO OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 29790 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2681.1 #M Tr= 148.9 #H Tr= 148.9
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.00 Leq(MT)= 66.14 Leq(HT)= 71.33 Leq= 74.09 CNEL= 75.89

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FRANCISCO OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT=	35860	%ADT=	10.0	%Auto=	90.0	%M Tr=	5.0	%H Tr=	5.0
		Speed=	35.0	#Auto=	3227.4	#M Tr=	179.3	#H Tr=	179.3

Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.80 Leq(MT)= 66.94 Leq(HT)= 72.14 Leq= 74.89 CNEL= 76.69

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FRANCISCO OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 40830 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 3674.7 #M Tr= 204.1 #H Tr= 204.1
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 70.37 Leq(MT)= 67.50 Leq(HT)= 72.70 Leq= 75.46 CNEL= 77.26

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FRANCISCO OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT=	24530	%ADT=	10.0	%Auto=	90.0	%M Tr=	5.0	%H Tr=	5.0
		Speed=	35.0	#Auto=	2207.7	#M Tr=	122.6	#H Tr=	122.6

Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 68.15 Leq(MT)= 65.29 Leq(HT)= 70.49 Leq= 73.24 CNEL= 75.04

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FRANCISCO OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 28930 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2603.7 #M Tr= 144.6 #H Tr= 144.6
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 68.87 Leq(MT)= 66.01 Leq(HT)= 71.20 Leq= 73.96 CNEL= 75.76

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FRANCISCO OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 32300 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2907.0 #M Tr= 161.5 #H Tr= 161.5
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.35 Leq(MT)= 66.49 Leq(HT)= 71.68 Leq= 74.44 CNEL= 76.24

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FRANCISCO OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 29730 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2675.7 #M Tr= 148.6 #H Tr= 148.6
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 68.99 Leq(MT)= 66.13 Leq(HT)= 71.32 Leq= 74.08 CNEL= 75.88

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FRANCISCO OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 35790 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 3221.1 #M Tr= 178.9 #H Tr= 178.9
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.79 Leq(MT)= 66.93 Leq(HT)= 72.13 Leq= 74.89 CNEL= 76.69

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FRANCISCO OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT=	45070	%ADT=	10.0	%Auto=	90.0	%M Tr=	5.0	%H Tr=	5.0
		Speed=	35.0	#Auto=	4056.3	#M Tr=	225.3	#H Tr=	225.3

Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 70.80 Leq(MT)= 67.93 Leq(HT)= 73.13 Leq= 75.89 CNEL= 77.69

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FRANCISCO OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 20470 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 1842.3 #M Tr= 102.3 #H Tr= 102.3
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 67.37 Leq(MT)= 64.51 Leq(HT)= 69.70 Leq= 72.46 CNEL= 74.26

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FRANCISCO OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT=	24500	%ADT=	10.0	%Auto=	90.0	%M Tr=	5.0	%H Tr=	5.0
		Speed=	35.0	#Auto=	2205.0	#M Tr=	122.5	#H Tr=	122.5

Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 68.15 Leq(MT)= 65.29 Leq(HT)= 70.48 Leq= 73.24 CNEL= 75.04

Table . BARRIER ANALYSIS COMPUTATIONS

Case: W OF FRANCISCO OLYMPIC BLVD
Project No. Date: Hardness= 0.00

ADT= 32850 %ADT= 10.0 %Auto= 90.0 %M Tr= 5.0 %H Tr= 5.0
Speed= 35.0 #Auto= 2956.5 #M Tr= 164.3 #H Tr= 164.3
Grade correction for trucks: 0 db(A)

Dist= 45.6 Left dist= -999,999 Right dist= 999,999

NOISE LEVELS WITHOUT BARRIER OR TOP-OF-SLOPE

Leq(A)= 69.42 Leq(MT)= 66.56 Leq(HT)= 71.76 Leq= 74.51 CNEL= 76.31