3600 Wilshire – Noise Receptor Map

***Red markers indicate monitoring locations**

A. St. Basil Catholic Church

B. Azusa Pacific University and Bryan College

C. Wilshire Boulevard Temple

D. Emmaus Village Church

E. 7th Street Residences

Imagery via Google Earth

DKA Planning

Intersection of 7th St. & Serrano Ave.

9/9/2016

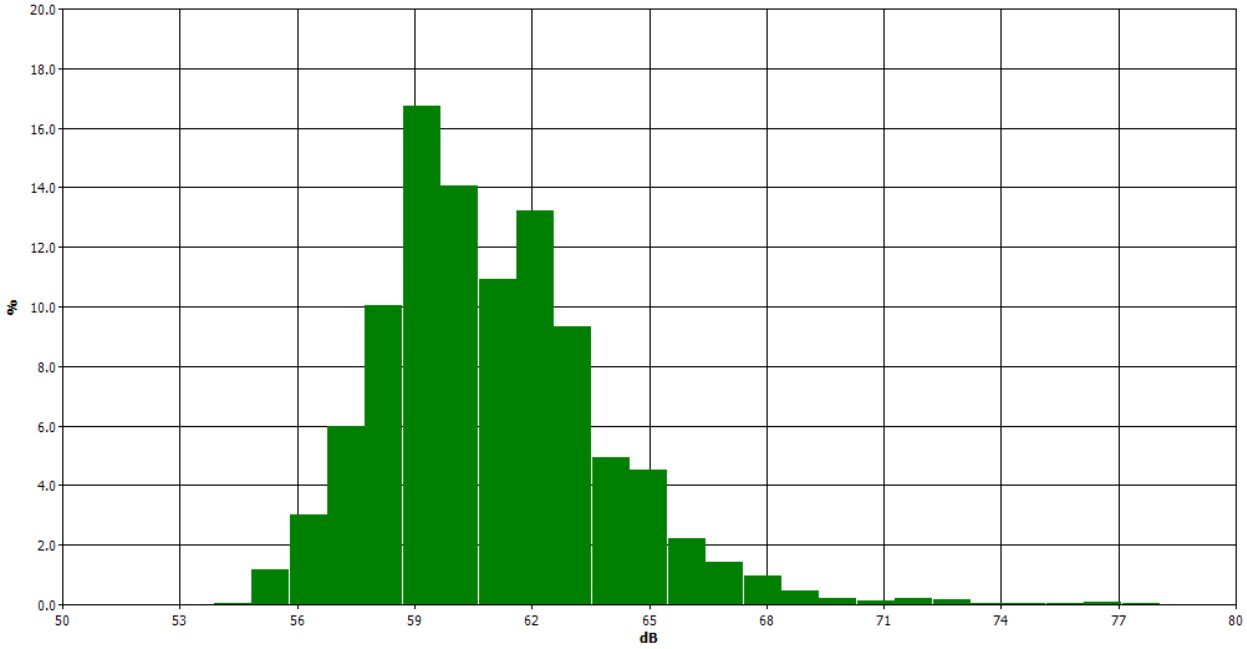
Information Panel

Name	S326_BIJ050019_11092016_215654
Start Time	Friday, September 9, 2016, 12:40pm
Stop Time	Friday, September 9, 2016, 12:55pm
Device Model Type	SoundPro DL

General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	62.6dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

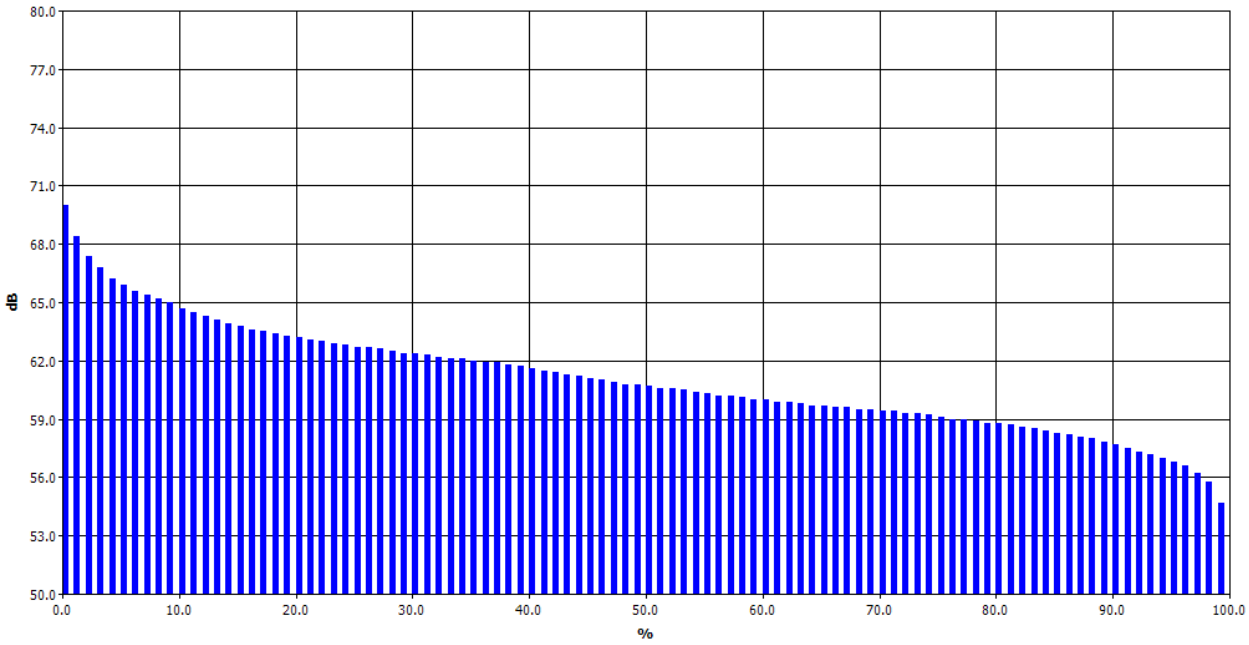
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.05
55	0.05	0.06	0.04	0.03	0.08	0.16	0.18	0.17	0.19	0.21	1.15
56	0.20	0.27	0.26	0.23	0.27	0.22	0.24	0.30	0.40	0.62	3.00
57	0.48	0.56	0.44	0.73	0.60	0.49	0.57	0.65	0.66	0.81	5.99
58	0.71	0.78	0.88	0.92	1.01	0.89	1.00	1.11	1.27	1.47	10.05
59	1.37	1.53	1.42	1.42	1.76	1.79	1.78	1.89	2.07	1.70	16.74
60	1.79	1.72	1.17	1.44	1.32	1.25	1.29	1.56	1.38	1.16	14.07
61	1.17	1.00	0.98	1.00	1.05	0.91	1.05	1.24	1.29	1.21	10.90
62	1.37	1.46	1.38	1.38	1.39	1.36	1.28	1.16	1.28	1.15	13.20
63	1.13	1.32	1.10	1.23	0.99	0.79	0.77	0.71	0.60	0.69	9.32
64	0.55	0.55	0.53	0.57	0.58	0.48	0.43	0.42	0.42	0.38	4.92
65	0.41	0.39	0.44	0.43	0.44	0.55	0.65	0.37	0.43	0.39	4.51
66	0.31	0.31	0.24	0.30	0.28	0.21	0.15	0.12	0.16	0.13	2.21
67	0.15	0.13	0.17	0.20	0.20	0.17	0.14	0.10	0.11	0.06	1.43
68	0.07	0.11	0.08	0.09	0.06	0.11	0.08	0.08	0.12	0.15	0.95
69	0.10	0.08	0.04	0.06	0.05	0.04	0.03	0.02	0.02	0.02	0.47
70	0.03	0.02	0.03	0.02	0.02	0.02	0.03	0.03	0.01	0.01	0.22
71	0.02	0.02	0.01	0.01	0.01	0.01	0.02	0.01	0.01	0.02	0.14
72	0.02	0.02	0.02	0.01	0.02	0.02	0.02	0.06	0.02	0.02	0.21
73	0.02	0.02	0.02	0.01	0.02	0.02	0.02	0.01	0.01	0.00	0.15
74	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.04
75	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.06
76	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.05
77	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.03	0.10
78	0.01	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.05
79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

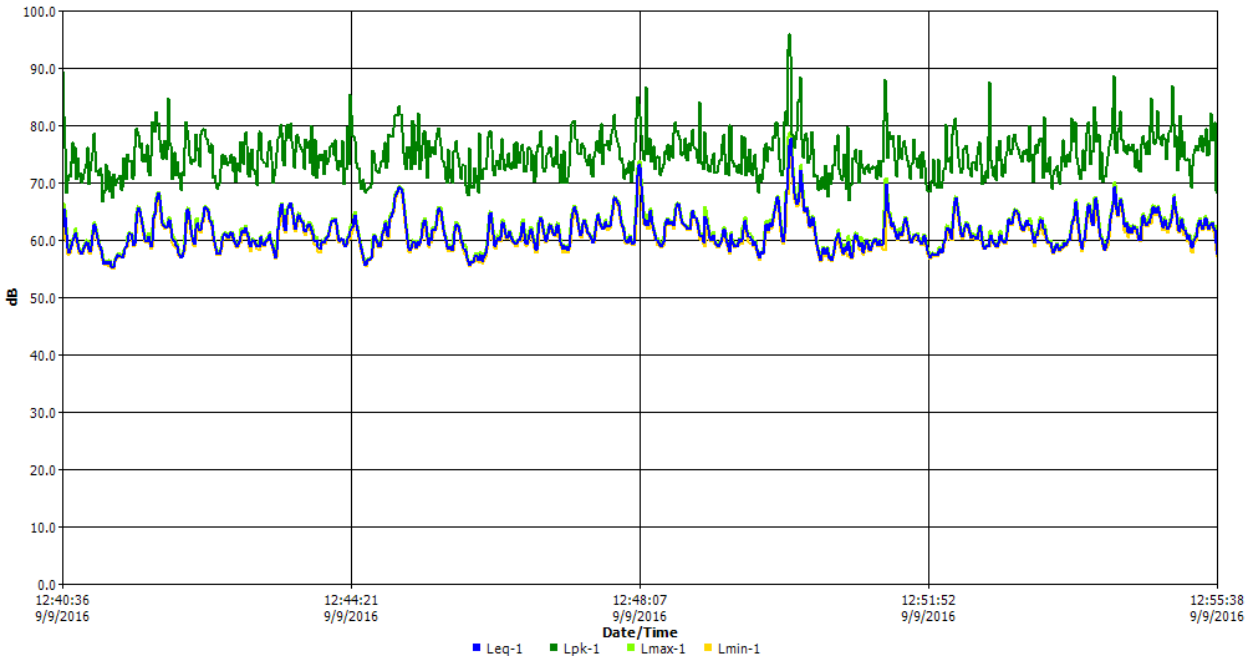
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		70	68.4	67.4	66.8	66.2	65.9	65.6	65.4	65.2
10%	65	64.7	64.5	64.3	64.1	63.9	63.8	63.6	63.5	63.4
20%	63.3	63.2	63.1	63	62.9	62.8	62.7	62.7	62.6	62.5
30%	62.4	62.4	62.3	62.2	62.1	62.1	62	61.9	61.9	61.8
40%	61.7	61.6	61.5	61.4	61.3	61.2	61.1	61	60.9	60.8
50%	60.8	60.7	60.6	60.6	60.5	60.4	60.3	60.2	60.2	60.1
60%	60	60	59.9	59.9	59.8	59.7	59.7	59.6	59.6	59.5
70%	59.5	59.4	59.4	59.3	59.3	59.2	59.1	59	59	58.9
80%	58.8	58.8	58.7	58.6	58.5	58.4	58.3	58.2	58.1	58
90%	57.8	57.7	57.5	57.3	57.2	57	56.8	56.6	56.2	55.8
100%	54.7									

Logged Data Chart



Intersection of Wilshire Blvd. & Kingsley Dr.

1/18/2016

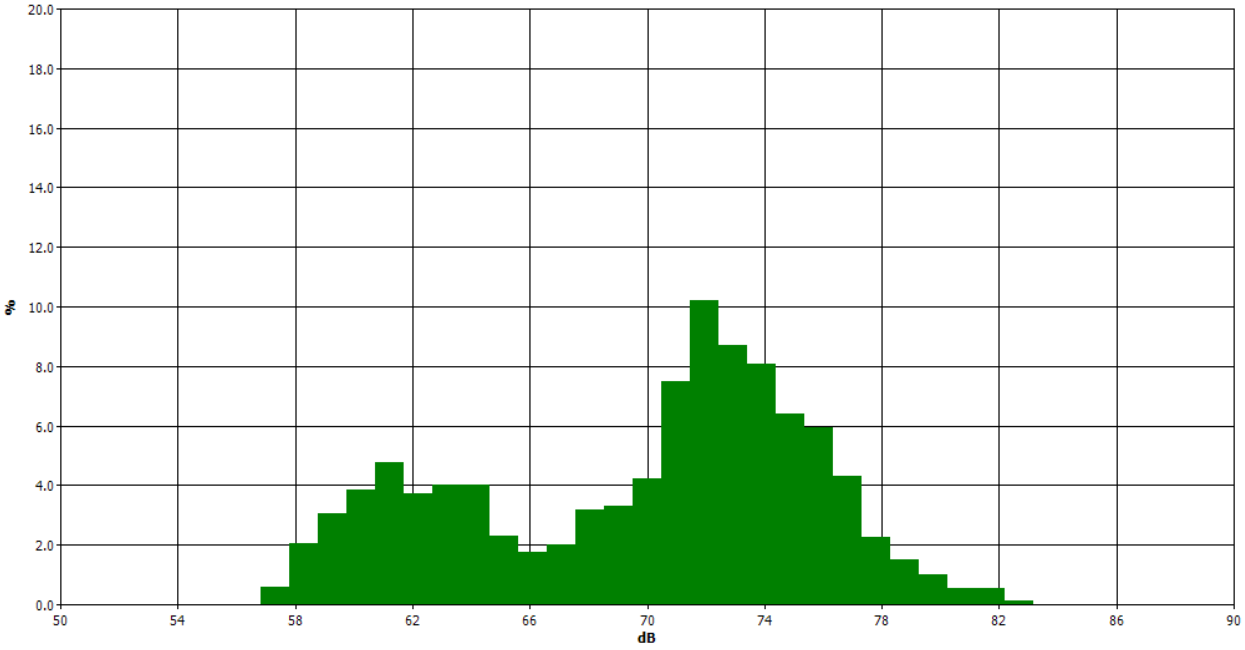
Information Panel

Name	S231_BIJ050019_19012016_163826
Start Time	Monday, January 18, 2016, 4:25pm
Stop Time	Monday, January 18, 2016, 4:40pm
Device Model Type	SoundPro DL

General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	73.4dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

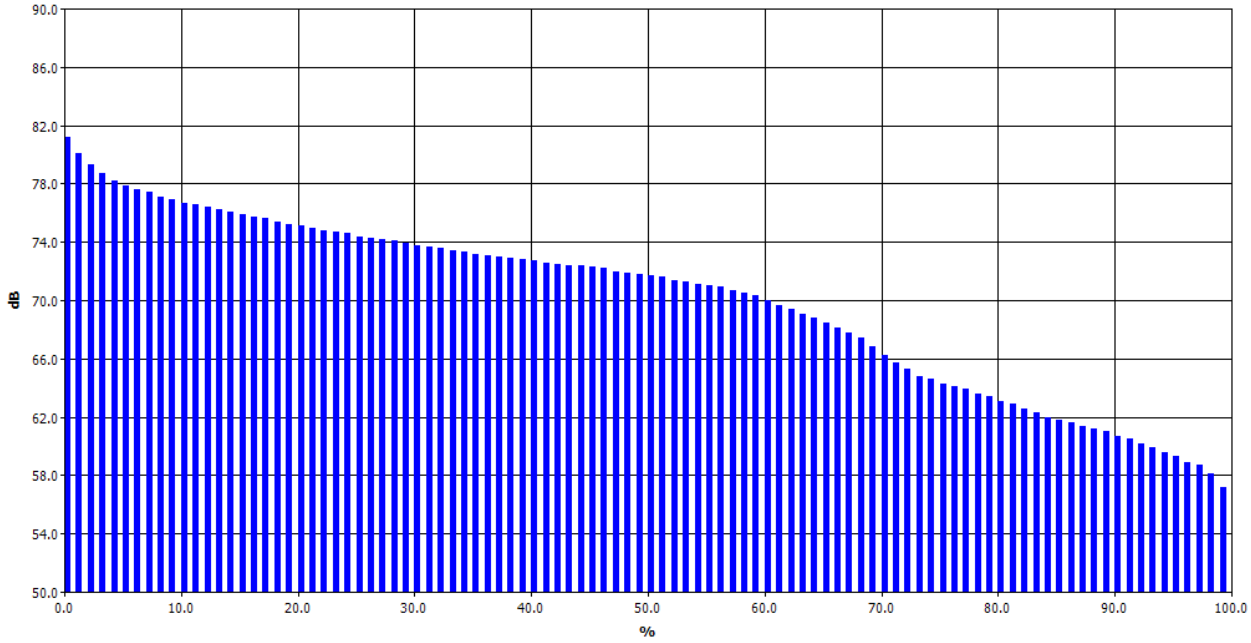
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
57	0.00	0.00	0.00	0.02	0.04	0.09	0.08	0.07	0.15	0.14	0.58
58	0.10	0.20	0.28	0.27	0.13	0.10	0.16	0.15	0.21	0.43	2.04
59	0.53	0.35	0.26	0.22	0.27	0.31	0.23	0.23	0.28	0.38	3.06
60	0.43	0.36	0.43	0.31	0.39	0.37	0.41	0.40	0.42	0.32	3.84
61	0.38	0.38	0.53	0.47	0.39	0.47	0.64	0.59	0.46	0.46	4.76
62	0.40	0.48	0.42	0.19	0.43	0.40	0.28	0.39	0.37	0.33	3.71
63	0.39	0.37	0.34	0.36	0.37	0.49	0.53	0.38	0.44	0.33	4.02
64	0.37	0.39	0.31	0.40	0.55	0.49	0.36	0.45	0.33	0.36	4.03
65	0.26	0.25	0.27	0.18	0.31	0.23	0.19	0.20	0.25	0.17	2.30
66	0.25	0.24	0.16	0.19	0.17	0.16	0.15	0.14	0.16	0.14	1.75
67	0.15	0.16	0.22	0.19	0.18	0.20	0.16	0.21	0.25	0.29	2.03
68	0.33	0.36	0.31	0.18	0.29	0.23	0.28	0.40	0.36	0.45	3.19
69	0.32	0.27	0.31	0.28	0.28	0.45	0.40	0.31	0.31	0.36	3.30
70	0.30	0.37	0.36	0.34	0.34	0.39	0.41	0.52	0.56	0.66	4.25
71	0.75	0.83	0.79	0.41	0.73	0.70	0.73	0.78	0.83	0.93	7.48
72	0.88	0.92	0.85	0.86	0.98	1.17	1.25	1.05	1.16	1.09	10.21
73	1.00	1.06	1.05	0.80	0.81	0.84	0.76	0.75	0.86	0.78	8.72
74	0.76	0.73	1.00	0.60	0.82	0.84	0.88	0.95	0.86	0.63	8.07
75	0.63	0.76	0.71	0.63	0.60	0.63	0.63	0.55	0.59	0.70	6.42
76	0.66	0.57	0.66	0.55	0.58	0.54	0.51	0.62	0.71	0.54	5.92
77	0.52	0.52	0.48	0.35	0.37	0.46	0.42	0.41	0.43	0.32	4.29
78	0.31	0.23	0.24	0.28	0.24	0.22	0.17	0.17	0.21	0.20	2.27
79	0.16	0.18	0.16	0.15	0.16	0.18	0.14	0.16	0.12	0.09	1.51
80	0.12	0.09	0.12	0.09	0.14	0.14	0.08	0.08	0.10	0.06	1.02
81	0.06	0.08	0.05	0.06	0.05	0.06	0.05	0.05	0.04	0.03	0.53
82	0.05	0.05	0.05	0.08	0.07	0.06	0.06	0.05	0.03	0.06	0.56
83	0.02	0.02	0.01	0.01	0.01	0.01	0.02	0.03	0.00	0.00	0.13
84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

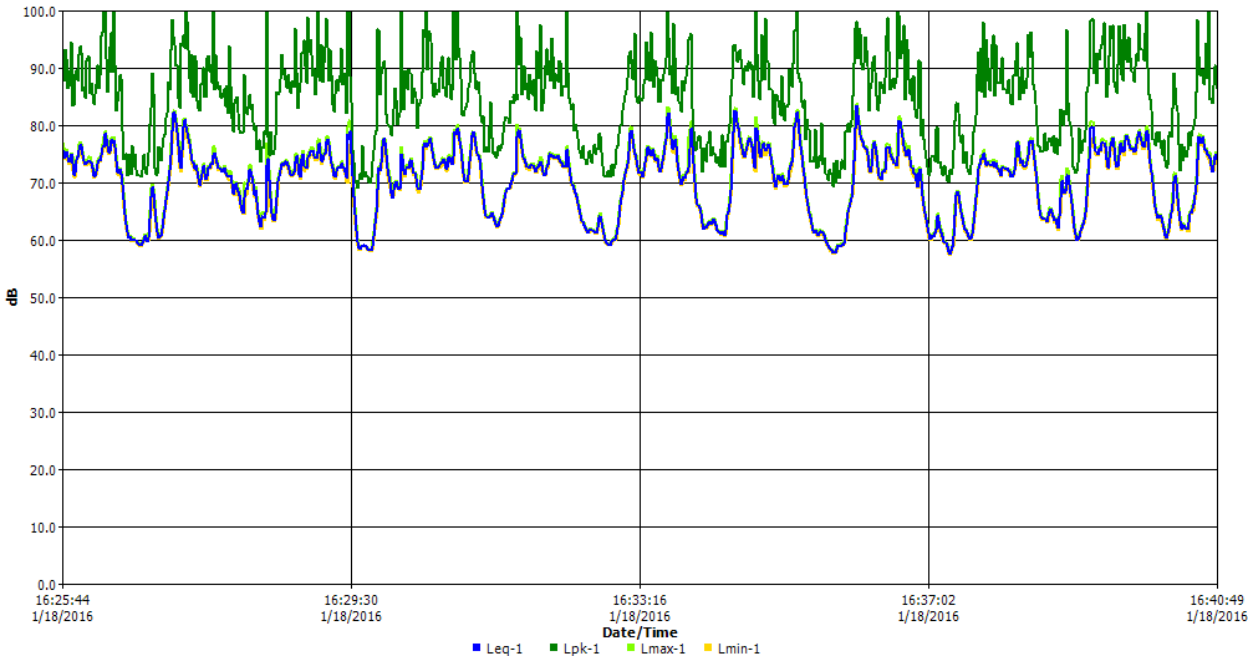
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		81.2	80.1	79.3	78.7	78.2	77.9	77.6	77.4	77.1
10%	76.9	76.7	76.6	76.4	76.2	76.1	75.9	75.7	75.6	75.4
20%	75.2	75.1	75	74.8	74.7	74.6	74.4	74.3	74.2	74.1
30%	73.9	73.8	73.7	73.6	73.4	73.3	73.2	73.1	73	72.9
40%	72.8	72.7	72.6	72.5	72.4	72.4	72.3	72.2	72	71.9
50%	71.8	71.7	71.6	71.4	71.3	71.1	71	70.9	70.7	70.5
60%	70.3	70	69.7	69.4	69.1	68.8	68.5	68.1	67.8	67.4
70%	66.8	66.2	65.7	65.3	64.8	64.6	64.3	64.1	63.9	63.6
80%	63.4	63.1	62.9	62.6	62.3	62	61.8	61.6	61.4	61.2
90%	61	60.7	60.5	60.2	59.9	59.6	59.3	58.9	58.7	58.1
100%	57.2									

Logged Data Chart



Intersection of Wilshire Blvd. & Hobart Blvd.

9/9/2016

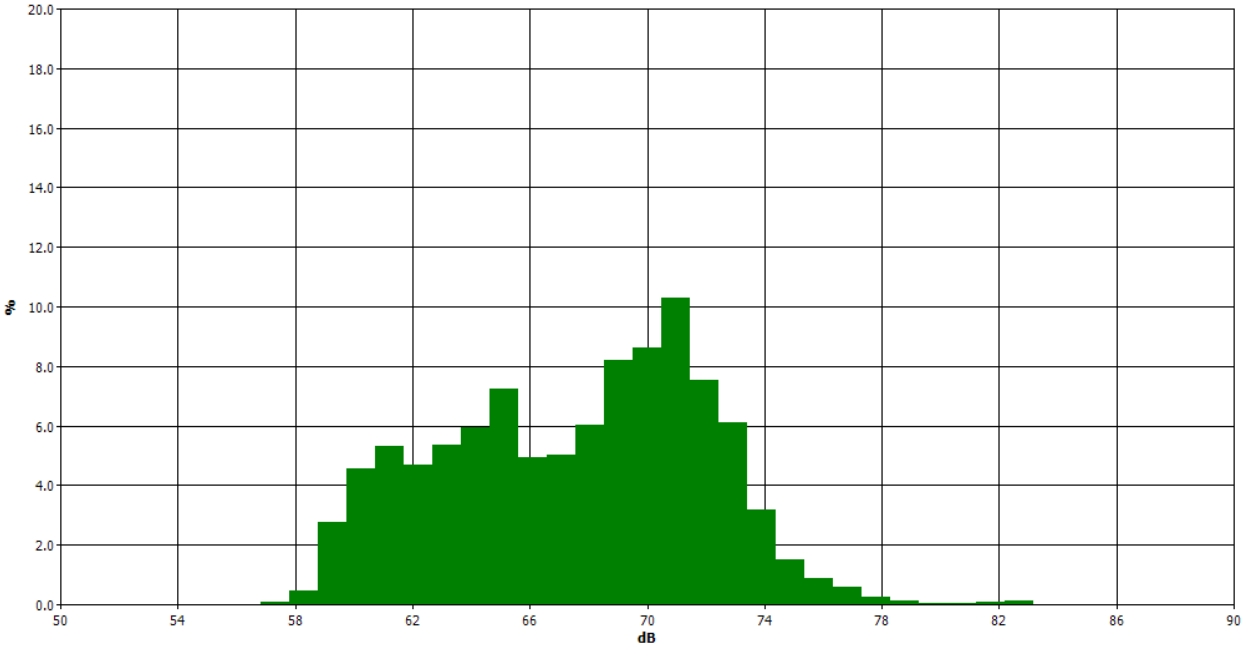
Information Panel

Name	S323_BIJ050019_11092016_215653
Start Time	Friday, September 9, 2016, 11:36am
Stop Time	Friday, September 9, 2016, 11:51am
Device Model Type	SoundPro DL

General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	70.1dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

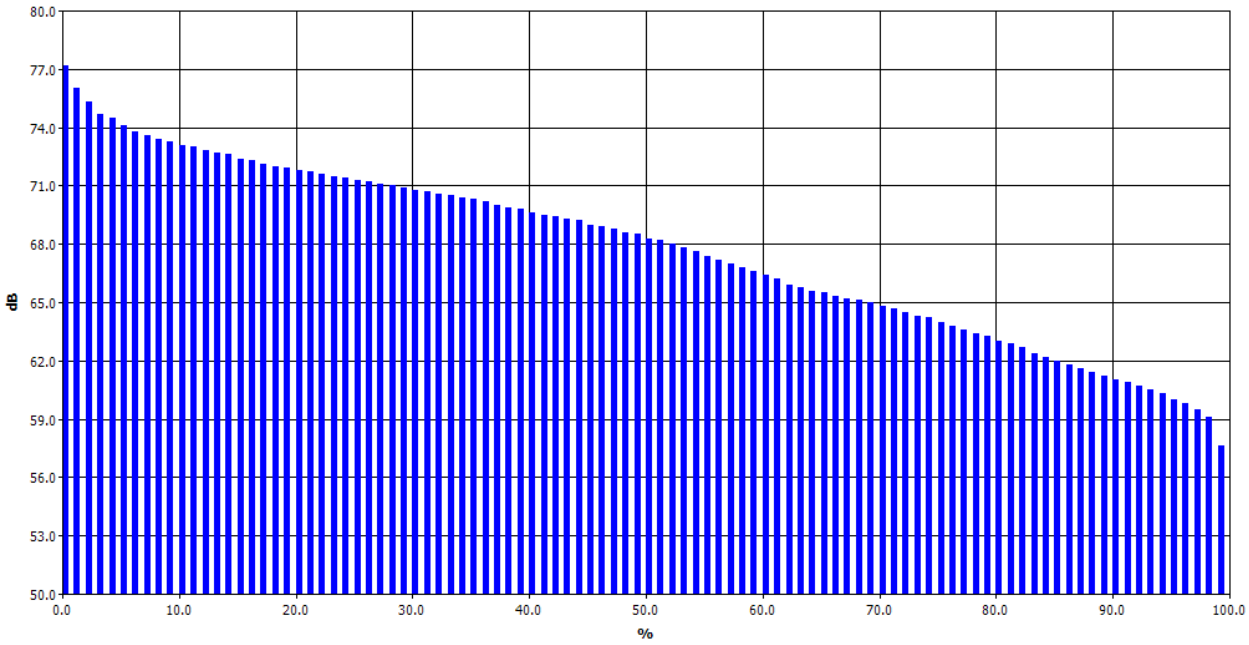
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.01	0.02	0.08
58	0.02	0.02	0.01	0.04	0.04	0.03	0.06	0.07	0.10	0.07	0.46
59	0.07	0.16	0.24	0.15	0.19	0.33	0.44	0.40	0.35	0.41	2.75
60	0.43	0.50	0.36	0.39	0.39	0.44	0.43	0.50	0.68	0.47	4.58
61	0.57	0.57	0.60	0.68	0.63	0.41	0.45	0.51	0.46	0.46	5.33
62	0.55	0.46	0.47	0.50	0.43	0.44	0.47	0.38	0.45	0.56	4.69
63	0.62	0.59	0.37	0.50	0.58	0.52	0.48	0.47	0.58	0.66	5.37
64	0.58	0.60	0.53	0.50	0.56	0.61	0.50	0.52	0.75	0.79	5.93
65	0.80	0.73	0.78	0.81	0.77	0.62	0.65	0.76	0.69	0.63	7.23
66	0.60	0.54	0.35	0.43	0.44	0.64	0.55	0.43	0.43	0.54	4.94
67	0.61	0.49	0.44	0.52	0.47	0.46	0.42	0.52	0.63	0.47	5.03
68	0.43	0.50	0.55	0.55	0.72	0.78	0.58	0.57	0.61	0.72	6.01
69	0.84	1.01	0.75	0.78	0.75	0.90	0.92	0.79	0.71	0.77	8.22
70	0.82	0.79	0.74	0.92	0.84	0.77	0.96	0.84	0.92	1.04	8.64
71	1.23	0.99	0.96	1.07	1.09	0.94	0.91	1.13	1.05	0.92	10.28
72	1.08	1.06	0.86	0.45	0.67	0.64	0.64	0.67	0.77	0.68	7.53
73	0.66	0.84	0.75	0.54	0.59	0.83	0.52	0.49	0.48	0.42	6.12
74	0.39	0.34	0.28	0.25	0.23	0.33	0.38	0.26	0.40	0.34	3.19
75	0.20	0.18	0.13	0.10	0.18	0.13	0.10	0.19	0.15	0.13	1.49
76	0.14	0.10	0.17	0.14	0.06	0.05	0.06	0.06	0.06	0.04	0.88
77	0.04	0.13	0.08	0.07	0.06	0.04	0.03	0.03	0.04	0.06	0.57
78	0.06	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.23
79	0.03	0.05	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.12
80	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.00	0.01	0.01	0.05
81	0.01	0.00	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.06
82	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.01	0.01	0.08
83	0.01	0.01	0.01	0.01	0.01	0.02	0.01	0.01	0.05	0.02	0.15
84	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

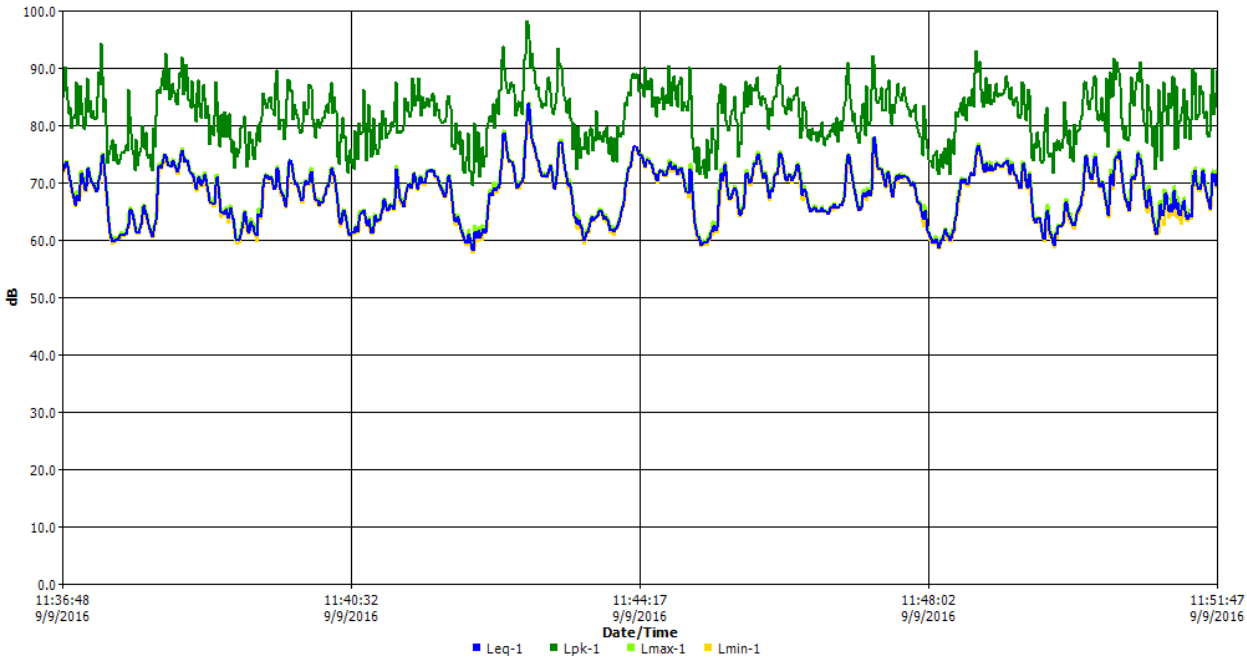
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		77.2	76	75.3	74.7	74.5	74.1	73.8	73.6	73.4
10%	73.3	73.1	73	72.8	72.7	72.6	72.4	72.3	72.1	72
20%	71.9	71.8	71.7	71.6	71.5	71.4	71.3	71.2	71.1	71
30%	70.9	70.8	70.7	70.6	70.5	70.4	70.3	70.2	70	69.9
40%	69.8	69.6	69.5	69.4	69.3	69.2	69	68.9	68.8	68.6
50%	68.5	68.3	68.2	68	67.8	67.6	67.4	67.2	67	66.8
60%	66.6	66.4	66.2	65.9	65.8	65.6	65.5	65.3	65.2	65.1
70%	65	64.8	64.7	64.5	64.3	64.2	64	63.8	63.6	63.4
80%	63.3	63	62.9	62.7	62.4	62.2	62	61.8	61.6	61.4
90%	61.2	61	60.9	60.7	60.5	60.3	60	59.8	59.5	59.1
100%	57.6									

Logged Data Chart



St. Basil Catholic Church: DEMOLITION AND GRADING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Excavator	81	0.4	77.0
Loader	79	0.4	75.0
		Combined dBA	**79.1**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Office Building	10	*existing 3600 Wilshire 22-story office building
Axxx	0	
Axxx	0	
A(rows1)	0	
A(rows2)	0	
A(trees)	0	
A(cumulative)	**10**	

St. Basil Catholic Church: DEMOLITION AND GRADING

Unmitigated Construction Noise Level

Total Equipment Noise Level	79.1
Cumulative Shielding (A)	10
G	0
Distance	330
Unmitigated Construction Noise	**52.8**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	52.8
Existing Ambient Noise	73.4
Unmitigated Ambient Noise	73.4
Unmitigated Increase	**0.0**

St. Basil Catholic Church: DEMOLITION AND GRADING

Construction Noise - Mitigated

Construction Equipment Mitigation

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Excavator	81	0.4	3	74.0
Loader	79	0.4	3	72.0
		Combined dBA, Mitigated		**76.1**

Mitigated Construction Noise Level

Total Equipment Noise Level	76.1
Cumulative Shielding (A)	10
Sound Barrier Shielding	0.0
G	0.0
Distance	330
Mitigated Construction Noise	**49.8**

Mitigated Receptor Noise Level

Mitigated Construction Noise	49.8
Existing Ambient Noise	73.4
Mitigated Ambient Noise	73.4
Mitigated Increase	**0.0**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

St. Basil Catholic Church: CONCRETE POURING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Concrete Pump	81	0.2	74.0
Concrete Mixer	79	0.4	75.0
		Combined dBA	**77.6**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Office Building	10	*existing 3600 Wilshire 22-story office building
Axxx	0	
Axxx	0	
A(rows1)	0	
A(rows2)	0	
A(trees)	0	
A(cumulative)	**10**	

St. Basil Catholic Church: CONCRETE POURING

Unmitigated Construction Noise Level

Total Equipment Noise Level	77.6
Cumulative Shielding (A)	10
G	0
Distance	315
Unmitigated Construction Noise	**51.6**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	51.6
Existing Ambient Noise	73.4
Unmitigated Ambient Noise	73.4
Unmitigated Increase	**0.0**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

Azusa Pacific University and Bryan College: DEMOLITION AND GRADING Page 1

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Excavator	81	0.4	77.0
Loader	79	0.4	75.0
		Combined dBA	**79.1**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

Azusa Pacific University and Bryan College: DEMOLITION AND GRADING Page 2

Unmitigated Construction Noise Level

Total Equipment Noise Level	79.1
Cumulative Shielding (A)	0
G	0
Distance	70
Unmitigated Construction Noise	**76.2**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	76.2
Existing Ambient Noise	73.4
Unmitigated Ambient Noise	78.0
Unmitigated Increase	**4.6**

Azusa Pacific University and Bryan College: DEMOLITION AND GRADING Page 3

Construction Noise - Mitigated

Construction Equipment Mitigation

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Excavator	81	0.4	3	74.0
Loader	79	0.4	3	72.0
		Combined dBA, Mitigated		**76.1**

Mitigated Construction Noise Level

Total Equipment Noise Level	76.1
Cumulative Shielding (A)	0
Sound Barrier Shielding	0.0
G	0.0
Distance	70
Mitigated Construction Noise	**73.2**

Mitigated Receptor Noise Level

Mitigated Construction Noise	73.2
Existing Ambient Noise	73.4
Mitigated Ambient Noise	76.3
Mitigated Increase	**2.9**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

Azusa Pacific University and Bryan College: CONCRETE POURING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Concrete Pump	81	0.2	74.0
Concrete Mixer	79	0.4	75.0
		Combined dBA	**77.6**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

Azusa Pacific University and Bryan College: CONCRETE POURING

Unmitigated Construction Noise Level

Total Equipment Noise Level	77.6
Cumulative Shielding (A)	0
G	0
Distance	60
Unmitigated Construction Noise	**76.0**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	76.0
Existing Ambient Noise	73.4
Unmitigated Ambient Noise	77.9
Unmitigated Increase	**4.5**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

Wilshire Boulevard Temple: DEMOLITION AND GRADING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Excavator	81	0.4	77.0
Loader	79	0.4	75.0
		Combined dBA	**79.1**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

2-Story Building	5	*existing 2-story building at SW corner of Wilshire Blvd. and Harvard Blvd.
Axxx	0	
Axxx	0	
A(rows1)	0	
A(rows2)	0	
A(trees)	0	
A(cumulative)	**5**	

Wilshire Boulevard Temple: DEMOLITION AND GRADING

Unmitigated Construction Noise Level

Total Equipment Noise Level	79.1
Cumulative Shielding (A)	5
G	0
Distance	380
Unmitigated Construction Noise	**56.5**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	56.5
Existing Ambient Noise	70.1
Unmitigated Ambient Noise	70.3
Unmitigated Increase	**0.2**

Wilshire Boulevard Temple: DEMOLITION AND GRADING

Construction Noise - Mitigated

Construction Equipment Mitigation

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Excavator	81	0.4	3	74.0
Loader	79	0.4	3	72.0
		Combined dBA, Mitigated		**76.1**

Mitigated Construction Noise Level

Total Equipment Noise Level	76.1
Cumulative Shielding (A)	5
Sound Barrier Shielding	0.0
G	0.0
Distance	380
Mitigated Construction Noise	**53.5**

Mitigated Receptor Noise Level

Mitigated Construction Noise	53.5
Existing Ambient Noise	70.1
Mitigated Ambient Noise	70.2
Mitigated Increase	**0.1**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

Wilshire Boulevard Temple: CONCRETE POURING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Concrete Pump	81	0.2	74.0
Concrete Mixer	79	0.4	75.0
		Combined dBA	**77.6**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

2-Story Building	5	*existing 2-story building at SW corner of Wilshire Blvd. and Harvard Blvd.
Axxx	0	
Axxx	0	
A(rows1)	0	
A(rows2)	0	
A(trees)	0	
A(cumulative)	**5**	

Wilshire Boulevard Temple: CONCRETE POURING

Unmitigated Construction Noise Level

Total Equipment Noise Level	77.6
Cumulative Shielding (A)	5
G	0
Distance	350
Unmitigated Construction Noise	**55.7**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	55.7
Existing Ambient Noise	70.1
Unmitigated Ambient Noise	70.3
Unmitigated Increase	**0.2**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

Emmaus Village Church: DEMOLITION AND GRADING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Excavator	81	0.4	77.0
Loader	79	0.4	75.0
		Combined dBA	**79.1**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

Emmaus Village Church: DEMOLITION AND GRADING

Unmitigated Construction Noise Level

Total Equipment Noise Level	79.1
Cumulative Shielding (A)	0
G	0
Distance	70
Unmitigated Construction Noise	**76.2**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	76.2
Existing Ambient Noise	62.4
Unmitigated Ambient Noise	76.4
Unmitigated Increase	**14.0**

Emmaus Village Church: DEMOLITION AND GRADING

Construction Noise - Mitigated

Construction Equipment Mitigation

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Excavator	81	0.4	3	74.0
Loader	79	0.4	3	72.0
		Combined dBA, Mitigated		**76.1**

Mitigated Construction Noise Level

Total Equipment Noise Level	76.1
Cumulative Shielding (A)	0
Sound Barrier Shielding	10.0
G	0.0
Distance	70
Mitigated Construction Noise	**63.2**

Mitigated Receptor Noise Level

Mitigated Construction Noise	63.2
Existing Ambient Noise	62.4
Mitigated Ambient Noise	65.8
Mitigated Increase	**3.4**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

Emmaus Village Church: CONCRETE POURING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Concrete Pump	81	0.2	74.0
Concrete Mixer	79	0.4	75.0
		Combined dBA	**77.6**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

Emmaus Village Church: CONCRETE POURING

Unmitigated Construction Noise Level

Total Equipment Noise Level	77.6
Cumulative Shielding (A)	0
G	0
Distance	60
Unmitigated Construction Noise	**76.0**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	76.0
Existing Ambient Noise	62.4
Unmitigated Ambient Noise	76.2
Unmitigated Increase	**13.8**

Emmaus Village Church: CONCRETE POURING

Construction Noise - Mitigated

Construction Equipment Mitigation

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Concrete Pump	81	0.2	0	74.0
Concrete Mixer	79	0.4	0	75.0
		Combined dBA, Mitigated		**77.6**

Mitigated Construction Noise Level

Total Equipment Noise Level	77.6
Cumulative Shielding (A)	0
Sound Barrier Shielding	10.0
G	0.0
Distance	65
Mitigated Construction Noise	**65.3**

Mitigated Receptor Noise Level

Mitigated Construction Noise	65.3
Existing Ambient Noise	62.4
Mitigated Ambient Noise	67.1
Mitigated Increase	**4.7**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

7th Street Residences: DEMOLITION AND GRADING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Excavator	81	0.4	77.0
Loader	79	0.4	75.0
		Combined dBA	**79.1**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

7th Street Residences: DEMOLITION AND GRADING

Unmitigated Construction Noise Level

Total Equipment Noise Level	79.1
Cumulative Shielding (A)	0
G	0
Distance	85
Unmitigated Construction Noise	**74.5**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	74.5
Existing Ambient Noise	62.6
Unmitigated Ambient Noise	74.8
Unmitigated Increase	**12.2**

7th Street Residences: DEMOLITION AND GRADING

Construction Noise - Mitigated

Construction Equipment Mitigation

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Excavator	81	0.4	3	74.0
Loader	79	0.4	3	72.0
		Combined dBA, Mitigated		**76.1**

Mitigated Construction Noise Level

Total Equipment Noise Level	76.1
Cumulative Shielding (A)	0
Sound Barrier Shielding	10.0
G	0.0
Distance	85
Mitigated Construction Noise	**61.5**

Mitigated Receptor Noise Level

Mitigated Construction Noise	61.5
Existing Ambient Noise	62.6
Mitigated Ambient Noise	65.1
Mitigated Increase	**2.5**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

7th Street Residences: CONCRETE POURING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Concrete Pump	81	0.2	74.0
Concrete Mixer	79	0.4	75.0
		Combined dBA	**77.6**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

7th Street Residences: CONCRETE POURING

Unmitigated Construction Noise Level

Total Equipment Noise Level	77.6
Cumulative Shielding (A)	0
G	0
Distance	60
Unmitigated Construction Noise	**76.0**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	76.0
Existing Ambient Noise	62.6
Unmitigated Ambient Noise	76.2
Unmitigated Increase	**13.6**

7th Street Residences: CONCRETE POURING

Construction Noise - Mitigated

Construction Equipment Mitigation

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Concrete Pump	81	0.2	0	74.0
Concrete Mixer	79	0.4	0	75.0
		Combined dBA, Mitigated		**77.6**

Mitigated Construction Noise Level

Total Equipment Noise Level	77.6
Cumulative Shielding (A)	0
Sound Barrier Shielding	10.0
G	0.0
Distance	65
Mitigated Construction Noise	**65.3**

Mitigated Receptor Noise Level

Mitigated Construction Noise	65.3
Existing Ambient Noise	62.6
Mitigated Ambient Noise	67.2
Mitigated Increase	**4.6**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

Construction Vibration - PPV: UNMITIGATED

Receptor: St. Basil Catholic Church
Equipment: Large Bulldozer, Auger Drilling

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	330
Unmitigated Vibration Level (in/sec)	**0.007**

Receptor: 3580 Wilshire Boulevard Building and Parking Structure
Equipment: Large Bulldozer, Auger Drilling

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	70
Unmitigated Vibration Level (in/sec)	**0.032**

Receptor: Harvard Boulevard Buildings
Equipment: Large Bulldozer, Auger Drilling

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	70
Unmitigated Vibration Level (in/sec)	**0.032**

Receptor: 7th Street Residences
Equipment: Large Bulldozer, Auger Drilling

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	85
Unmitigated Vibration Level (in/sec)	**0.026**

3600 Wilshire Boulevard Project

Receptor: Wilshire Boulevard Temple

Equipment: Large Bulldozer, Auger Drilling

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	380
Unmitigated Vibration Level (in/sec)	**0.006**

Sources

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, September 2013.
Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006

DKA Planning
30 November 2016
Noah Tanski
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 3600 Wilshire
RUN: X11: AM Existing + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB 7th to Irolo	1	1	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0
WB 7th from Irolo	2	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

30 November 2016
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 3600 Wilshire
RUN: X11: AM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB 7th to Irolo	1	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
WB 7th from Irolo	2	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
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30 November 2016
TNM 2.5
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RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 3600 Wilshire
RUN: X11: AM Future + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB 7th to Irolo	1	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
WB 7th from Irolo	2	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

30 November 2016
TNM 2.5
Calculated with TNM 2.5

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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB 7th to Irolo	1	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
WB 7th from Irolo	2	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

30 November 2016
TNM 2.5
Calculated with TNM 2.5

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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB 7th to Irolo	1	1	0.0	73.0	66	73.0	10	Snd Lvl	73.0	0.0	8	-8.0
WB 7th from Irolo	2	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
30 November 2016
TNM 2.5
Calculated with TNM 2.5

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PROJECT/CONTRACT: 3600 Wilshire
RUN: X11: PM Existing
BARRIER DESIGN: INPUT HEIGHTS
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Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB 7th to Irolo	1	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
WB 7th from Irolo	2	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
30 November 2016
TNM 2.5
Calculated with TNM 2.5

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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB 7th to Irolo	1	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
WB 7th from Irolo	2	1	0.0	72.5	66	72.5	10	Snd Lvl	72.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

30 November 2016
TNM 2.5
Calculated with TNM 2.5

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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB 7th to Irolo	1	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
WB 7th from Irolo	2	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
30 November 2016
TNM 2.5
Calculated with TNM 2.5

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			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Harvard from 8th	1	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
SB Harvard to 8th	2	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
30 November 2016
TNM 2.5
Calculated with TNM 2.5

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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Harvard from 8th	1	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
SB Harvard to 8th	2	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
30 November 2016
TNM 2.5
Calculated with TNM 2.5

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			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Harvard from 8th	1	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
SB Harvard to 8th	2	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
30 November 2016
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 3600 Wilshire
RUN: X5: AM Future
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Harvard from 8th	1	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
SB Harvard to 8th	2	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
30 November 2016
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 3600 Wilshire
RUN: X5: PM Existing + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Harvard from 8th	1	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
SB Harvard to 8th	2	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
30 November 2016
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 3600 Wilshire
RUN: X5: PM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Harvard from 8th	1	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
SB Harvard to 8th	2	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
30 November 2016
TNM 2.5
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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Harvard from 8th	1	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
SB Harvard to 8th	2	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
30 November 2016
TNM 2.5
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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Harvard from 8th	1	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
SB Harvard to 8th	2	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
30 November 2016
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
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ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Normandie to 6th	1	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
SB Normandie from 6th	2	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
30 November 2016
TNM 2.5
Calculated with TNM 2.5

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RUN: X9: AM Existing
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Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Normandie to 6th	1	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
SB Normandie from 6th	2	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
30 November 2016
TNM 2.5
Calculated with TNM 2.5

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Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Normandie to 6th	1	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
SB Normandie from 6th	2	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
30 November 2016
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 3600 Wilshire
RUN: X9: AM Future
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Normandie to 6th	1	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
SB Normandie from 6th	2	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
30 November 2016
Noah Tanski
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 3600 Wilshire
RUN: X9: PM Existing + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Normandie to 6th	1	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
SB Normandie from 6th	2	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

30 November 2016
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 3600 Wilshire
RUN: X9: PM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Normandie to 6th	1	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
SB Normandie from 6th	2	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
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RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 3600 Wilshire
RUN: X9: PM Future + Project
BARRIER DESIGN: INPUT HEIGHTS
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Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Normandie to 6th	1	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
SB Normandie from 6th	2	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Normandie to 6th	1	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
SB Normandie from 6th	2	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0