APPENDIX M

NOISE AND VIBRATION TECHNICAL REPORT





Prepared for:

The Los Angeles Aerial Rapid Transit Draft Environmental Impact Report

Prepared by:

AECOM 401 West A Street Suite 1200 San Diego, CA 92101 aecom.com

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1. Introduction

This introductory section includes background information on sound and vibration. Subsequent sections include a detailed project description, regulatory background, noise and vibration prediction methodology, predicted sound levels and vibration and potential impacts for project construction and operation, and proposed mitigation measures.

1.1 Basics of Sound

Noise is typically defined as unwanted sound. The following is a brief discussion of fundamental environmental noise concepts.

1.1.1 Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receptor, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receptor determine the sound level and characteristics of the noise perceived by the receptor. The field of acoustics deals primarily with the propagation and control of sound.

1.1.2 Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

1.1.3 Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (μ Pa). One μ Pa is approximately one hundred billionth (0.0000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 μ Pa. Because of this huge range of values, sound is rarely expressed in terms of μ Pa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB). The threshold of hearing for young people is about 0 dB, which corresponds to 20 μ Pa.

1.1.4 Addition of Decibels

Because decibels are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces an SPL of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB—rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dB louder than one source.

1.1.5 A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–4,000 Hz and perceive sounds within that range better than sounds of the same amplitude at higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an "A-weighted" sound level (expressed in units of dBA) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds at moderate levels. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special conditions (e.g., B-, C-, and D-scales), but these scales are rarely used in conjunction with noise affecting humans. Noise levels for this report are reported in terms of A-weighted decibels or dBA. **Table 1-1** describes typical A-weighted noise levels for various noise sources.

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	<u> </u>	Rock band
Jet fly-over at 1000 feet		
	<u> </u>	
Gas lawn mower at 3 feet		
	<u> </u>	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	<u> </u>	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	<u> </u>	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	<u> </u>	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	<u> </u>	Theater, large conference room
		(background)
Quiet suburban nighttime	00	
	<u> </u>	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	<u> </u>	
		Broadcast/recording studio
	<u> </u>	
Lowest threshold of human hearing	_ 0 _	Lowest threshold of human hearing

Table 1-1 Typical A-Weighted Sound Levels

Source: Caltrans 2013.

1.1.6 Human Response to Changes in Noise Levels

As discussed above, doubling sound energy results in a 3 dB increase in sound level. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different than what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1 dB changes in sound levels, when exposed to steady, single-frequency ("pure-tone") signals in the midfrequency (1,000 Hz–4,000 Hz) range. In typical noisy environments, changes in noise levels of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3 dB increase in sound level, would generally be perceived as barely detectable.

1.1.7 Noise Descriptors

Noise in our daily environment fluctuates over time. Some fluctuations are minor, but some are substantial. Some noise levels occur in regular patterns, but others are random. Some noise levels fluctuate rapidly, but others slowly. Some noise levels vary widely, but others are relatively constant. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors used in this noise analysis.

- Equivalent Sound Level (L_{eq}): L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The 1-hour A-weighted equivalent sound level (L_{Aeq(h)}) is the energy average of Aweighted sound levels occurring during a one-hour period and is the basis for noise abatement criteria for many agencies.
- **Daytime Equivalent Sound Level (L**eq(day)): Leq(day) is the Leq average of the A-weighted sound levels occurring during daytime hours from 7:00 AM to 10:00 PM.
- **Nighttime Equivalent Sound Level (L**eq(night)): Leq(night) is the Leq average of the A-weighted sound levels occurring during nighttime hours from 10:00 PM to 7:00 AM.
- **Day-Night Level (L**_{dn}): L_{dn} is the energy-average of A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during nighttime hours between 10:00 PM and 7:00 AM to address the added sensitivity of people to noise during normal sleeping hours. This metric is often used to assess human annoyance to community noise.
- Community Noise Equivalent Level (CNEL): CNEL is the energy-average of Aweighted sound levels occurring over a 24-hour period, with a 5 dB penalty applied to Aweighted sound levels occurring during evening hours between 7:00 PM and 10:00 PM, and a 10 dB penalty applied to A-weighted sound levels occurring during nighttime hours between 10:00 PM and 7:00 AM.
- Sound Power Level (L_w): Sound power level is a quantity that describes the quantity of acoustical energy that is emitted by a sound source independent of the receptor's distance from the object (similar to the wattage of a light bulb). Sound power level is not usually referenced in regulations describing maximum allowable noise levels, but rather, is used in some calculations and design standards to achieve a desired or allowable noise level.

• **Maximum Sound Level (L**_{max}): The maximum instantaneous sound level reached during a given period of time. This metric is commonly used in vehicle and construction equipment noise specifications.

1.1.8 Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which noise reduces with distance depends on the following factors.

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 decibels for each doubling of distance from a point source. A line source, such as a highway or train, consists of several localized noise sources on a defined path. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 decibels for each doubling of distance from a line source. This report evaluates noise sources from the proposed Project as point sources except for vehicular traffic associated with the Project, which is treated as a line source.

Ground Absorption

When a noise source is close to the ground, noise attenuation from ground absorption and reflective wave-canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or still body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receptor, such as soft dirt, grass, or scattered bushes and trees), an excess ground-attenuation value of 1.5 decibels per doubling of distance is normally assumed. When added to the spherical spreading for point sources, the excess ground attenuation results in an overall drop-off rate of 7.5 decibels per doubling of distance. As mentioned above, ground absorption/attenuation is only relevant to noise sources that are close to the ground and is not relevant to the noise sources associated with the proposed Project that are located well above ground level, for which ground absorption effects would be minimal. Accordingly, for noise sources located more than 10 feet above ground level, this report does not apply any noise reduction for ground absorption.

Atmospheric Effects

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can increase at large distances (e.g., more than 500 feet) from the source due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors, such as air temperature, humidity, and turbulence, can also have significant effects.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and solid walls) can substantially reduce noise levels. Walls are often constructed between a source and a receptor specifically to reduce noise. A barrier that breaks the line-of-sight between a source and a receptor will typically result in at least 5 dBA of noise reduction. Taller barriers provide increased noise reduction, up to a practical limit of 10 to 15 dBA.

1.2 Basics of Vibration

1.2.1 Characteristics of Vibration

Vibration is an oscillatory motion through a solid medium, such as soil or concrete, in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is also acoustic energy transmitted as waves through the solid medium. The rate at which pressure changes occur is called the frequency of the vibration, measured by the number of oscillations per second or Hertz (Hz). Vibration may be in the form of a single pulse of acoustical energy, a series of pulses, or a continuous oscillating motion.

The way that vibration is transmitted through the ground depends on the soil type, the presence of rock formations or man-made features, and the topography between the vibration source and the receptor location. As a general rule, vibration waves tend to dissipate and reduce in magnitude with distance from the source. Also, the high frequency vibrations are generally attenuated rapidly as they travel through the ground, so that the vibration received at locations distant from the source tends to be dominated by low-frequency vibration. The frequencies of ground-borne vibration most perceptible to humans are in the range from less than 1 Hz to 100 Hz.

Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment.

Ground-borne vibration levels rarely affect human health. Instead, most people consider groundborne vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of ground-borne vibration can damage fragile buildings or interfere with equipment that is highly sensitive to ground-borne vibration (e.g., electron microscopes).

1.2.2 Vibration Descriptors

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the square root of the average of the squared amplitude of the velocity signal. Decibel notation for vibration level (VdB) is commonly used to measure RMS. The VdB acts to compress the range of numbers required to describe vibration. Vibration level (L_v) is expressed in velocity level decibels (L_v , VdB).

1.2.3 Effects of Vibration

When ground-borne vibration arrives at a building, a portion of the energy will be reflected or refracted away from the building, and a portion of the energy will typically continue to penetrate through the ground-building interface. However, once the vibration energy is in the building structure, it can be amplified by the resonance of the walls and floors. Occupants can perceive vibration as motion of the building elements (particularly floors) and also rattling of lightweight components, such as windows, shutters, or items on shelves. At very high amplitudes (energy levels), low-frequency vibration can cause damage to buildings.

Unlike noise, ground-borne vibration is not a phenomenon that most people experience every day. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

2. Project Description

2.1 **Project Overview**

The proposed Los Angeles Aerial Rapid Transit Project (proposed Project) would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system. The proposed Project would include an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. The proposed Project would provide an aerial rapid transit (ART) option for visitors to Dodger Stadium, while also providing access between the Dodger Stadium property, the surrounding communities, including Chinatown, Mission Junction, the Los Angeles State Historic Park, Elysian Park, and Solano Canyon, to the regional transit system accessible at LAUS. The aerial gondola system would be approximately 1.2 miles and consist of cables, three passenger stations, a non-passenger junction, towers, and gondola cabins. When complete, the proposed Project would have a maximum capacity of approximately 5,000 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately 7 minutes. The proposed Project would provide amenities at the Los Angeles State Historic Park and would provide pedestrian improvements, including hardscape and landscape improvements. The ART system has the ability to overcome grade and elevation issues between LAUS and Dodger Stadium and provide safe, zero emission, environmentally friendly, and high-capacity transit connectivity in the Project area that would reduce greenhouse gas (GHG) emissions as a result of reduced vehicular congestion in and around Dodger Stadium and on neighborhood streets, arterial roadways, and freeways. The proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles.

Established aerial gondola transit systems worldwide, such as in La Paz, Bolivia, and Mexico City, Mexico, are being used as rapid transit for the urban population that they serve. The proposed Project would employ a Tricable Detachable Gondola system (also known as "3S").¹ 3S Gondola system cabins carry approximately 30 to 40 passengers. Similar systems are used in Koblenz, Germany, Phu Quoc, Vietnam, and Toulouse, France.

2.2 **Project Location**

The proposed Project is located in the City of Los Angeles, situated northeast of downtown Los Angeles, within the Downtown, Chinatown, Mission Junction, and Elysian Park communities. **Figure 2-1** shows the regional location of the proposed Project.

The proposed Project would commence adjacent to LAUS and El Pueblo de Los Angeles (El Pueblo) and terminate at Dodger Stadium. The proposed Project would include three stations, a non-passenger junction, and cable-supporting towers at various locations along the alignment. As shown in **Figure 2-2**, the proposed Project alignment would generally be located within public right of way (ROW), following Alameda Street and then continuing along Spring Street in a northeast direction through the community of Chinatown to the southernmost corner of the Los Angeles State Historic Park. The alignment would then continue northeast over the western edge of the Los Angeles State Historic Park and the Los Angeles County Metropolitan Transportation Authority (Metro) L Line (Gold) to the intersection of North Broadway and Bishops Road. At this intersection, the proposed Project alignment would turn and continue northwest following Bishops Road toward its terminus at Dodger Stadium, located in the Elysian Park community.

¹ The naming convention for this system is derived from the German word "seil", which translates in English to "rope". Hence, Tricable Detachable Gondola systems are known as a "3S" systems due to the use of three ropes, or cables.



Figure 2-1 Regional Location Map





2.3 **Proposed Project Alignment and Components**

The proposed Project "alignment" is defined as the length and width of suspended above-grade cables and cabins following the position of the Project components along the ART route from Alameda Station to Dodger Stadium Station.

2.3.1 Proposed Project Alignment

The proposed Project alignment would extend approximately 1.2 miles beginning near El Pueblo and LAUS on Alameda Street. The proposed Alameda Station would be constructed over Alameda Street between Los Angeles Street and Cesar Chavez Avenue, adjacent to the Placita de Dolores and planned LAUS Forecourt. From the Alameda Station, the proposed Project alignment would remain primarily above the public ROW and travel north along Alameda Street to the proposed Alameda Tower, which would be constructed on the Alameda Triangle, a portion of City ROW between Alameda Street, North Main Street, and Alhambra Street.

From the Alameda Tower, the proposed Project alignment would continue north along Alameda Street and cross Alpine Street. The proposed Alpine Tower would be constructed at the corner of Alameda Street and Alpine Street on City property. From the Alpine Tower, the proposed Project alignment would follow the public ROW and continue over the elevated Metro L Line (Gold). North of College Street, Alameda Street becomes Spring Street, and the proposed alignment would generally follow Spring Street in a northeast trajectory until it reaches the southernmost point of Los Angeles State Historic Park, where the proposed Chinatown/State Park Station would be constructed partially on City ROW and partially within the boundaries of the Los Angeles State Historic Park.

From the Chinatown/State Park Station, the proposed Project alignment would continue traveling north towards the intersection of North Broadway and Bishops Road, crossing over the western edge of the Los Angeles State Historic Park and the Metro L Line (Gold) tracks. The Broadway Junction would be located at the northern corner of the intersection of North Broadway and Bishops Road (1201 North Broadway). From the Broadway Junction, the proposed Project alignment would travel northwest primarily along Bishops Road, with portions above private property, crossing over State Route 110 (SR-110) towards Dodger Stadium. The proposed Stadium Tower would be located on hillside private property north of Stadium Way between the Downtown Gate entrance road to Dodger Stadium and SR-110. The northern terminus of the system would be located in a parking lot at the Dodger Stadium property, where the proposed Dodger Stadium Station would be constructed.

Figure 2-3 depicts the proposed Project alignment, including station locations, junction location, and tower locations. The proposed Project components are detailed below.



Figure 2-3 Proposed Project Alignment

Alameda Station: The Alameda Station would be located on Alameda Street adjacent to the planned LAUS Forecourt and Placita de Dolores between Los Angeles Street and Cesar Chavez Avenue. The station would be approximately 173 feet long, 109 feet wide, and 78 feet high at its tallest point, with the passenger loading platform approximately 31 feet above Alameda Street. Vertical circulation elements (e.g., elevators, escalators, stairs) for pedestrian access, which would also serve as queuing areas to the station, would be introduced at-grade north of the Placita de Dolores in a proposed new pedestrian plaza at El Pueblo on the west in an area currently containing a parking and loading area for El Pueblo. On the east, vertical circulation elements may include removal and replacement of trees, removal of parking and loading for El Pueblo, and installation of landscaping and hardscape.

Alameda Tower: The Alameda Tower would be located on the Alameda Triangle, a City ROW between Alameda Street, North Main Street, and Alhambra Avenue and would be 195 feet tall with the cable suspended 175 feet above-ground. Implementation of the Alameda Tower would include reuse and integration of the existing pavers located at the Alameda Triangle, as well as additional landscape and hardscape updates to the Alameda Triangle.

Alpine Tower: The Alpine Tower would be located on a City-owned parcel that is currently a surface parking lot, at the northeast corner of Alameda Street and Alpine Street, adjacent to the Metro L Line (Gold). The Alpine Tower would be 195 feet tall at its tallest point, with the cable suspended 175 feet above ground. The Alpine Tower would also include the installation of landscaping and hardscaping near the base of the tower.

Chinatown/State Park Station: The Chinatown/State Park Station would be located adjacent to Spring Street in the southernmost portion of the Los Angeles State Historic Park. The southern portion of the station would be located on City ROW, while the northern portion of the station would be integrated into the southern boundary of the Los Angeles State Historic Park. The station would be approximately 200 feet long, 80 feet wide, and 98 feet tall at its tallest point, with the passenger boarding platform approximately 50 feet above-grade. Access to the boarding platform would be from the mezzanine via elevators and stairs. Comprised of three levels, elevators and stairs from the ground level would lead up to a mezzanine, 27 feet above-grade, and ramps for the queuing area would lead up to the boarding platform, which is 50 feet above-ground. Elevators would be centrally located within the station. The Chinatown/State Park Station would also include Park amenities, including approximately 740 square feet of concessions, 770 square feet of restrooms, and a 220 square foot covered breezeway connecting the concessions and restrooms. Additionally, the Chinatown/State Park Station would include a mobility hub where passengers would be able to access a suite of first and last mile multi-modal options, such as a bike share program. Pedestrian access enhancements could include pedestrian improvements between Metro's L Line (Gold) Station and the Chinatown/State Park Station, including hardscape and landscape improvements, shade structures, and potential seating, as well as support for the future Los Angeles State Historic Park bike and pedestrian bridge. The Chinatown/State Park Station would require the removal of trees and vegetation; however, it will include the installation of landscaping and hardscaping. The Chinatown/State Park Station would provide passenger access to Chinatown, the Los Angeles State Historic Park, and to nearby neighborhoods and land uses, including the Mission Junction neighborhood, which includes the William Mead Homes public housing complex.

Broadway Junction: The Broadway Junction is a non-passenger junction that would be located at the intersection of North Broadway and Bishops Road. The junction would primarily be located on privately-owned property with a portion of the junction and overhead cable infrastructure cantilevered and elevated above the public ROW. The existing building located at 1201 N. Broadway would be demolished. The Broadway Junction would be approximately 227 feet long, 60 feet wide, and 98 feet high at its tallest point, with the platform approximately 50 feet above

the ground. Vertical circulation elements (i.e., elevators and stairs) would be installed on the northwest side of the junction for staff and maintenance access to the platform.

Stadium Tower: The Stadium Tower would be located on hillside private property north of Stadium Way between Downtown Gate and SR-110 and would stand 179 feet tall with the cable suspended 159 feet above-ground. The Stadium Tower would also include a 70-foot fire buffer area around the construction site and the installation of landscaping near the base of the tower.

Dodger Stadium Station: The Dodger Stadium Station would be located in the southeast portion of the Dodger Stadium property near the Downtown Gate. This station would be approximately 194 feet long, 80 feet wide, and 74 feet high at its tallest point. Cabins at this station would arrive and depart from an at-grade boarding platform, with the passenger queuing area also at-grade. The Dodger Stadium Station would include a subterranean area below the platform for storage and maintenance of cabins, as well as staff break rooms, lockers, and parts storage areas. The cabins will be transferred between the Station platform and the subterranean area by way of a cabin elevator. Automated parking and controls will manage the process of storing cabins or returning them to service. Cabins would be returned to and stored at the Dodger Stadium Station when the system is not in use.

Additionally, the Project Sponsor will request a program with the Los Angeles Dodgers on the potential for the Dodger Stadium Station to include a mobility hub where passengers would be able to access first and last mile multi-modal options to access Elysian Park and other nearby neighborhoods, including Solano Canyon. Consideration as to the mobility hub include securing Dodger Stadium and the surrounding surface parking, which are operated as an MLB stadium. Dodger Stadium Station would also include a pedestrian connection to Dodger Stadium, including hardscape and landscape improvements and potential seating. Restrooms for passenger use would be located at the station. Implementation of the Dodger Stadium Station would require the removal of parking spaces, as well as removal and replacement of landscaping.

2.4 System Operations

2.4.1 Typical Operating Logistics

During operations, the cabins would travel on a continuous loop between the Alameda Station and the Dodger Stadium Station. Cabins would pass through passenger stations at roughly one foot per second to allow for unloading and loading. If needed, a cabin could be stopped to accommodate passenger boarding. After the cabins pass through the unload/load zones, the doors would close and the cabins would accelerate to match the line speed of the haul rope before reattaching to the haul rope.

Gondola cabins would enter, traverse, and depart stations under fully automated control. Operation of the proposed Project would require approximately 20 personnel. Station attendants would be located within each station to assure safe boarding or to execute stops, if necessary. Attendants would also provide customer interaction and observation; if a passenger needs special assistance, an attendant may either further slow or stop a cabin. A separate operator would sit in a booth adjacent to the boarding area and monitor screens, which would show activities in each cabin and station, as well as all of the system controls.

2.4.2 Queueing and Ticketing/Fare Checking

Queueing areas would be built into and as necessary, adjacent to, each of the stations to provide a gathering place for passengers waiting to enter the stations, thereby preventing crowding of sidewalks and walkways by passengers around stations. Queueing for the Alameda Station would occur in the planned LAUS Forecourt area on the east side of Alameda Street, and north of the Placita de Dolores in a proposed new pedestrian plaza at El Pueblo on the west side of Alameda Street. At the Chinatown/State Park Station, queueing would occur on the mezzanine and boarding platform levels. At the Dodger Stadium Station, the queueing area would be located on the north side of the station in a designated queueing area adjacent to the station.

Ticketing for the proposed Project would use either a chip-based card system or electronic ticketing that could be purchased and saved on a personal mobile device. Using these types of technologies would allow for contactless fare checking at the stations. Riders would pre-purchase their ticket prior to entering the boarding platform and fares would be checked using a card reader/scanner.

2.4.3 Signage

Similar to other transit projects that incorporate signage, the proposed Project would include signage to support wayfinding for transit patrons including information about transit connections and other important information to facilitate transit usage. Private funding for the proposed Project is anticipated to be supported by naming rights and sponsorship revenues, and such sponsors would be recognized in Project signage, which would be designed consistent with applicable Metro and City approval requirements. Such signage may include identification and other static signs, electronic digital displays and/or changeable message light-emitting diode (LED) boards that include both transit information and other content, which may include off-site advertising that generates proceeds to support transit system costs and operations. Signage would be architecturally integrated into the design of the ART system including its stations, the junction, towers, and cabins. In addition, directional and pedestrian signage would be placed adjacent to and throughout the proposed Project as necessary to facilitate access and safety, including along the pedestrian improvements between Metro's L Line (Gold) Station and the pedestrian connection between the Dodger Stadium Station and Dodger Stadium. Project signage would be illuminated by means of low-level external lighting, internal lighting, or ambient light. Exterior lights would be directed onto signs to minimize off-site glare. Signage would be in conformance with all applicable requirements of the Los Angeles Municipal Code (LAMC), and in accordance with LAMC, lighting intensity will be minimized in order to avoid negative impacts to adjacent residential properties.

2.4.4 Lighting

Project lighting would include low-level lighting for security and wayfinding purposes adjacent to and within the stations, junction, and towers, within cabins, at the vertical circulation, and areas for ticketing, fare checking, and queueing. In addition, low-level lighting to accent signage, architectural features, landscaping, adjacent pedestrian plazas, and potential mobility hubs would be installed at the stations, junction, and towers. Lighting would also be provided underneath the elevated stations and junction. Lighting for the pedestrian access enhancements, including the pedestrian improvements between Metro's L Line (Gold) Station and the pedestrian connection between the Dodger Stadium Station and Dodger Stadium would include new pole lights for security and wayfinding purposes, as well as low-level lighting to accent signage and landscaping.

Lighting would be low-level and primarily integrated within the architectural features. Exterior lighting would be shielded or directed toward the areas to be lit to limit spillover onto adjacent properties and off-site uses, and would meet all applicable LAMC lighting standards.

2.4.5 Maintenance

The proposed Project would require routine maintenance that would be performed by the system operator. The overall system would be observed on a daily basis as part of the startup routine.

Routine maintenance activities would generally take place during overnight periods or other scheduled down time. Cabins and their associated grips and hangers would be maintained in the shop at the Dodger Stadium Station. A work carrier cabin would be provided to facilitate work at tower equipment. Annual maintenance activities may require crane access at tower locations, including the potential to require the temporary closing of traffic lanes.

Rope maintenance schedules would be determined through a combination of system design and periodic monitoring; however, it is expected that the haul rope would need replacement every 5 to 10 years. This would require pulling a new haul rope, which would take up to two weeks to complete.

On a periodic basis, the system would undergo formal testing as prescribed by the California Division of Occupational Safety and Health (Cal/OSHA) and appropriate ropeway standards. This formal testing is required by standards to occur at least every 7 years. It is anticipated that the system would be closed to riders for up to two days during the formal testing events.

Backup power would be provided by battery storage located at each station and tower and the non-passenger junction. The battery storage system would be tested on a regular basis.

2.4.6 Power Requirements

Operational power requirements can be separated into two categories: normal operations and emergency operations. Power requirements of normal operations would be provided by the City of Los Angeles Department of Water and Power through a connection to their power grid, and would include the power to operate the gondola system and the non-gondola system components (i.e. lights, ventilation, escalators, elevators). When operating at capacity, normal operations are estimated to require a total of approximately 2.5 megawatts of power.

Power requirements for emergency operations consist of the energy needed for operations in the event of a power grid failure. The proposed Project would include the installation of backup battery storage at each station, tower, and junction to provide backup power to allow unloading of the system in the event of a power grid failure. The total backup power required is 1,400 kilowatts.

2.4.7 Sustainability Features

The proposed Project would provide a sustainable, high-capacity zero emission ART option for visitors to Dodger Stadium, while also providing access between Dodger Stadium, the surrounding communities, and the regional transit system accessible at LAUS. ART technology is quiet, and the proposed Project would reduce VMT and congestion, leading to reduced GHG emissions and improved air quality.

The proposed Project's stations, junction, towers, and gondola cabins would incorporate energy efficient, sustainable, water and waste efficient, and resilient features, as feasible. The proposed stations and junction are designed to be open-air buildings, allowing for passive ventilation strategies and providing direct access to outdoor air and natural daylight, while also providing adequate shade protection from heat. The cabins would be ventilated to enhance air quality for passengers.

The design intent and structural strategy for the stations and towers also provides an efficiency of materials. The steel plate tower forms have been designed as "Monocoque" structures, where structure, form, and finish are unified. Materials for the stations, junction, and towers would be locally sourced where possible, and would include recycled content where possible. Light-toned finish materials will also serve to minimize heat island concerns.

The proposed Project would be designed to comply with all applicable state and local codes, including the City of Los Angeles Green Building and Low-Impact Development (LID) Ordinances.

2.5 Construction

Construction of the proposed Project is anticipated to begin as early as 2024 and take approximately 25 months, including construction, cable installation, and system testing. A summary of the construction activities is provided below. Construction of the Project components may partially overlap in schedule, especially since construction would occur at several physically separated sites.

Utility relocations would occur prior to construction of the proposed Project components and would be coordinated directly with the utility providers. Following utility relocations, construction would commence.

During construction, some parking spaces at Dodger Stadium would be temporarily closed for construction of the Dodger Stadium Station and for overall Project construction, construction trailers, laydown and staging areas, and construction worker parking.

Construction of more than one Project component would occur at the same time, with consideration of available materials, work crew availability, and coordination of roadway closures. **Table 2-1** below includes the estimated duration to complete construction of each of the proposed Project components, the maximum depths of drilled piles, the maximum depth of excavation, the amount of excavation, and the amount of materials (soils and demolition debris) to be exported for each component of the proposed Project.

Component	Construction Duration	Maximum Depth of Drilled Piles	Maximum Depth of Excavation	Amount of Excavation	Amount of Materials Exported
Alameda Station	17 months	125 feet	10 feet	2,728 cubic yards	2,295 cubic yards
Alameda Tower	12 months	120 feet	10 feet	2,850 cubic yards	2,292 cubic yards
Alpine Tower	11 months	120 feet	10 feet	3,606 cubic yards	2,887 cubic yards
Chinatown/State Park Station	19 months	80 feet	10 feet	6,267 cubic yards	4,567 cubic yards
Broadway Junction	19 months	90 feet	7 feet	6,407 cubic yards	5,379 cubic yards
Stadium Tower	12 months	120 feet	7 feet	1,286 cubic yards	1,202 cubic yards
Dodger Stadium Station	20 months	55 feet	42 feet	44,313 cubic yards	44,001 cubic yards

Table 2-1 Proposed Project Construction Details

Following completion of construction, the gondola cables would be installed, followed by system testing and inspections.

Working hours would vary to meet special circumstances and restrictions, but are anticipated to be consistent with the City's allowable construction hours of Monday through Friday between 7:00 a.m. to 9:00 p.m. and Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m. While not anticipated, approval would be required from the City of Los Angeles Board of Police Commissioners for any extended construction hours and possible construction on Sundays.

Anticipated closures would include lane closures in which lanes would be closed 24-hours a day during certain phases of construction, or alternating closures during certain phases of construction, in which closures would occur during construction hours for approximately 10 hours a day, and roads would reopen during non-construction hours for approximately 14 hours a day. For alternating closures, during non-construction hours, steel plates would be placed over construction sites to the extent feasible in order to allow for vehicular and pedestrian circulation. The closures and hours would vary between location and phase of construction. The proposed Project would implement a Construction Traffic Management Plan that would include detours and ensure that emergency access is maintained throughout all construction activities.

3. Regulatory Framework

3.1 Noise

3.1.1 Federal

The Federal Transit Administration (FTA) methodologies for assessing noise impacts are defined in the FTA's Transit Noise and Vibration Impact Assessment Manual (FTA Manual). The values presented in **Table 3-1** represent the detailed construction noise impact assessment criteria for daytime construction from the FTA Manual.

Table 3-1 FTA Detailed Noise Analysis Construction Assessment Criteria

Land Use	Daytime Noise Leq(8-hr)
Residential	80
Commercial	85
Industrial	90

Source: FTA, 2018

The FTA operational noise impact criteria for transit projects are shown graphically on **Figure 3-1**. The Land Use Categories (1, 2, and 3) shown on **Figure 3-1** are defined in **Table 3-2**.

Table 3-2 FTA Land Use Categories and Metrics for Transit Noise Impact Criteria

Land Use Category	Land Use Type	Noise Metric (dBA)	Description of Land Use Category			
1	High Sensitivity	Outdoor L _{eq(h)} 1	Tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, and such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use.			
2	Residential	Outdoor L _{dn}	Residences and buildings where people normally sleep. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.			
3	Institutional	Outdoor L _{eq(h)} 1	Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Buildings with interior spaces where quiet is important, such as medical offices, conference rooms, recording studios, and concert halls fall into this category. Places for meditation or study associated with cemeteries, monuments, and museums. Certain historical sites, parks, and recreational facilities are also included.			

 $^7\,L_{eq}$ for the noisiest hour of system-related activity during hours of noise sensitivity. Source: FTA, 2018.



Source: FTA, 2018

Figure 3-1 Operational Noise Impact Criteria for Transit Projects

With a noise exposure below the lower of the two curves on **Figure 3-1**, a proposed project is considered to have no noise impact because, on average, its introduction would result in a minimal increase in the number of people highly annoyed by the new noise. The curve defining the onset of noise impact stops increasing at 65 dBA for Land Use Categories 1 and 2 (the left-hand axis), a standard limit for an acceptable living environment defined by a number of federal, state, and local agencies. Project noise above the upper curve is considered to cause a severe impact because a significant percentage of people would be highly annoyed by the new noise. The upper curve flattens at 75 dBA for Land Use Categories 1 and 2, indicating a level associated with an unacceptable living environment. As indicated by the Land Use Category 3 scale on **Figure 3-1** (right-hand axis), the noise criteria are 5 dB higher for Land Use Category 3 because these types of land uses are considered to be less sensitive to noise than Land Use Categories 1 and 2.

Between the two curves, a proposed project is judged to have a moderate impact. The change in the combined noise level—when project-generated noise is added to existing noise levels—is noticeable to most people, but could not be sufficient to cause strong, adverse reactions from the community. In this transitional area, other project-specific factors must be considered to determine the impact's magnitude and the need for mitigation, such as the existing noise level,

predicted level of increase over existing noise levels, and the types and numbers of noise-sensitive land uses affected.

Although the **Figure 3-1** curves are defined in terms of existing and project component noise exposures, it is important to emphasize that it is the increase in the combined noise that is the basis for the criteria. To illustrate this point, **Figure 3-2** shows the noise impact criteria for Land Use Categories 1 and 2 in terms of the allowable increase in the combined noise exposure. Because L_{dn} and L_{eq} are measures of total acoustic energy, any new noise source in a community would cause an increase, even if the new source level is less than the existing level. Referring to Figure 3-2, it can be seen that the criterion for moderate impact allows a noise exposure increase of 10 dB if the existing noise exposure is 42 dBA or less, but only a 1 dB increase when the existing noise exposure is 70 dBA.



Source: FTA, 2018

Figure 3-2 FTA Allowable Increase in Operational Cumulative Noise Levels

As the existing ambient noise level increases, the allowable transit noise level increases, but the total amount of allowable increase in community noise exposure is reduced. This accounts for the unexpected result that a project noise exposure that is less than the existing noise exposure can still cause an impact. This is clearer from the examples given in **Table 3-3**, which indicate the allowed transit noise level for different existing levels of exposure.

L _{dn} or L _{eq} in dBA (rounded to the nearest whole decibel)							
Existing Noise Exposure	Allowable Project Noise Exposure Before Moderate Impact	Allowable Combined Total Noise Exposure	Allowable Noise Exposure Increase				
45	51	52	7				
50	53	55	5				
55	55	58	3				
60	57	62	2				
65	60	66	1				
70	64	71	1				
75	65	75	0				

Table 3-3 FTA Operational Noise Impact Criteria: Effect on Cumulative Noise Exposure

Source: FTA, 2018

3.1.2 State

The State of California has not adopted statewide standards for environmental noise, but the California Department of Health Services (DHS) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure, as presented in **Figure 3-3**. The purpose of these guidelines is to maintain acceptable noise levels in a community setting for different land use types. Noise levels are divided into four general categories, which vary in range according to land use type:

- "normally acceptable,"
- "conditionally acceptable,"
- "normally unacceptable," and
- "clearly unacceptable."

For instance, a noise environment ranging from 50 dBA CNEL to 65 dBA CNEL is considered to be "normally acceptable" for multi-family residential uses, while a noise environment of 75 dBA CNEL or above for multi-family residential uses is considered to be "clearly unacceptable."

In addition, California Government Code Section 65302 requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(f) requiring a noise element to be included in the general plan.

	Community Noise Exposure L _{dn} or CNEL, dB						
Land Use Category	Ę	55 6	0 6	65 •	70 7	58	0
Residential - Low Density Single Family, Duplex, Mobile Homes							
Residential - Multi. Family							
Transient Lodging - Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

INTERPRETATION:

Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable

New construction or development should generally not be undertaken.

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Source: California Office of Noise Control

Figure 3-3 Guidelines for Noise Compatible Land Use

3.1.3 Local

3.1.3.1 Los Angeles Municipal Code

The City's Noise Regulations are provided in Chapter XI of the Los Angeles Municipal Code (LAMC). Section 111.02 of the LAMC provides procedures and criteria for the measurement of the sound level of certain noise sources. In accordance with the LAMC, a noise source that causes a noise level increase of 5 dBA over the existing average ambient noise level as measured at an adjacent property line is considered to create a violation of the LAMC.

To account for people's increased tolerance for short-duration noise events, the LAMC provides a 5 dBA allowance for a noise source that causes noise lasting more than 5 but less than 15 minutes in any 1-hour period and an additional 5 dBA allowance (total of 10 dBA) for a noise source that causes noise lasting 5 minutes or less in any 1-hour period.

Section 112.05 of the LAMC sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet between 7 AM and 10 PM when operated within 500 feet of a residential zone. Compliance with this standard shall not apply where "technically infeasible."

Section 41.40 of the LAMC prohibits construction between the hours of 9:00 PM and 7:00 AM Monday through Friday, 6:00 PM and 8:00 AM on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 AM and 9:00 PM; and Saturdays and National Holidays between 8:00 AM and 6:00 PM). Approval would be required from the City of Los Angeles Board of Police Commissioners for extended construction hours and construction on Sundays.

3.1.3.2 City of Los Angeles Noise Element

The Noise Element of the City of Los Angeles General Plan establishes CNEL guidelines for land use compatibility and includes a number of goals, objectives, and polices for land use planning purposes.

The overall purpose of the Noise Element is to guide policy makers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels. The following policies and objectives from the Noise Element are applicable to the Project.

- Objective 2 (non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise-sensitive land uses.
- Policy 2.1: Enforce and/or implement applicable City, State, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.
- Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with the proposed development of land and changes in land use.
- Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

The City's Noise Element includes the CNEL guidelines for land use compatibility, which are provided in **Table 3-4**. As explained in Section 3.1.2, these CNEL guidelines for specific land uses are classified into four categories:

- "normally acceptable,"
- "conditionally acceptable,"

- "normally unacceptable," and
- "clearly unacceptable."

New development should generally be discouraged within the "normally unacceptable" or "clearly unacceptable" categories. However, if new development does proceed, a detailed analysis of the noise reductions required must be made in order to determine the noise insulation features that must be included in the design.

Land Use Category		Day-Night Average Exterior Sound Level (CNEL dBA)						
	50	55	60	65	70	75	80	
Residential Single Family, Duplex, Mobile Home	А	С	С	С	Ν	U	U	
Residential Multi-Family	Α	Α	С	С	Ν	U	U	
Transient Lodging, Motel, Hotel	Α	Α	С	С	Ν	U	U	
School, Library, Church, Hospital, Nursing Home		А	С	С	Ν	Ν	U	
Auditorium, Concert Hall, Amphitheater	С	С	С	C/N	U	U	U	
Sport Arena, Outdoor Spectator Sports	С	С	С	С	C/U	U	U	
Playground, Neighborhood Park		Α	А	A/N	Ν	N/U	U	
Golf Course, Riding Stable, Water Recreation, Cemetery		Α	А	А	Ν	A/N	U	
Office Building, Business Commercial Professional	A	Α	Α	A/C	С	C/N	Ν	
Agricultural, Industrial, Manufacturing, Utilities	A	Α	Α	А	A/C	C/N	Ν	

Table 3-4 City of Los Angeles Guidelines for Noise Compatible Land Use

A = Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.

C = Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will suffice.

N = Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of the project.

U = Clearly unacceptable. New construction or development generally should not be undertaken.

Source: Noise Element of the City of Los Angeles General Plan, 1999

3.2 Vibration

3.2.1 Federal

The evaluation of vibration impacts can be divided into two categories, human annoyance and building damage. The FTA guidelines provide ground-borne noise and vibration criteria for human annoyance. Ground-borne noise is typically only assessed at locations with subway or tunnel operations where there is no airborne noise path. Since there are no subway or tunnel operations associated with the proposed Project, ground-borne noise impacts were not assessed. The FTA guidelines vibration criteria for human annoyance are listed in **Table 3-5**. These levels represent the maximum RMS level of an event. In addition, the guidelines provide human annoyance criteria for special buildings that are very sensitive to ground-borne vibration that could disrupt or disturb their intended use. The human annoyance vibration impact criteria for these special buildings, defined as concert halls, television studios, recording studios, auditoriums, and theaters, are shown in **Table 3-6**.

Both **Table 3-5** and **Table 3-6** differentiate human annoyance vibration impact thresholds depending on the frequency of daily vibration events, with fewer than 30 vibration events per day considered "infrequent," between 30 and 70 events considered "occasional," and more than 70 events considered "frequent." These dividing lines were originally selected to differentiate

between the operational impacts of freight rail, commuter rail and light rail transit systems. The FTA criteria for "frequent events" are used for the proposed Project to apply the most conservative threshold.

Table 3-5 FTA Ground-Borne-Vibration Human Annoyance Impact Criteria

	Ground-Borne Vibration Impact Levels (VdB re 1 micro inch/second)								
Land Use Category	Frequent Events ¹	Frequent Events1 Occasional Events2 Infrequent Events3							
Category 1: Buildings where vibration would interfere with interior operations	65 VdB⁴	65 VdB⁴	65 VdB ⁴						
Category 2: Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB						
Category 3: Institutional land uses with primarily daytime use	75 VdB	78 VdB	83 VdB						

Notes:

¹ "Frequent events" are defined as more than 70 vibration events of the same kind per day.

² "Occasional events" are defined as between 30 and 70 vibration events of the same kind per day.

³ "Infrequent events" are defined as fewer than 30 vibration events of the same kind per day.

⁴ This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive

manufacturing or research would require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the heating, ventilation, and air conditioning systems and stiffened floors.

VdB = root mean square vibration velocity level, decibels

Source: FTA, 2018

Table 3-6 FTA Ground-Borne-Vibration Human Annoyance Impact Criteria for SpecialBuildings

	Ground-Borne Vibration Impact Levels (VdB re 1 micro inch/second)				
Type of Building or Room	Frequent Events ¹	Occasional or Infrequent Events ²			
Concert halls	65 VdB	65 VdB			
Television studios	65 VdB	65 VdB			
Recording studios	65 VdB	65 VdB			
Auditoriums	72 VdB	80 VdB			
Theaters	72 VdB	80 VdB			
Notes					

¹ "Frequent events" are defined as more than 70 vibration events of the same kind per day.

² "Occasional or infrequent events" are defined as fewer than 70 vibration events of the same kind per day.

VdB = root mean square vibration velocity level, decibels

Source: FTA, 2018

In addition to human annoyance impact criteria, the FTA guidelines provide vibration criteria for building damage. Construction activities can result in varying degrees of ground vibration, depending on the equipment and method employed. The vibration associated with typical transit construction is not likely to cause major structural damage to building structures, but it could cause slight architectural damage at the highest level (FTA Manual 2018). Construction vibration impact on a building is generally assessed in terms of PPV (in inches per second). **Table 3-7**

summarizes the FTA guidelines' construction vibration criteria for the analysis of potential building damage.

Building Category	PPV (inches per second)	Approximate Lv ¹
I. Reinforced-concrete, steel or timber (no plaster)	0.50	102 VdB
II. Engineered concrete and masonry (no plaster)	0.30	98 VdB
III. Non-engineered timber and masonry buildings	0.20	94 VdB
IV. Buildings extremely susceptible to vibration damage	0.12	90 VdB
Notes: ¹ VdB re 1 micro-inch per second L_v = velocity level, decibels PPV = peak particle velocity VdB = root mean square vibration Source: FTA, 2018		

3.2.2 State

The California Department of Transportation (Caltrans) has published a Transportation and Vibration Guidance Manual, 2020 that include guidelines for building damage and human response to vibration. The Caltrans guidance regarding vibration damage thresholds is largely consistent with the standards and techniques presented in the FTA Noise and Vibration Impact Assessment manual, as discussed above.

3.2.3 Local

The City of Los Angeles currently does not have any adopted standards, guidance or thresholds relative to ground-borne vibration. Therefore, available guidance from the FTA is utilized to assess impacts due to ground borne vibration for project construction and operation.

4. Existing Conditions

A noise survey was conducted to establish existing noise conditions in a variety of locations throughout the Project area, focusing on areas of existing or future noise-sensitive receptors, including single-family residential (SFR) areas, multi-family residential (MFR) areas, parks, schools, and other outdoor areas of frequent human use.

4.1 Noise Survey Program

The existing condition noise survey included a combination of short-term (approximately 15 minutes) and long-term (24-hour) measurements at a total of 22 locations. Most measurements were conducted between June 15 and June 18, 2020; measurements for an additional location were conducted on May 11, 2022. The noise measurements were generally conducted at the sites representative of noise-sensitive receptors along the proposed Project alignment, from LAUS to Dodger Stadium. These included identified locations of existing and future residential developments, schools, parks, and other areas with frequent outdoor human use. See Appendix A for noise measurement procedures, measurement detail, photos, and instrument calibration certificates.

4.1.1 Measurement Locations

The 22 measurement locations are shown in **Figure 4-1**. **Table 4-1** provides descriptions for each of the 22 measurement locations, including addresses, cross-streets, and/or the names of the measurement location; site ID, which corresponds to the measurement location shown in **Figure 4-1**; and land use description.



Figure 4-1 Measurement Locations

Site ID	Location Description	Current Land Use	FTA Land Use Category
ML-01	LAUS Entrance Plaza	Public Plaza (Daytime Use)	Category 3 - Institutional
ML-02	Father Serra Park	Public Plaza (Daytime Use)	Category 3 - Institutional
ML-03	Mozaic Apartments	Multi-Family Residence (24-hour)	Category 2 - Residential
ML-04	The California Endowment	Business (Daytime Use)	Category 3 - Institutional
ML-05	Alameda Street and Alpine Street	Parking Lot (Daytime Use); Possible Future Residential	Category 2 - Residential
ML-06	Chinatown Senior Lofts	Multi-Family Residence (24-hour)	Category 2 - Residential
ML-07	Under Chinatown Station	Public Plaza (Daytime Use)	Category 3 - Institutional
ML-08	College Street and Alameda Street	School Bus Parking Lot (Daytime Use); Possible Future Residential	Category 2 - Residential
ML-09	Blossom Apartments Sidewalk	Multi-Family Residence (24-hour)	Category 2 - Residential
ML-10	Blossom Apartments Upper Plaza	Multi-Family Residence (24-hour)	Category 2 - Residential
ML-11	College Station Development	Parking Lot (Daytime Use); Future Residential Development	Category 2 - Residential
ML-12	Parking under L Line (Gold) tracks	Parking Lot (Daytime Use)	Category 3 - Institutional
ML-13	Los Angeles State Historic Park	Public Park (Daytime Use)	Category 3 - Institutional
ML-14	Los Angeles State Historic Park	Public Park (Daytime Use)	Category 3 - Institutional
ML-15	Broadway and Bernard Street	Retail (Daytime Use)	Category 3 - Institutional
ML-16	Los Angeles State Historic Park	Public Park (Daytime Use)	Category 3 - Institutional
ML-17	Los Angeles State Historic Park	Public Park (Daytime Use)	Category 3 - Institutional
ML-18	Bishops Road and Broadway	School (Daytime Use)	Category 3 - Institutional
ML-19	Cathedral High School	School (Daytime Use)	Category 3 - Institutional
ML-20	430 Savoy Street	Single Residence (24-hour)	Category 2 - Residential
ML-21	Solano Canyon	Residential (24-hour)	Category 2 - Residential
ML-22	Elysian Park Recreation Center	Public Park (Daytime use)	Category 3 - Institutional

Table 4-1 Measurement Location Descriptions

Note: Not all the measurement locations identified in this table were eventually used to represent noise-sensitive receptors, as identified in Section 6.1. Some of these were used as alternative measurement locations, but not representative of additional noise-sensitive land uses.

4.1.2 Existing Noise Conditions

Table 4-2 provides a summary of the existing conditions in the Project area, reporting for each measurement: site ID, location, time period, $L_{eq(day)}$, $L_{eq(night)}$, L_{dn} , and CNEL. Short-term data for multi-hour noise descriptors were derived from the difference in L_{eq} between the short-term measurement in question and the closest long-term measurement at the same time. For more details, see Appendix A.2.
Site ID	Location Description	L _{eq(day)}	Leq(night)	Ldn	CNEL
ML-01	LAUS Entrance Plaza	61.1	57.7	64.8	65.1
ML-02	Father Serra Park	69.0	65.5	72.6	72.9
ML-03	Mozaic Apartments	68.4	65.5	72.5	72.7
ML-04	The California Endowment	63.6	60.7	67.7	68
ML-05	Alameda Street and Alpine Street	65.6	64.9	71.5	71.6
ML-06	Chinatown Senior Lofts	69.0	64.1	71.6	72.0
ML-07*	Under Chinatown Station	66.7	63.2	70.3	70.6
ML-08	College Street and Alameda Street	69.8	65.1	72.6	72.9
ML-09	Blossom Apartments Sidewalk	65.0	54.9	64.9	65.6
ML-10	Blossom Apartments Upper Plaza	61.1	56.5	63.9	64.3
ML-11	College Station Development	64.7	64.4	70.8	71.0
ML-12	Parking under L Line (Gold) tracks	63.0	59.5	66.6	66.9
ML-13	Los Angeles State Historic Park	64.1	59.1	66.7	67.1
ML-14	Los Angeles State Historic Park	58.7	55.2	62.3	62.6
ML-15	Broadway and Bernard Street	67.7	63.6	70.9	71.2
ML-16	Los Angeles State Historic Park	55.4	50.5	58.0	58.5
ML-17	Los Angeles State Historic Park	53.6	48.7	56.3	56.7
ML-18	Bishops Road and Broadway	65.8	60.9	68.5	69.0
ML-19	Cathedral High School	58.7	53.8	61.3	61.8
ML-20*	430 Savoy Street	56.1	51.2	58.7	59.3
ML-21	Solano Canyon	56.5	51.6	59.1	59.6
ML-22**	Elysian Park Recreation Center (day use only)	57.2			

Table 4-2 Existing Ambient Noise Level Summary (dBA)

Notes, Measurement results are based on representative short-term noise measurements, typically 15-30 minutes and extrapolated using long-term measurement references to represent indicated time periods.

* Measurement locations ML-07 and ML-20 were long-term 24-hour noise measurements.

**Measurement location ML-22, was at a remote daytime use only location (public park) so only representative daytime noise measurements were collected at that location.

Continuous 24-hour noise levels were measured at two locations – ML-07 (representative of areas adjacent to busy roadways (such as Alameda Street) and ML-20 (representative of locations further from busy streets); at the remainder of locations, short-term noise levels were taken. Longer-duration noise metrics for short-term locations (L_{day} , L_{night} , L_{dn} and CNEL) were calculated by comparing the short-term noise measurement and the appropriate representative long-term noise measurement location. More specifically, the difference in monitored sound levels at the same times-of-day between a short-term measurement and the appropriate long-term measurement were used to develop long-term values for the locations where short-term noise levels were taken. These values were then used to determine the L_{day} , L_{night} , L_{dn} and CNEL values at the short-term monitoring locations. This is an acoustical standard method for determining L_{day} , L_{night} , L_{dn} and CNEL values.

Note that, during the time when the noise measurements were conducted for this analysis (June of 2020 for all measurements except ML-22, which was conducted on May 11, 2022), local traffic

volumes were anticipated to be somewhat lower than normal due to COVID-19 Pandemic restrictions. While no comparative traffic data was available to confirm this observation, an informal comparison of measured noise levels to previously measured noise levels for other technical studies in similar locations during pre-COVID conditions show that the previously measured noise levels were up to 3 dBA higher. While no correction was applied to the measured data in this report, the report results in a conservative noise impact assessment because the measured noise levels were at least somewhat lower than typical conditions.

4.2 Existing Vibration Conditions

Unlike existing ambient noise conditions, existing vibration levels are not typically considered in the assessment of project vibration impacts, so existing vibration levels were not measured for this project. However, for the identified Project area it is assumed that existing ambient vibration levels would typically be below human perceptibility, except for some heavy loaded trucks operating on local streets, which could be perceptible within about 25 feet. Vibration levels for "Rubber Tired Vehicles" would be less than ~70 VdB at 25 feet, which is generally not perceptible per FTA.

5. Noise and Vibration Prediction Methodology

The general procedure for assessing noise and vibration impacts for a project is to predict the future noise and vibration levels associated with a project, and then compare those predicted levels to the appropriate identified significant impact thresholds in accordance with applicable local, state, and federal policies. The noise and vibration impact analysis for this Project includes two primary phases - noise and vibration for construction of Project components, and ongoing operational noise (for both the system and people noise). The methodologies and assumptions used for predicting future noise and vibration values for these phases are described below. Associated impacts are assessed in Section 6.

5.1 Construction Noise

5.1.1 On-Site Construction Activities

Potential construction noise impacts were determined by calculating the Project-related construction noise levels at representative sensitive receptors and comparing these values to existing ambient noise levels (i.e., noise levels without construction noise from the proposed Project). Construction noise associated with the proposed Project was analyzed based on the worst-case (loudest) construction equipment and processes expected to be in use during the Project's construction phases. The construction noise model for the proposed Project is based on the FWHA Roadway Construction Noise Model (RCNM). Additionally, the FTA "detailed" construction noise analysis was used due to the complexity of the construction noise resulting from the wide variety of equipment being used and the multiple construction phases.

The methodology used to analyze on-site construction activities starts with the reference noise level and usage factor for each type of construction equipment to be used under conservative worse-case conditions for each identified construction phase. These reference noise levels are then adjusted for the distance from source to the noise-sensitive receptor, the fractional portion of time (Acoustic Use Factor or AUF) that the equipment is operating at full power (L_{max}), and any acoustical shielding that may be present (such as buildings or terrain), and then summing together the contributed noise from all pieces of equipment.

Construction equipment rosters and usage data represent typical noise conditions over the course of a workday for worst-case noise conditions. The acoustical contribution (or the equivalent sound level) for each piece of equipment at each construction area is calculated using the following standard equation.

$$L_{eq} = L_{max(ref)} - 20 \log \left(\frac{D}{D_{ref}}\right) + 10 \log \left(\frac{AUF\%}{100}\right) + 10 \log(N) - S \quad (eq. 1)$$

Where:

- L_{eq} = the equivalent sound level energy-averaged over the period of time over which the equipment is operating, in dBA
- L_{max(ref)} = the maximum operating equipment sound level operating at full power as measured at the reference distance
- D = the distance between the operating equipment and the noise-sensitive receptor location (distances conservatively assumed to be the shortest practice distance from source to receptor at any given site for worst case conditions)
- D_{ref} = the reference distance for the $L_{max(ref)}$, typically 50 feet
- AUF = the Acoustic Use factor (typical fractional value of time that equipment is operating at full power)
- N = number of similar pieces of equipment operating in the same area

S = the estimated noise reduction shielding value between that source and noise-sensitive receptor, in dBA

The acoustic contribution for all equipment assumed to be operating during the defined construction phase is summed together on an energy basis as the estimated combined noise level for each specific noise-sensitive receptor and then adjusted for distance and acoustical shielding from intervening structures such as buildings or terrain in accordance with FTA methodology for estimating barrier insertion loss (as detailed in FTA Table 4-28).

The list of construction equipment available to be used for the various construction phases of the proposed Project are selected from the full RCNM equipment list, including maximum noise level (L_{max}) and Acoustic Use Factor (AUF) as shown in **Table 5-1** below. The list of equipment used for the analysis of construction noise levels for various construction phases are provided in **Table 6-2**.

In addition, to evaluate compliance with LAMC Section 112.05, which sets a maximum noise level for construction equipment of 75 dBA at 50 feet, the analysis included an evaluation of the Project's proposed construction equipment at 50 feet.

5.1.2 Off-Site Construction Noise

In addition to the construction equipment identified above, there would be some additional traffic on the local roadway network to and from the construction sites associated with construction equipment movements, worker trips, and material delivery and removal. An off-site noise analysis was conducted using the FHWA Traffic Noise Model (TNM) version 2.5 to predict and evaluate additional noise contributed by construction related traffic noise at typical receptor distances. The TNM is the current standard computer noise model used nationally for traffic noise studies. The model allows for the input of roadways, noise receptors, and sound barriers, if applicable. The existing traffic volumes for haul route roadways were obtained from Fehr and Peers, the Project's traffic consultant. The additional construction-related off-site heavy truck volumes were obtained from the Project contractor in coordination with Fehr and Peers.

The TNM was used to calculate existing traffic noise levels at typical receptor distances of 50 and 100 feet from the roadway centerline for the area streets used for haul routes, which were then compared to calculated noise levels for the existing traffic plus project traffic to assess increases in traffic noise levels as a result of the project construction traffic. Noise impacts associated with off-site construction traffic are reported in Section 6.1.2.

5.2 Construction Vibration

Ground-borne vibration impacts due to the proposed Project's construction activities were evaluated for both on-site and off-site construction activities by identifying potential vibration sources (i.e., construction equipment), estimating the vibration levels at the potentially affected receptor, and comparing the proposed Project's activities to the applicable vibration significance thresholds. The methodology for calculating the construction vibration levels is described below.

Construction-related vibration is assessed using two different metrics: 1) to assess potential structural damage from vibration and; 2) to assess human annoyance from vibration. Peak particle velocity (PPV) in inches per second (in/sec) is used to assess potential structural damage. Vibration velocity level (L_v) in VdB is used to assess human annoyance. These are calculated using the following equations from the FTA Manual.

	L _{max-Ref} dBA	
Equivalent Type	(50 feet)	AUF%
Auger Drill	84	20
Backhoe	78	40
Boring Jack Power Unit	83	50
Chain Saw	84	20
Compactor (ground)	83	20
Compressor (air)	78	40
Concrete Mixer Truck	79	40
Concrete Pump Truck	81	20
Concrete Saw	90	20
Crane	81	16
Dozer	82	40
Drill Rig Truck	79	20
Drum Mixer	80	50
Dump Truck	76	40
Excavator	81	40
Flat Bed Truck	74	40
Front End Loader	79	40
Generator (>25KVA)	81	50
Generator (<25KVA)	73	50
Gradall	83	40
Grader	85	40
Horizontal Boring Jack	82	25
Hoe Ram	90	20
Jackhammer	89	20
Man Lift	75	20
Pavement Scarifier	90	20
Paver	77	50
Pickup Truck	75	40
Pneumatic Tools	85	50
Pumps	81	50
Roller	80	20
Scraper	84	40
Shears (on backhoe)	96	40
Tractor	84	40
Vacuum Excavator	85	40
Vacuum Street Sweeper	82	10
Ventilating Fan	79	100
Vibrating Hopper	87	50
Vibratory Concrete Mixer	80	20
Warning Horn	83	5
Welder/Torch	74	40

Source: RCNM User Guide, 2006, Table 1 (actual measured Lmax)

Structural Damage Equation (PPV):

$$PPV = PPV_{ref} * \left(\frac{25}{D}\right)^{1.5} \quad (eq. 2)$$

Where: PPV = Peak Particle Velocity at the nearest structure $PPV_{ref} =$ the reference PPV value for a piece of equipment at reference distance of 25 feet D = the distance from the construction equipment to the structure

Human Annoyance Equation (L_v)

$$L_v = L_{v(ref)} - 30 \log \left(\frac{D}{25} \right) \ (eq. 3)$$

Where: $L_v =$ the Vibration Velocity Level at the nearest structure

 $L_{v-(ref)}$ = the reference L_v value for a piece of equipment at a reference distance of 25 feet

D = the distance from the construction equipment to the structure

Not all construction equipment produces significant ground-borne vibration. Of the equipment for the proposed Project as shown in **Table 5-1**, the equipment with the highest reference vibration level would be "Vibratory Roller" which has reference values of PPV_{ref} equal to 0.21 in/sec at 25 feet, and $L_{v-(ref)}$ equal to 94 VdB at 25 feet. Other construction equipment types expected to be used for the Project that cause ground-borne vibration are listed in **Table 5-2** (from FTA 2018, Table 7-4).

Potential vibration impacts for both damage and human annoyance are typically assessed using the closest distance to the potentially impacted structure.

Equipment Type	PPV at 25 ft, in/sec	L _v , VdB at 25 ft.
Vibratory Roller	0.21	94
Hoe-Ram	0.089	87
Large Bulldozer	0.089	87
Caisson/Auger Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Tahlo	5_2	Reference	Vibration	Properties	of	Construction Equipment	F
lane	J-Z	Reference	VIDIALIOII	Fioperties	U	Construction Equipment	L

Source FTA 2018, Table 7-4

5.3 Operational Noise

Operational noise impacts were evaluated by identifying the noise levels that would be generated by Project operation noise sources, including stations, junction, towers, cabins, and passengers at stations waiting to board the system. The noise level from each noise source at each surrounding sensitive receptor property line location was then calculated and compared to the existing ambient noise levels. Details and results of the operational noise impacts are presented in Section 6.1.3.

Operational System Noise

There is no universally recognized standard methodology for predicting noise levels for gondola transportation systems, such as those proposed for use on this Project. However, a targeted literature review identified a relevant journal article, *Noise prediction models for gondola ropeway components* (Rossi 2011), which was used as a basis for predicting the noise from the Project's operations. This article includes equations for predicting noise levels for both station noise and tower noise based on empirical data collected from several modern aerial gondola systems. The article includes equations for two types of gondola systems – powered and tensioning. As provided in the article, the noise levels for the powered system are louder than the tensioning system. Accordingly, to provide a conservative analysis this report utilized the equations for the powered systems to provide a worst-case evaluation. The noise levels calculated using the equations from the article represent predicted sound level values. The use of the Rossi article equations was validated by comparing predicted noise levels generated by the equations to

in-situ measured (real-world data from an operating system, see Appendix A) noise levels for a 3S gondola system similar to that proposed for this Project. This comparison was conducted to determine whether the predicted sound levels using the Rossi article equations are similar enough to actual system sound measurements such that the equations could be used to model the sound values for the proposed Project. This comparison of predicted and measured values is shown in **Table 5-3** and **Table 5-4** below, resulting in differences of up to 3.9 dBA for the stations and up to 1.2 dBA for the towers, which is within the normally-accepted tolerance of noise prediction models.

Station and Junction Noise

Noise from stations and the junction at receptor locations is generated by the equipment that powers and directs the movement of the gondolas. Predicting the noise levels generated from the stations and junction takes into consideration the sound power generated by the equipment, the distance from the station/junction to the receptors, and the offset angle of the receptors relative to the gondola's direction of travel. These values were calculated using Equations 4 and 5 below from the Rossi article. Equation 4 predicts the sound pressure level for the station/junction at distance (r), and Equation 5 adjusts the predicted sound pressure level as a function of angle from the direction of travel.

$$L_{p} = L_{w_{s\phi}} - 15 \log(r) \quad (eq. 4)$$
$$L_{p_{i}} = 10 \log \left[\frac{1}{45} \left(10^{\frac{L_{p_{dir1}}}{10}} * \theta + 10^{\frac{L_{p_{dir2}}}{10}} * (45 + \theta) \right) \right] \quad (eq. 5)$$

Where:

 L_{p} is the equivalent sound pressure level (L_{Aeq)} produced by the station at the noise-sensitive receptor, and

 $L_{Ws\phi}$ is a parameter which takes into account the A-weighted sound power level of the source, the typology of the various noise sources and components which constitute the station, the typology of the carriers and the noise propagation conditions, and noise directivity.

Equation 4 relies on reference values at discrete angles from the station/junction in 45-degree increments. Equation 5 interpolates the values to provide a prediction at any angle. Sound power reference values for various line speeds, and offset angles are presented in **Table 5-5** as recommended in the Rossi article.

Table 5-3 below, presents a comparison of predicted sound level values generated using the equations from the Rossi article and measured (real-world, see Appendix A) sound level values conducted for a 3S gondola system similar to that proposed for this Project. As previously discussed, this comparison was conducted to determine whether the predicted sound levels are similar enough to actual system sound measurements such that the predicted sound levels could be used to model the sound values for the proposed Project. As shown in **Table 5-3**, this comparison led to a conservative average over-prediction of 2.6 dBA across all locations. This is considered an acceptable difference that validates use of the equations from the Rossi article to predict noise levels for the proposed Project. Accordingly, use of the Rossi article's equations to evaluate the Project's operational noise has been validated and results in a conservative assessment of the noise generated by the Project's gondola system.

Table 5-3 Station Noise Prediction Validation

Measurement/Prediction Location	Predicted ²	Measured ³	Difference
Description	Leq, UDA	Leq, UDA	Difference
Station 0 degrees at 50 meters/164 feet	54.8	51.0	3.8
Station 30 degrees at 35 meters/115 feet	56.0	52.6	3.4
Station 45 degrees at 35 meters/115 feet	55.3	53.7	1.6
Station 0 degrees at 50 meters/164 feet	54.8	50.9	3.9
Station 30 degrees at 35 meters/115 feet	55.4	52.6	2.8
Station 45 degrees at 35 meters/115 feet	55.3	55.6	-0.3
Station 0 degrees at 20 meters/66 feet	60.8	58.9	1.9
Station 90 degrees at 20 meters/66 feet	58.0	54.5	3.5
		Average:	2.6
Notes:			
1. Angle in degrees is relative to tow rope direction.			
2. Predicted levels for Rossi Journal Article equation	าร		

3. Measured Leg values data for a similar 3S gondola system provided in Appendix A.

The following assumptions regarding the Project's stations/junction were utilized for the Project's analysis:

- The stations generate noise in a similar way as the systems in the Rossi article (which are considered to be conservative as a result of model validation in **Table 5-3**).
- The proposed Project includes three stations. While some stations may have power equipment (electrical motors to move the gondolas) and some may not, it was conservatively assumed that all stations would have power units, presenting a worst-case noise analysis.
- The proposed Project includes one junction. The junction is a non-passenger junction used to execute a turn in the ropeway (while the junction includes vertical circulation elements, which are for maintenance). Acoustically, it was assumed that the junction would have the same power unit as the stations and was modeled using the same equations and parameters as the stations.
- Distance from stations/junction to receptor was measured from the outline of the station/junction footprint to the receptor to provide the worst-case scenario.
- All angles were measured from the line direction provided in the preliminary construction phasing diagrams that were provided by the Project team.

Tower Noise

Tower noise was calculated based on equations in the Rossi article, using equations 6, 7, and 8, below, including noise generated by the rope passing over the sheaves (mechanism at top of tower which supports and/or holds down the cables) (Lp₁, *Equation* 6); and noise generated by the gondola cabin passing over the sheaves (L_{p2} , *Equation* 7). The calculated levels for both sources are combined using a time-weighted average (Lp_{tot}, *Equation* 8).

$$\begin{split} & L_{p_1} = L_{w_{1\varphi}} - 15 \log(r^2 + h^2)^{0.5} \quad (eq. 6) \\ & L_{p_2} = L_{w_{2\varphi}} - 15 \log(r^2 + h^2)^{0.5} \quad (eq. 7) \\ & L_{p_{tot}} = 10 \log\left[\frac{1}{D_1 + D_2} \left(10^{\frac{L_{p_1}}{10}} * D1 + 10^{\frac{L_{p_2}}{10}} * D2\right)\right] \quad (eq. 8) \end{split}$$

Where: L_{p1} is L_{Aeq} produced by the rope running on the sheave at the noise sensitive receptor location. L_{p2} is L_{Aeq} produced by the gondola cabin running over the sheave at the noise sensitive receptor in dBA.

 $L_{W1\phi}$ is a parameter which takes into account the A-weighted sound power of the noise source. D1 is the time length of the noise produced when there is only rope running, in seconds D2 is the time length of the noise produced by the gondola cabin transit, in seconds h is the tower height in meters

Table 5-4 below presents a comparison of predicted sound level values using the equations in the Rossi article and measured (real-world) sound level values for a 3S gondola system similar to that proposed for this Project (see Appendix A). As previously discussed, this comparison was conducted to determine whether the predicted sound levels are similar enough to actual system sound measurements such that the predicted sound levels could be used to model the sound values for the proposed Project. **Table 5-4** provides the predicted sound values for a gondola tower derived from the Rossi article for different speeds and distances and measured (real-world) sound level values for a 3S gondola tower similar to that proposed for this Project (see Appendix A). As shown in **Table 5-4**, this comparison led to close correlation between measured (real-world) and predicted noise levels of less than +/- 1.2 dBA. This is considered an acceptable difference that validates use of the equations from the Rossi article to predict noise levels for the proposed Project's towers.

Measurement/Prediction Location Description	Line Speed (meters per second/feet per second)	Predicted L _{eq} , dBA ¹	Measured L _{eq} , dBA ²	Difference
Tower 90 degrees at 20 meters/66 feet	7/23	59.7	60.1	-0.4
Tower 90 degrees at 20 meters/66 feet	6/20	55.7	55.3	0.4
Tower 90 degrees at 20 meters/66 feet	5/16	52.8	52.6	0.2
Tower 90 degrees at 20 meters/66 feet	4/13	47.4	47.4	0.0
Tower 30 degrees at 30 meters/98 feet	7/23	55.8	57.0	-1.2
			Average:	-0.2

Table 5-4 Gondola Tower Noise Prediction Validation

Notes:.

1. Predicted levels from Rossi Journal Article equations.

2. Measured Leq values from data for a similar 3S gondola system provided in Appendix A.

The following assumptions regarding the Project's towers were utilized for the Project's analysis:

- Tower to noise-sensitive receptor distances are based on the plan distance with no extra distance added to account for tower height to provide worst-case propagation distance and a conservative analysis.
- The duration of time that the gondola cabin is crossing over the support sheaves (support system on top of towers through which the rope passes under or over) was calculated by dividing the assumed length of sheaves by the line speed.
- Sheave length was assumed to be 80 feet for all sheaves consistent with the Project design.
- The duration of time the cable is passing over the sheaves between cabins was found by subtracting the duration of time that the gondola is crossing over the support sheaves from the headway between gondolas.

Operational System Sound Power Levels for Prediction Models

The reference sound power level values used for the prediction of operational system noise, for stations, junction, and towers, as provided in the Rossi article, are presented in **Table 5-5**, below, including:

- Noise from stations and the junction
- Noise at the towers generated by the rope traveling through (i.e., between gondola cabins)
- Noise at the towers generated by a gondola cabin traveling through

The "Offset angle" is the angle from the noise source to the noise-sensitive receptor; noise levels vary depending on this angle.

Offset angle	Stations and Junction		Tow (Ro	vers* ope)	Towers* (Gondola Cabin)	
(degrees)	11.5 ft/s (3.5 m/s)	16.4 ft/s (5.0 m/s)	11.5 ft/s (3.5 m/s)	16.4 ft/s (5.0 m/s)	11.5 ft/s (3.5 m/s)	16.4 ft/s (5.0 m/s)
0	71	76	70.5	75	80	84.5
45	71	75.5			80	84.5
90	71	74	71.5	76	80	84.5
135	71	75.5			80	84.5
180	72	77	70.5	75	80	84.5
225	72	75.5			80	84.5
270	72.5	75.5	71.5	76	80	84.5
315	72	76			80	84.5

Table 5-5 Gondola System Sound Power Reference Levels (L_{wso}, dBA)

Source: Rossi and Nicolini, 2011

*Tower sound power levels assume hold down sheaves, which are the tower components over which the rope travels, as they are slightly more conservative than other referenced sheave types. *Station sound power levels assumed the louder "powered" stations.

5.3.1 Passenger Noise

Passenger noise was calculated using reference values as shown in **Table 5-6**, and standard noise propagation equations (Olsen 1998) with model inputs being overall passenger queuing number estimates accompanied by percentage breakdowns by gender/age and vocal effort (explained more in the operational assumptions section).

Table 5-6 Passenger Noise Reference Values in Leq, dBA at 3.3 feet (1 meter)

Females 50 55 63 71 82 Males 52 58 65 76 89 Children 52 58 65 74 82	Gender/age	Casual	Normal	Raised	Loud	Shouted
Males 52 58 65 76 89 Children 52 58 65 74 83	Females	50	55	63	71	82
Children 52 59 65 74 92	Males	52	58	65	76	89
Children 53 56 65 74 62	Children	53	58	65	74	82

Source: Olsen 1998

Conservatively, the passenger noise modeling assumptions utilized in the analysis for all operational scenarios are those that are applicable to the Dodger Game Day scenario as part of the 2042 horizon year, which would generate the highest ridership and therefore the highest

passenger noise levels. The Dodger Game Day scenario utilized the following assumptions, which are discussed further in Section 6.1.3:

- Passenger breakdown 50% males, 30% females, 20% children.
- Vocal Effort 50% not talking; of the 50% talking, 60% normal, 35% raised, 5% loud.

5.3.2 Gondola Cabin Noise

In addition to the primary operational noise levels from the stations, junction, towers and passengers at stations as discussed above, an analysis was also conducted to assess the noise from the gondola cabins themselves as they travel between and within the stations, towers and junction in proximity to receptor locations. While the cabins themselves would be mostly silent, some noise might be expected from the people traveling inside the cabin and any heating, ventilation, and air conditioning (HVAC) equipment associated with the cabin.

For this analysis, the closest distance from the cabin path to the receptor was calculated, the number and mix of people inside the cabin was considered (assuming up to 40 people per cabin with acoustical assumptions similar to those presented above), the typical noise reduction for standard automotive safety glass (approximately 25 dBA), as well as a maximum allowable sound power level allowed for the HVAC units in order for the resulting noise level at the nearest receptor to be at least 10 dBA below the expected nighttime ambient noise level. These requirements are listed as Project Design Feature (PDF) NOI-PDF-A in Section 7 below.

5.3.3 Combined Operational Noise

The combined operational noise at any analysis location is the energy-sum of the system noise (stations, junction, and/or towers), passenger noise sources (stations), and cabins within 500 feet of the analysis location, as calculated in hourly L_{eq} , and CNEL, in dBA.

5.4 Operational Vibration

Ground-borne vibration impacts due to the Project's operation activities were evaluated by identifying potential vibration sources and evaluating potential vibration outside of the Project footprint.

5.5 Thresholds of Significance

Appendix G of the State CEQA Guidelines provides a set of screening questions that are intended to assist lead agencies when assessing a project's potential impacts with regard to noise and vibration. These questions are as follows:

Would the Project result in:

- a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Generation of excessive ground-borne vibration or ground-borne noise levels?
- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

For purposes of this proposed Project, for which Metro is the Lead Agency and the City is a responsible agency, but which is proposed by the private Project Sponsor, both Metro's thresholds and the City's thresholds are included as part of the analysis. Metro applies the FTA impact criteria for both noise and vibration. The City utilizes thresholds from the City's 2006 L.A. CEQA Thresholds Guide and the LAMC for noise, which are generally not utilized by Metro, but are included for purposes of this Draft EIR. For vibration, the City of Los Angeles also uses the FTA impact criteria.

5.5.1 Construction Impact Thresholds

5.5.1.1 Noise Thresholds

Metro uses the following noise threshold:

From the FTA Manual, a significant noise impact would exist if:

The Project construction noise level would exceed a daytime L_{eq} of 80 dBA at a residential, school, church property, or park use or 85 dBA at a commercial property.

The City of Los Angeles uses the following noise thresholds:

The L.A. CEQA Thresholds Guide identifies the following criteria to evaluate construction noise:

- Construction activities lasting more than one day would exceed ambient exterior noise levels by 10 dBA or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed ambient existing exterior noise levels by 5 dBA or more at a noise-sensitive use; or
- Construction activities noise level would exceed the ambient noise level by 5 dBA or more at a noise-sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or anytime on Sunday.

LAMC Section 112.05 identifies the following criteria to evaluate construction noise:

 Between the hours of 7:00 AM and 10:00 PM, in any residential zone of the City or within 500 feet thereof, the maximum allowable noise level for construction equipment is 75 dBA when measured at 50 feet from the noise source. Said noise limitations shall not apply where compliance therewith is technically infeasible despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

For purposes of analyzing construction impacts in this EIR, this L.A. Municipal Code standard will be expanded to include sensitive uses in addition to a "residential zone" and will not include the waiver for the limitation where reducing noise below 75 dBA is technically infeasible.

5.5.1.2 Vibration Thresholds

Metro and the City of Los Angeles both use the following vibration thresholds:

From FTA Guidance, a significant vibration impact would exist if:

- For human annoyance, ground vibration levels exceed 72 VdB at residential structures, or 75 VdB at institution land uses.
- For potential structural damage, ground vibration levels exceeding:

- 0.5 PPV, inches per second, for category 1 buildings (reinforced-concrete, steel or timber (no plaster))
- 0.3 PPV, inches per second, for category 2 buildings (engineered concrete and masonry (no plaster))
- 0.2 PPV, inches per second, for category 3 buildings (non-engineered timber and masonry buildings)
- 0.12 PPV, inches per second, for category 4 buildings (buildings extremely susceptible to vibration damage)

Based on the guidance provided above, and as construction activities for the Project would last more than 10 days in a three-month period, the applicable construction-related noise and vibration thresholds for the Project are:

- **Noise-1:** A project would normally have a significant impact on noise levels from construction if construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA L_{eq(day)} or more at a noise-sensitive use (City: L.A. CEQA Thresholds Guide).
- **Noise-2**: A significant noise impact would exist if noise from construction equipment generates noise levels greater than 75 dBA at a distance of 50 feet from the source between 7:00 AM and 10:00 PM (City: LAMC).
- Noise-3: A significant noise impact would exist if the Project construction noise level would exceed 80 dBA L_{eq(day)} at residential properties, churches, schools, and parks, or 85 dBA L_{eq(day)} at commercial properties (Metro: FTA).
- **Vibration-1:** A significant vibration impact would exist for human annoyance if ground vibration levels exceed 72 VdB at residential structures, or 75 VdB at institutional structures. For potential structural damage, a significant vibration impact would exist if ground vibration levels exceed:
 - 0.5 PPV, inches per second, for category 1 buildings (reinforced-concrete, steel or timber (no plaster)) – (FTA)
 - 0.3 PPV, inches per second, for category 2 buildings (engineered concrete and masonry (no plaster)) – (FTA)
 - 0.2 PPV, inches per second, for category 3 buildings (non-engineered timber and masonry buildings) – (FTA)
 - 0.12 PPV, inches per second, for category 4 buildings (buildings extremely susceptible to vibration damage) – (FTA)

5.5.2 Operational Impact Thresholds

Metro uses the following operational noise threshold:

From the FTA Manual, a significant noise impact would exist if:

• The project noise level would result in a "severe impact" at levels ranging from 55 to 80 dBA depending on existing noise exposure, in accordance with Figure 3-1 in Section 3.1.1 above.

The City of Los Angeles uses the following operational noise thresholds:

The L.A. CEQA Thresholds Guide states that a project would normally have a significant impact during operation if:

• The project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL, to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA CNEL or greater noise increase (see Table 3-4 City of Los Angeles Guidelines for Noise Compatible Land UseTable 3-4).

From the LAMC, a significant noise impact would exist if:

• The project Noise level would result in a significant noise impact with an increase in L_{eq(day)} or L_{eq(night)} levels over 5 dBA over existing ambient noise levels.

Based on the guidance provided above, the applicable operation-related noise thresholds for the Project are:

- **Noise-4:** A project would normally have a significant impact during operation if the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL, to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA CNEL or greater noise increase (City: L.A. CEQA Thresholds Guide).
- Noise-5: A significant noise impact would exist if the project Noise level would result in an increase in L_{eq(day)} or L_{eq(night)} levels of 5 dBA over existing ambient noise levels (City: LAMC).
- **Noise-6**: A significant noise impact would exist if the project noise level would result in a "severe impact" at levels ranging from 55 to 80 dBA depending on existing noise, in accordance with Figure 3-1 in Section 3.1.1 above (Metro: FTA).

6. Noise and Vibration Impacts

6.1 Noise

This section discusses predicted noise levels and resulting noise impacts for both construction and operation of the Project.

6.1.1 Noise-Sensitive Receptors

The noise-sensitive receptors (NSRs) evaluated in the construction and operational noise analysis are listed in **Table 6-1** (including existing noise level information) and are shown in **Figure 6-1** for the proposed Project. As mentioned previously, the NSRs represent existing noise conditions in a variety of locations throughout the Project area, focusing on areas of existing or future noise-sensitive receptors, including single-family residential (SFR) areas, multi-family residential (MFR) areas, parks, schools, and other outdoor areas of frequent human use. For this Project, to ensure that the analysis is conservative, exterior facades with operable windows were also considered for noise impacts at residential units and school buildings. The noise measurements were conducted at the sites of impact-sensitive receptors along the proposed Project alignment, from LAUS to Dodger Stadium.

				L _{eq(day)}	Leq(night)	L _{dn}	CNEL
NSR	Name	Land Use ¹	ML ²	7:00- 22:00	22:00- 7:00	24-hr	24-hr
NSR 1 A	Los Angeles Union Station	Transit Terminal	ML-01	61.1	57.7	64.8	65.1
NSR 1 B	First 5 LA	Daycare Center	ML-01	61.1	57.7	64.8	65.1
NSR 2	El Pueblo	Public Park	ML-02	69.0	65.5	72.6	72.9
NSR 3	Mozaic Apartments	MFR	ML-03	68.4	65.5	72.5	72.7
NSR 4	The California Endowment	Office Building	ML-04	63.6	60.7	67.7	68.0
NSR 5	Future Residential Development	Future MFR ³	ML-05	65.6	64.9	71.5	71.6
NSR 6	Chinatown Senior Lofts	MFR	ML-06	69.0	64.1	71.6	72.0
NSR 7	Homeboy Industries	Office Building	ML-08	69.8	65.1	72.6	72.9
NSR 8	Future Residential Development	Future MFR ³	ML-11	64.7	64.4	70.8	71.0
NSR 9	Blossom Plaza	MFR	ML-10	61.1	56.5	63.9	64.3
NSR 10	Future Residential Development	Future MFR ³	ML-10	61.1	56.5	63.9	64.3
NSR 11	Capitol Milling	Commercial	ML-12	63.0	59.5	66.6	66.9
NSR 12	Residential Development	MFR	ML-11	64.7	64.4	70.8	71.0
NSR 13 N	Future Residential Development - North	Future MFR ³	ML-18	65.8	60.9	68.5	69.0
NSR 13 S	Future Residential Development - South	Future MFR ³	ML-15	67.7	63.6	70.9	71.2
NSR 14 N	Los Angeles State Historic Park – North	Public Park	ML-17	53.6	48.7	56.3	56.7
NSR 14 S	Los Angeles State Historic Park – South	Public Park	ML-14	58.7	55.2	62.3	62.6
NSR 15	St Peter's Church	Church	ML-18	65.8	60.9	68.5	69.0
NSR 16	Cathedral High School	School	ML-19	58.7	53.8	61.3	61.8

Table 6-1 Noise Receptors and Existing Noise Levels Summary (dBA)

	Name	Land Use ¹	ML ²	L _{eq(day)}	Leq(night)	Ldn	CNEL
NSR				7:00- 22:00	22:00- 7:00	24-hr	24-hr
NSR 17 N	Low-Rise Residential - North (on Savoy Street)	SFR	ML-20	56.1	51.2	58.9	59.3
NSR 17 S	Low-Rise Residential - South (on Savoy Street)	SFR	ML-20	56.1	51.2	58.9	59.3
NSR 18	Solano Canyon Neighborhood	SFR	ML-21	56.5	51.6	59.1	59.6
NSR 19 ⁴	Elysian Park Recreation Center	Public Park	ML-22	57.2			

Notes:

¹ SFR = Single Family Residential, MFR = Multi-Family Residential, ML= Measurement Location.

² Not all noise measurement locations represented NSRs, some of these were alternate locations for potential future NSRs.

³ NSR 5 is currently an undeveloped City-owned parking lot and is proposed for future multi-family residential uses. NSR 8 is a vacant lot at N. Spring St. and W. College St. that's proposed for College Station, a mixed-use transit-oriented development that would include up to 770 residential units. NSR 10 is a proposed mixed-use project at 924 N. Broadway that would include 178 residential units. NSR 13N and 13S are two phases of the proposed Buena Vista mixed-use development at 1251 North Spring Street and 1030-1080 N. Broadway that would include up to 986 residential units.

⁴ NSR 19/ML-22, is a daytime use only location (public park picnic area) that is not near Project operations but will have a laydown yard nearby during the Project construction phases, so only representative daytime noise measurements were collected at that location. Only construction impacts were modeled for this location.

6.1.2 Construction Noise Impacts

This section of the report discusses predicted noise levels and potential impacts associated with the construction of the Project.

On-Site Construction Noise

Significant and Unavoidable. Noise impacts from Project construction activities would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise-sensitive receptors. Each phase of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Construction noise levels would fluctuate throughout a given workday as construction equipment moves within the various Project component construction sites.

Construction Noise Sources and Receptors

A construction noise impact analysis was conducted for each Project component during selected worst-case construction phases, evaluating all NSRs within approximately 500 feet of each Project component site. A distance of 500 feet was selected because noise attenuates with distance and it is estimated that, beyond this distance, construction noise levels would generally be expected to be less than the high daytime ambient noise levels in the Project's urban environment. Therefore, the proposed Project would not impact NSRs beyond 500 feet. An exception was made to the 500-foot distance for the Elysian Park Recreation Center (NSR 19) which is the nearest sensitive land use to the Mesa Lot, and has a lower ambient noise level than most of the Project NSRs. The Elysian Park Recreation Center (NSR 19) is located approximately 615 feet from the Project's construction laydown area. The construction noise impact analysis analyzed the following phases of construction at each location as follows:

- 1) Building Demolition at the Broadway Junction
- 2) Foundations and Columns at all Project components



Figure 6-1 Noise-Sensitive Receptors Map

- 3) Structural Steel and Gondola Equipment Erection at all Project components
- 4) Vertical Circulation, Hardscaping, Landscaping, and Interior Work at all Project components
- 5) Material Laydown at the Mesa Lot

For each construction phase, the worst-case simultaneous equipment was analyzed as provided in **Table 6-2**. For the Structural Steel and Gondola Equipment Erection construction phase, the available sound barrier mitigation varies over the course of the Structural Steel phase. Therefore, as part of this analysis, three different sound barrier mitigation scenarios were analyzed: 1) sound barriers during deck cribbing and shoring; 2) sound barriers once deck cribbing and shoring is complete; and 3) sound barriers during deck removal.

		Number of Each Equipment Type for Worst Case per Phase ¹							
Equipment	L _{eq} at 50 ft	Demo	Foundations and	Structural Steel and Gondola Equipment	Vertical Circulation, Hardscaping, Landscaping, and Interior Work ²		Mesa Laydown		
			ooranno	Erection	Stations	Towers	, and a		
Backhoe	73.6	1	-	-	1	2	-		
Chain Saw	76.7	1	-	-	-	-	-		
Compactor (ground)	76.2	-	-	-	1	1	-		
Compressor (air)	73.7	-	-	1	-	-	-		
Concrete Mixer Truck	74.8	-	2	2	1	1	-		
Concrete Pump Truck	74.4	-	1	-	-	-	-		
Concrete Saw	82.6	1	-	-	-	-	-		
Crane	72.6	-	1	1	1	-	1		
Dozer	77.7	1	-	-	-	-	-		
Dump Truck	72.5	5	-	-	1	1	-		
Excavator	76.7	2	-	-	-	-	-		
Flat Bed Truck	70.3	-	1	1	1	1	1		
Gradall	79.4	-	1	1	-	1	2		
Hydra Break Ram	80.0	1	-	-	-	-	-		
Jackhammer	81.9	1	-	-	-	-	-		
Pickup Truck	71.0	2	1	1	1	1	-		
Pneumatic Tools	82.2	-	-	2	-	-	-		
Vacuum Excavator (Vac-truck)	81.3	-	1	-	-	-	-		
Vacuum Street Sweeper	71.6	1	1	1	1	1	-		
Ventilation Fan	78.9	-	-	1	-	-	-		

Table 6-2 Equipment Rosters for Analyzed Construction Phases

			Number of Each	Equipment Ty	pe for Worst	Case per Pha	se ¹
Equipment	L _{eq} at 50 ft	Demo	Foundations and Columns	Structural Steel and Gondola	Vertical C Hardso Landsca Interio	irculation, caping, ping, and r Work ²	Mesa Laydown Area
			ooranno	Erection	Stations	Towers	, and a
Vibrating Hopper	84.0	-	2	-	-	-	-
Warning Horn	70.2	1	3	4	2	2	-
Welder / Torch	70.0	1	1	4	1	-	-
Total:		18	15	19	11	11	4
¹ The worst-case equipme equipment mix that would ² Vertical Circulation, Hard locations.	nt for the noise produce the hi lscaping, Land	e analysis wa ighest noise Iscaping, and	as developed by de levels. d Interior Work phas	termining for eac se had separate e	h construction pl equipment lists fo	hase the simultar	neous ver Project

The equipment rosters for all analyzed phases, including RCNM reference values for L_{eq} at 50 feet, are shown in **Table 6-2**.

Construction Noise Predicted Levels and Impacts

To determine construction noise impacts, sound-generating equipment was modeled at representative locations within the construction area for each construction phase at each Project component, and the RCNM reference levels were propagated to nearby NSRs to determine their respective sound levels due to construction activity.

Table 6-3 shows a summary of the construction analysis, including predicted levels and total impacts, without and with mitigation. The existing noise level (L_{eq}) is provided for each Project component location at the associated NSRs (e.g., NSRs 1 through 3 are associated with the Alameda Station). The predicted noise levels during each phase of construction activities are shown, as well as the increase (difference) in noise level from the existing conditions to the construction conditions, and whether that increase is considered an exceedance of a threshold and therefore an impact.

Ranges of levels for mitigation results in **Table 6-3** represent best and worst-case scenarios of mitigation measures (e.g., sound barriers). Specifically, during the Structural Steel and Gondola Equipment Erection phase, a temporary platform will be installed on which a sound barrier would be placed. However, it is only feasible to have the sound barrier installed during a portion of the Structural Steel and Gondola Equipment Erection phase. Accordingly, **Tables 6-3** and **6-4** identify the best-case mitigation in this location (e.g., when the sound walls will be installed) as well as the worst-case (i.e., when the sound walls will not be installed).

For multistory residential NSRs, impacts were modeled at 2 different elevations as applicable - ground level (appended "B" in **Table 6-3**) and at the lowest floor at which a sound barrier would be ineffective because it would not block the line-of-sight between the source and receptor (appended "T" in **Table 6-3**).

An NSR was considered to have an impact as defined by the L.A. CEQA Thresholds Guide if the sound level due to construction activity exceeded the existing condition by at least 5 dBA L_{eq} , and an NSR was considered to have an impact as defined by FTA if the construction noise exceeds the thresholds outlined in **Table 3-1**. An analysis of the thresholds is provided after the tables below. **Table 6-2** includes information used to assess construction noise impacts associated with the LAMC Section 112.05 noise limit of 75 dBA at 50 feet, discussed in Noise-2.

Table 6-3: Proposed Project Construction Noise (L.A. CEQA Threshold Analysis)

					Wit	thout Mitiga	ation		Wi	th Mitigation	
Project	Construction Phase	NSR	Land Use	Existing	Pred Construct Levels I	licted tion Noise _{-eq} (dBA)		Predicted	l Constructio (dB/	on Noise Levels L _{eq} A)	lun antaŭ
component one					Level	Increase	impacts?	Level	Increase	Reduction in Noise Level from Sound Barrier	impacts?
		NSR 1A	Transit Terminal	61.1	81.0	19.9	Yes	79.5	18.4	1.5	Yes
		NSR 1B	Daycare Center	61.1	67.7	6.6	Yes	65.1	4.0	2.6	No
	Foundations and	NSR 2	Public Park	69.0	90.1	21.1	Yes	81.4	12.4	8.7	Yes
	Columna	NSR 3	MFR	68.4	88.9	20.5	Yes	78.9	10.5	10.0	Yes
		NSR 3T	MFR	68.4	87.4	19.0	Yes	87.3	18.9	0.1	Yes
		NSR 1A	Transit Terminal	61.1	79.8	18.7	Yes	77.2 - 79.8	16.1 - 18.7	0.0 - 2.6	Yes
	Structural Steel and	NSR 1B	Daycare Center	61.1	64.9	3.8	No	63.8	2.7	1.1	No
Alameda Station	Gondola Equipment	NSR 2*	Public Park	69.0	90.0	21.0	Yes	90.0	21.0	0.0	Yes
	Erection	NSR 3	MFR	68.4	92.3	23.9	Yes	84.8 - 87.9	16.4 - 19.5	4.4 - 7.5	Yes
		NSR 3T**	MFR	68.4	91.8	23.4	Yes	91.8	23.4	0.0	Yes
		NSR 1A	Transit Terminal	61.1	73.0	11.9	Yes	71.0	9.9	2.0	Yes
	Vertical Circulation,	NSR 1B	Daycare Center	61.1	59.0	0.0	No	58.4	0.0	0.0	No
	Hardscape,	NSR 2*	Public Park	69.0	91.8	22.8	Yes	91.8	22.8	0.0	Yes
	Work	NSR 3	MFR	68.4	90.6	22.2	Yes	80.6	12.2	10.0	Yes
		NSR 3T**	MFR	68.4	85.5	17.1	Yes	85.5	17.1	0.0	Yes
	Foundations and Columns	NSR 4	Office Building	63.6	84.1	20.5	Yes	80.9	17.3	3.2	Yes
Alameda Tower	Structural Steel and Gondola Equipment Erection	NSR 4	Office Building	63.6	79.5	15.9	Yes	78.7	15.1	0.8	Yes
	Vertical Circulation, Hardscape,	NSR 4	Office Building	63.6	78.7	15.1	Yes	72.9	9.3	5.8	Yes

					Wit	thout Mitiga	ation		Wi	th Mitigation	
Project Component Site	Construction Phase	NSR	Land Use	Existing	Pred Construct Levels L	icted tion Noise _{-eq} (dBA)		Predicted Construction Noise Levels Leq (dBA)			lunests2
component one			Land Use Existing Leg (dBA) Without Mitigation With Mitigation Future MFR 65.6 82.0 16.4 Yes Predicted Construction Noise Levels Leg (dBA) Impacts? Predicted Construction Noise Leg (dBA) 5 Future MFR 65.6 82.0 16.4 Yes 77.6 12.0 4.4 T Future MFR 65.6 81.6 16.0 Yes 81.3 15.7 0.3 5 MFR 69.0 81.2 12.2 Yes 77.5 8.5 3.7 6 MFR 69.0 81.2 12.2 Yes 78.9 9.9 0.0 7 Office Building 69.8 84.1 14.3 Yes 78.8 8.2 8.2 5 Future MFR 65.6 81.0 15.4 Yes 79.3 13.7 1.7 5 Future MFR 65.6 81.0 15.4 Yes 78.4 9.4 15.5 7 Office Building 69.8 80.0 </td <td></td> <td>Reduction in Noise Level from Sound Barrier</td> <td>impacts?</td>		Reduction in Noise Level from Sound Barrier	impacts?					
	Landscape, Interior Work										
		NSR 5	Future MFR	65.6	82.0	16.4	Yes	77.6	12.0	4.4	Yes
		NSR 5T	Future MFR	65.6	81.6	16.0	Yes	81.3	15.7	0.3	Yes
	Foundations and Columns	NSR 6	MFR	69.0	81.2	12.2	Yes	77.5	8.5	3.7	Yes
	Columno	NSR 6 T**	MFR	69.0	78.9	9.9	Yes	78.9	9.9	0.0	Yes
		NSR 7	Office Building	69.8	84.1	14.3	Yes	80.3	10.5	3.8	Yes
		NSR 5	Future MFR	65.6	82.0	16.4	Yes	73.8	8.2	8.2	Yes
	Structural Steel and	NSR 5T	Future MFR	65.6	81.0	15.4	Yes	79.3	13.7	1.7	Yes
Alpine Tower	Gondola Equipment	NSR 6	MFR	69.0	80.3	11.3	Yes	78.4	9.4	1.9	Yes
	Erection	NSR 6T	MFR	69.0	78.3	9.3	Yes	75.1	6.1	3.2	Yes
		NSR 7	Office Building	69.8	80.0	10.2	Yes	77.6	7.8	2.4	Yes
		NSR 5	Future MFR	65.6	76.8	11.2	Yes	69.5	3.9	7.3	No
	Vertical Circulation,	NSR 5 T**	Future MFR	65.6	76.4	10.8	Yes	76.4	10.8	0.0	Yes
	Hardscape,	NSR 6	MFR	69.0	75.9	6.9	Yes	68.3	0.0	6.9	No
	Work	NSR 6T	MFR	69.0	74.7	5.7	Yes	72.9	3.9	1.8	No
		NSR 7	Office Building	69.8	78.5	8.7	Yes	71.3	1.5	7.2	No
		NSR 8T	Future MFR	64.7	82.9	18.2	Yes	78.5	13.8	4.4	Yes
		NSR 8B	Future MFR	64.7	84.9	20.2	Yes	80.5	15.8	4.4	Yes
		NSR 9	MFR	61.1	72.6	11.5	Yes	68.1	7.0	4.5	Yes
Chinatown/State Park Station	Foundations and	NSR 9T**	MFR	61.1	72.4	11.3	Yes	72.4	11.3	0.0	Yes
	Columna	NSR 10	MFR	61.1	68.9	7.8	Yes	65.4	4.3	3.5	No
		NSR 10T**	MFR	61.1	66.5	5.4	Yes	66.5	5.4	0.0	Yes
		NSR 11	Restored Mill	63.0	83.2	20.2	Yes	77.2	14.2	6.0	Yes

					Wit	hout Mitiga	ation		Wi	th Mitigation	
Project	Construction Phase	NSR	Land Use	Existing	Pred Construct Levels L	icted tion Noise -eq (dBA)	lunated	Predicted	Constructio	on Noise Levels L _{eq} A)	lun actor
					Level	Increase	impacts?	Level	Increase	Reduction in Noise Level from Sound Barrier	impacts?
		NSR 12	MFR	64.7	74.9	10.2	Yes	71.2	6.5	3.7	Yes
		NSR 12T**	MFR	64.7	74.8	10.1	Yes	74.8	10.1	0.0	Yes
		NSR 13S*	Future MFR	67.7	69.2	1.5	No	69.2	1.5	0.0	No
		NSR 14S	Public Park	58.7	85.8	27.1	Yes	77.7	19.0	8.1	Yes
		NSR 8T	Future MFR	64.7	80.4	15.7	Yes	79.8	15.1	0.6	Yes
		NSR 8B	Future MFR	64.7	83.2	18.5	Yes	82.7	18.0	0.5	Yes
		NSR 9	MFR	61.1	66.7	5.6	Yes	65.7	4.6	1.0	No
	Structural Steel and Gondola Equipment	NSR 9T**	MFR	61.1	66.6	5.5	Yes	66.6	5.5	0.0	Yes
		NSR 10	MFR	61.1	67.0	5.9	Yes	66.6	5.5	0.4	Yes
		NSR 10T**	MFR	61.1	65.7	4.6	No	65.7	4.6	0.0	No
	Erection	NSR 11	Restored Mill	63.0	75.2	12.2	Yes	73.8	10.8	1.4	Yes
		NSR 12	MFR	64.7	73.3	8.6	Yes	72.4	7.7	0.9	Yes
		NSR 12T**	MFR	64.7	73.3	8.6	Yes	72.6	7.9	0.7	Yes
		NSR 13S*	Future MFR	67.7	64.0	0.0	No	63.5	0.0	0.0	No
		NSR 14S	Public Park	58.7	77.5	18.8	Yes	76.0	17.3	1.5	Yes
		NSR 8T	Future MFR	64.7	74.4	9.7	Yes	68.2	3.5	6.2	No
		NSR 8B	Future MFR	64.7	75.5	10.8	Yes	69.5	4.8	6.0	No
		NSR 9	MFR	61.1	62.6	1.5	No	54.3	0.0	1.5	No
	Vertical Circulation,	NSR 9T**	MFR	61.1	62.4	1.3	No	62.4	1.3	0.0	No
	Hardscape,	NSR 10	MFR	61.1	63.8	2.7	No	57.5	0.0	2.7	No
	Work	NSR 10T**	MFR	61.1	61.1	0.0	No	61.1	0.0	0.0	No
		NSR 11	Restored Mill	63.0	73.6	10.6	Yes	64.7	1.7	8.9	No
		NSR 12	MFR	64.7	67.1	2.4	No	57.1	0.0	2.4	No
		NSR 12T**	MFR	64.7	67.0	2.3	No	67.0	2.3	0.0	No

					Wit	hout Mitiga	ation		Wi	th Mitigation		
Project	Construction Phase	NSR	Land Use	Existing	Pred Construct Levels L	icted tion Noise . _{eq} (dBA)		Predicted	Constructio	on Noise Levels L _{eq} A)		
					Level	Increase	impacts?	Level	Increase	Reduction in Noise Level from Sound Barrier		
		NSR 13S*	Future MFR	67.7	60.3	0.0	No	55.3	0.0	0.0	No	
		NSR 14S	Public Park	58.7	78.8	20.1	Yes	68.8	10.1	10.0	Yes	
		NSR 13S*	Future MFR	67.7	66.1	0.0	No	66.1	0.0	0.0	No	
		NSR 13N*	Future MFR	65.8	67.0	1.2	No	67.0	1.2	0.0	No	
		NSR 14N	Public Park	53.6	72.6	19.0	Yes	62.6	9.0	10.0	Yes	
	Demo	NSR 15	Church	65.8	67.7	1.9	No	58.1	0.0	1.9	No	
		NSR 16	School	58.7	79.7	21.0	Yes	69.7	11.0	10.0	Yes	
		NSR 17N	SFR	56.1	77.3	21.2	Yes	67.3	11.2	10.0	Yes	
		NSR 17S	SFR	56.1	90.0	33.9	Yes	80.0	23.9	10.0	Yes	
		NSR 13S*	Future MFR	67.7	66.1	0.0	No	66.1	0.0	0.0	No	
		NSR 13N*	Future MFR	65.8	67.3	1.5	No	67.3	1.5	0.0	No	
		NSR 14N	Public Park	53.6	72.8	19.2	Yes	62.8	9.2	10.0	Yes	
Broadway	Foundations and Columns	NSR 15	Church	65.8	67.6	1.8	No	61.7	0.0	1.8	No	
Junction	Columns	NSR 16	School	58.7	78.9	20.2	Yes	68.9	10.2	10.0	Yes	
		NSR 17N	SFR	56.1	76.9	20.8	Yes	67.0	10.9	9.9	Yes	
		NSR 17S	SFR	56.1	89.2	33.1	Yes	79.2	23.1	10.0	Yes	
		NSR 13S*	Future MFR	67.7	66.0	0.0	No	65.2 - 66	0.0	0.0	No	
		NSR 13N*	Future MFR	65.8	65.5	0.0	No	64.9 - 65.5	0.0	0.0	No	
	Structural Steel and	NSR 14N	Public Park	53.6	72.6	19.0	Yes	70.1 - 71.4	16.5 - 17.8	1.2 - 2.5	Yes	
	Gondola Equipment	NSR 15	Church	65.8	68.3	2.5	No	67.2 - 67.7	1.4 - 1.9	0.6 - 1.1	No	
	Erection	NSR 16	School	58.7	72.8	14.1	Yes	70.2 - 72.2	11.5 - 13.5	0.6 - 2.6	Yes	
		NSR 17N	SFR	56.1	73.1	17.0	Yes	69.3 - 71.5	13.2 - 15.4	1.6 - 3.8	Yes	
		NSR 17S	SFR	56.1	80.7	24.6	Yes	75.1 - 75.1	19.0	5.6	Yes	

					Wit	hout Mitiga	ation		Wi	th Mitigation	
Project	Construction Phase	NSR	Land Use	Existing	Pred Construct Levels L	icted tion Noise _{-eq} (dBA)		Predicted	l Constructio (dB/	on Noise Levels L _{eq} A)	
Component Site				Leq (OBA)	Level	Increase	Impacts?	Level	Increase	Reduction in Noise Level from Sound Barrier	Impacts?
		NSR 13S*	Future MFR	67.7	59.8	0.0	No	59.8	0.0	0.0	No
		NSR 13N*	Future MFR	65.8	60.9	0.0	No	60.9	0.0	0.0	No
	Vertical Circulation,	NSR 14N	Public Park	53.6	66.3	12.7	Yes	56.3	2.7	10.0	No
	Hardscape,	NSR 15	Church	65.8	61.3	0.0	No	56.6	0.0	0.0	No
	Work	NSR 16	School	58.7	72.4	13.7	Yes	63.1	4.4	9.3	No
		NSR 17N	SFR	56.1	71.9	15.8	Yes	61.9	5.8	10.0	Yes
		NSR 17S	SFR	56.1	82.6	26.5	Yes	72.6	16.5	10.0	Yes
		NSR 16*	School	58.7	63.7	5.0	Yes	61.0	2.3	2.7	No
	Foundations and	NSR 17N*	SFR	56.1	59.9	3.8	No	57.1	1.0	2.8	No
	Columns	NSR 18*	SFR	56.5	53.1	0.0	No	53.1	0.0	0.0	No
	Structural Steel and	NSR 16	School	58.7	65.6	6.9	Yes	59.7	1.0	5.9	No
Stadium Tower	Gondola Equipment	NSR 17N	SFR	56.1	62.2	6.1	Yes	56.1	0.0	6.1	No
	Erection	NSR 18	SFR	56.5	55.7	0.0	No	49.6	0.0	0.0	No
	Vertical Circulation,	NSR 16	School	58.7	58.5	0.0	No	58.2	0.0	0.0	No
	Hardscape,	NSR 17N	SFR	56.1	54.8	0.0	No	54.6	0.0	0.0	No
	Landscape, Interior Work	NSR 18	SFR	56.5	48.2	0.0	No	48.2	0.0	0.0	No

Project					Wit	thout Mitiga	ation	With Mitigation				
Project	Construction Phase	NSR	Land Use	Existing	Pred Construc Levels I	licted tion Noise _{-eq} (dBA)		Predicted	l Constructio (dB	on Noise Levels L _{eq} A)		
Component Site				Leq (UDA)	Level	Increase	Impacts?	Level	Increase	Reduction in Noise Level from Sound Barrier	Impacts?	
	Foundations and	NSR 16*	School	58.7	61.0	2.3	No	61.0	2.3	0.0	No	
	Columns	NSR 18*	SFR	56.5	54.8	0.0	No	54.8	0.0	0.0	No	
	Structural Steel and	NSR 16*	School	58.7	61.7	3.0	No	61.7	3.0	0.0	No	
Stadium Station	Gondola Equipment Erection	NSR 18*	SFR	56.5	56.8	0.3	No	56.8	0.3	0.0	No	
	Vertical Circulation,	NSR 16*	School	58.7	54.4	0.0	No	54.4	0.0	0.0	No	
	Hardscape, Landscape, Interior Work	NSR 18*	SFR	56.5	49.2	0.0	No	49.2	0.0	0.0	No	
Mesa Lot	Laydown Yard	NSR 19*	Public Park	57.2	53.8	0.0	No	-	-	-	No	

1: Mitigation applied only when a barrier could feasibly be constructed between construction and impacted receptors. Receptors where barriers were found to not be feasible marked with an asterisk (*). Receptors where barriers were found to only be feasible at the bottom floor and not feasible at the top floor marked with a double asterisk (**).

2: Ranges of levels for mitigation results represent best and worst-case scenarios of mitigation measures at the receptor, such as when a barrier will need to be moved partway through a phase.

Table 6-4 Proposed Project Construction Noise (FTA Analysis)

						Without M	itigation	With Mit	igation
Project Component	Construction Phase	NSR	Land Use	FTA Impact	Existing Leq	Predicted Co	onstruction	Predicted Co	onstruction
Site				Threshold	(dBA)	Noise Level	s L _{eq} (dBA)	Noise Level	s L _{eq} (dBA)
						Level	Impacts?	Level	Impacts?
		NSR 1A	Transit Terminal	85	61.1	81.0	No	79.5	No
		NSR 1B	Daycare Center	80	61.1	67.7	No	65.1	No
	Foundations and Columns	NSR 2	Public Park	80	69.0	90.1	Yes	81.4	Yes
		NSR 3	MFR	80	68.4	88.9	Yes	78.9	No
		NSR 3T	MFR	80	68.4	87.4	Yes	87.3	Yes
		NSR 1A	Transit Terminal	85	61.1	79.8	No	77.2 - 79.8	No
		NSR 1B	Daycare Center	80	61.1	64.9	No	63.8	No
Alameda Station	Structural Steel and Gondola	NSR 2*	Public Park	80	69.0	90.0	Yes	90.0	Yes
		NSR 3	MFR	80	68.4	92.3	Yes	84.8 - 87.9	Yes
		NSR 3T**	MFR	80	68.4	91.8	Yes	91.8	Yes
		NSR 1A	Transit Terminal	85	61.1	73.0	No	71.0	No
		NSR 1B	Daycare Center	80	61.1	59.0	No	58.4	No
	Vertical Circulation, Hardscape,	NSR 2*	Public Park	80	69.0	91.8	Yes	91.8	Yes
		NSR 3	MFR	80	68.4	90.6	Yes	80.6	Yes
		NSR 3T**	MFR	80	68.4	85.5	Yes	85.5	Yes
	Foundations and Columns	NSR 4	Office Building	85	63.6	84.1	No	80.9	No
Alameda Tower	Structural Steel and Gondola Equipment Erection	NSR 4	Office Building	85	63.6	79.5	No	78.7	No
	Vertical Circulation, Hardscape, Landscape, Interior Work	NSR 4	Office Building	85	63.6	78.7	No	72.9	No

						Without M	litigation	With Mit	igation
Project Component	Construction Phase	NSR	Land Use	FTA Impact	Existing Leq	Predicted Co	onstruction	Predicted Co	onstruction
Site				Threshold	(dBA)	Noise Level	s L _{eq} (dBA)	Noise Level	s L _{eq} (dBA)
						Level	Impacts?	Level	Impacts?
		NSR 5	Future MFR	80	65.6	82.0	Yes	77.6	No
		NSR 5T	Future MFR	80	65.6	81.6	Yes	81.3	Yes
	Foundations and Columns	NSR 6	MFR	80	69.0	81.2	Yes	77.5	No
		NSR 6T**	MFR	80	69.0	78.9	No	78.9	No
		NSR 7	Office Building	85	69.8	84.1	No	80.3	No
		NSR 5	Future MFR	80	65.6	82.0	Yes	73.8	No
		NSR 5T	Future MFR	80	65.6	81.0	Yes	79.3	No
Alpine Tower	Structural Steel and Gondola	NSR 6	MFR	80	69.0	80.3	Yes	78.4	No
		NSR 6T	MFR	80	69.0	78.3	No	75.1	No
		NSR 7	Office Building	85	69.8	80.0	No	77.6	No
Project Component Site For Alpine Tower Stru Vertic La Chinatown/State Park Station Fo		NSR 5	Future MFR	80	65.6	76.8	No	69.5	No
		NSR 5T**	Future MFR	80	65.6	76.4	No	76.4	No
	Vertical Circulation, Hardscape,	NSR 6	MFR	80	69.0	75.9	No	68.3	No
		NSR 6T	MFR	80	69.0	74.7	No	72.9	No
		NSR 7	Office Building	85	69.8	78.5	No	71.3	No
		NSR 8T	Future MFR	80	64.7	82.9	Yes	78.5	No
		NSR 8B	Future MFR	80	64.7	84.9	Yes	80.5	Yes
		NSR 9	MFR	80	61.1	72.6	No	68.1	No
Chinatown/State Park Station		NSR 9T**	MFR	80	61.1	72.4	No	72.4	No
Chinatown/State Park Station	Foundations and Columns	NSR 10	MFR	80	61.1	68.9	No	65.4	No
		NSR 10T**	MFR	80	61.1	66.5	No	66.5	No
Station		NSR 11	Restored Mill	85	63.0	83.2	No	77.2	No
		NSR 12	MFR	80	64.7	74.9	No	71.2	No
		NSR 12T**	MFR	80	64.7	74.8	No	74.8	No

	construction Phase					Without M	itigation	With Mit	igation
Project Component	Construction Phase	NSR	Land Use	FTA Impact	Existing Leq	Predicted Co	onstruction	Predicted Co	onstruction
Site				Threshold	(dBA)	Noise Levels	s L _{eq} (dBA)	Noise Level	s L _{eq} (dBA)
						Level	Impacts?	Level	Impacts?
		NSR 13S*	Future MFR	80	67.7	69.2	No	69.2	No
		NSR 14S	Public Park	85	58.7	85.8	Yes	77.7	No
		NSR 8T	Future MFR	80	64.7	80.4	Yes	79.8	No
		NSR 8B	Future MFR	80	64.7	83.2	Yes	82.7	Yes
		NSR 9	MFR	80	61.1	66.7	No	65.7	No
	Structural Steel and Gondola Equipment Erection	NSR 9T**	MFR	80	61.1	66.6	No	66.6	No
		NSR 10	MFR	80	61.1	67.0	No	66.6	No
		NSR 10T**	MFR	80	61.1	65.7	No	65.7	No
		NSR 11	Restored Mill	85	63.0	75.2	No	73.8	No
		NSR 12	MFR	80	64.7	73.3	No	72.4	No
		NSR 12T**	MFR	80	64.7	73.3	No	72.6	No
		NSR 13S*	Future MFR	80	67.7	64.0	No	63.5	No
		NSR 14S	Public Park	80	58.7	77.5	No	76.0	No
		NSR 8T	Future MFR	80	64.7	74.4	No	68.2	No
		NSR 8B	Future MFR	80	64.7	75.5	No	69.5	No
		NSR 9	MFR	80	61.1	62.6	No	54.3	No
		NSR 9T**	MFR	80	61.1	62.4	No	62.4	No
		NSR 10	MFR	80	61.1	63.8	No	57.5	No
	Vertical Circulation, Hardscape,	NSR 10T**	MFR	80	61.1	61.1	No	61.1	No
	Landocape, interior work	NSR 11	Restored Mill	85	63.0	73.6	No	64.7	No
		NSR 12	MFR	80	64.7	67.1	No	57.1	No
		NSR 12T**	MFR	80	64.7	67.0	No	67.0	No
		NSR 13S*	Future MFR	80	67.7	60.3	No	55.3	No
		NSR 14S	Public Park	80	58.7	78.8	No	68.8	No

						Without M	litigation	With Mit	igation
Project Component	Construction Phase	NSR	Land Use	FTA Impact	Existing Leq	Predicted Co	onstruction	Predicted Co	onstruction
Site				Threshold	(dBA)	Noise Level	s L _{eq} (dBA)	Noise Level	s L _{eq} (dBA)
						Level	Impacts?	Level	Impacts?
		NSR 13S*	Future MFR	80	67.7	66.1	No	66.1	No
		NSR 13N*	Future MFR	80	65.8	67.0	No	67.0	No
		NSR 14N	Public Park	80	53.6	72.6	No	62.6	No
	Demo	NSR 15	Church	80	65.8	67.7	No	58.1	No
		NSR 16	School	80	58.7	79.7	No	69.7	No
		NSR 17N	SFR	80	56.1	77.3	No	67.3	No
		NSR 17S	SFR	80	56.1	90.0	Yes	80.0	No
		NSR 13S*	Future MFR	80	67.7	66.1	No	66.1	No
		NSR 13N*	Future MFR	80	65.8	67.3	No	67.3	No
		NSR 14N	Public Park	80	53.6	72.8	No	62.8	No
	Foundations and Columns	NSR 15	Church	80	65.8	67.6	No	61.7	No
Broadway Junction		NSR 16	School	80	58.7	78.9	No	68.9	No
		NSR 17N	SFR	80	56.1	76.9	No	67.0	No
		NSR 17S	SFR	80	56.1	89.2	Yes	79.2	No
		NSR 13S*	Future MFR	80	67.7	66.0	No	65.2 - 66	No
		NSR 13N*	Future MFR	80	65.8	65.5	No	64.9 - 65.5	No
		NSR 14N	Public Park	80	53.6	72.6	No	70.1 - 71.4	No
	Structural Steel and Gondola	NSR 15	Church	80	65.8	68.3	No	67.2 - 67.7	No
		NSR 16	School	80	58.7	72.8	No	70.2 - 72.2	No
		NSR 17N	SFR	80	56.1	73.1	No	69.3 - 71.5	No
		NSR 17S	SFR	80	56.1	80.7	Yes	75.1 - 75.1	No
	Vertical Circulation, Hardscape,	NSR 13S*	Future MFR	80	67.7	59.8	No	59.8	No
	Landscape, Interior Work	NSR 13N*	Future MFR	80	65.8	60.9	No	60.9	No

Project Component Site						Without N	litigation	With Mit	igation
Project Component Site	Construction Phase	NSR	Land Use	FTA Impact Threshold	Existing L _{eq} (dBA)	Predicted Co Noise Level	onstruction s L _{eq} (dBA)	Predicted Co Noise Level	onstruction s L _{eq} (dBA)
						Level	Impacts?	Level	Impacts?
		NSR 14N	Public Park	80	53.6	66.3	No	56.3	No
		NSR 15	Church	80	65.8	61.3	No	56.6	No
		NSR 16	School	80	58.7	72.4	No	63.1	No
		NSR 17N	SFR	80	56.1	71.9	No	61.9	No
		NSR 17S	SFR	80	56.1	82.6	Yes	72.6	No
		NSR 16*	School	80	58.7	63.7	No	61.0	No
	Foundations and Columns	NSR 17N*	SFR	80	56.1	59.9	No	57.1	No
		NSR 18*	SFR	80	56.5	53.1	No	53.1	No
		NSR 16	School	80	58.7	65.6	No	59.7	No
Stadium Tower	Structural Steel and Gondola Equipment Erection	NSR 17N	SFR	80	56.1	62.2	No	56.1	No
		NSR 18	SFR	80	56.5	55.7	No	49.6	No
		NSR 16	School	80	58.7	58.5	No	58.2	No
	Vertical Circulation, Hardscape, Landscape, Interior Work	NSR 17N	SFR	80	56.1	54.8	No	54.6	No
		NSR 18	SFR	80	56.5	48.2	No	48.2	No

Project Component Site	Construction Phase	NSR	Land Use	FTA Impact Threshold	Existing L _{eq} (dBA)	Without Mitigation		With Mitigation	
						Predicted Construction Noise Levels L _{eq} (dBA)		Predicted Construction Noise Levels Leq (dBA)	
						Level	Impacts?	Level	Impacts?
Stadium Station	Foundations and Columns	NSR 16*	School	80	58.7	61.0	No	61.0	No
		NSR 18*	SFR	80	56.5	54.8	No	54.8	No
	Structural Steel and Gondola Equipment Erection	NSR 16*	School	80	58.7	61.7	No	61.7	No
		NSR 18*	SFR	80	56.5	56.8	No	56.8	No
	Vertical Circulation, Hardscape, Landscape, Interior Work	NSR 16*	School	80	58.7	54.4	No	54.4	No
		NSR 18*	SFR	80	56.5	49.2	No	49.2	No
Mesa Lot	Laydown Yard	NSR 19*	Public Park	80	57.2	53.8	No	-	-

1: Mitigation applied only when a barrier could feasibly be constructed between construction and impacted receptors. Receptors where barriers were found to not be feasible marked with an asterisk (*). Receptors where barriers were found to only be feasible at the bottom floor and not feasible at the top floor marked with a double asterisk (**).

2: Ranges of levels for mitigation results represent best and worst-case scenarios of mitigation measures at the receptor, such as when a barrier will need to be moved partway through a phase.

As previously discussed, analyses were performed for worst-case scenarios for each construction phase. As such, **Table 6-3** and **Table 6-4** include L.A. CEQA Thresholds Guide and FTA analyses (respectively) of each construction phase. Refer to Appendix B for the construction noise calculation details.

Construction Noise Thresholds – Impact Analysis

On-Site Construction Noise Impact Analysis

Noise-1: A project would normally have a significant impact on noise levels from construction if construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA $L_{eq(day)}$ or more at a noise-sensitive use (L.A. CEQA Thresholds Guide).

As shown in **Table 6-3**, construction activities would exceed ambient existing exterior noise levels by 5 dBA L_{eq} or more at several noise-sensitive uses, as described below for each Project component.

Alameda Station

NSR 1A (Los Angeles Union Station), NSR 1B (First Five LA), NSR 2 (El Pueblo), and NSR 3 (Mozaic Apartments) would experience a significant noise impact during construction activities of the Alameda Station. Construction activities would result in the greatest increase over existing noise levels for this Project location at NSR 3 during the Structural Steel and Gondola Equipment Erection phase (23.9 dBA over existing). Construction noise levels at NSR 1A and NSR 1B would be greatest during the Foundations and Columns phase (19.9 dBA over existing and 6.6 dBA over existing, respectively), while construction noise levels at NSR 2 would be greatest during the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase (22.8 dBA over existing).

Alameda Tower

NSR 4 (The California Endowment) would experience a significant noise impact during construction activities of the Alameda Tower. Construction activities would result in the greatest increase over existing noise levels for NSR 4 during the Foundations and Columns phase (20.5 dBA over existing).

Alpine Tower

NSR 5 (Future Residential Development), NSR 6 (Chinatown Senior Lofts), and NSR 7 (Homeboy Industries) would experience a significant noise impact during construction activities of the Alpine Tower. Construction activities would result in the greatest increase over existing noise levels for this Project location at NSR 5 during both the Foundations and Columns phase and the Structural Steel and Gondola Equipment Erection phase (16.4 dBA over existing). Construction noise levels at NSR 6 and NSR 7 would be greatest during the Foundations and Columns phase (12.2 dBA over existing and 14.3 dBA over existing, respectively).

Chinatown/State Park Station

NSR 8 (Future Residential Development), NSR 9 (Blossom Plaza), NSR 10 (Future Residential Development), NSR 11 (Capitol Milling), NSR 12 (Llewellyn Apartments), and NSR 14 S (Los Angeles State Historic Park – South) would experience a significant noise impact during construction activities of the Chinatown/State Park Station. Construction activities would result in the greatest increase over existing noise levels for this Project location at NSR 14 S during the Foundations and Columns phase (27.1 dBA over existing). Construction noise levels at NSR 8, NSR 9, NSR 10, NSR 11, and NSR 12 would be greatest during the Foundations and

Columns phase (20.2 dBA over existing, 11.5 dBA over existing, 7.8 dBA over existing, 20.2 dBA over existing, and 10.2 dBA over existing, respectively).

The construction activities of the Chinatown/State Park Station would not result in impacts at NSR 13 S (Buena Vista S).

Broadway Junction

NSR 14N (Los Angeles State Historic Park – North), NSR 16 (Cathedral High School), NSR 17N (Low-Rise Residential on Savoy Street – North), and NSR 17S (Low-Rise Residential on Savoy Street – South) would experience a significant noise impact during construction activities of the Broadway Junction. Construction activities would result in the greatest increase over existing noise levels for this Project location at NSR 17S during the Demolition phase (33.9 dBA over existing). Construction noise levels at NSR 14N would be greatest during the Foundations and Columns phase (19.2 dBA over existing), while construction noise levels at NSR 16 and 17 N would be greatest during the Demolition phase (21 and 21.2 dBA over existing, respectively).

The construction activities of the Broadway Junction would not result in impacts at NSR 13S (Buena Vista S), NSR 13N (Buena Vista N), and NSR 15 (St. Peter's Church).

Stadium Tower

NSR 16 (Cathedral High School) and NSR 17N (Low-Rise Residential on Savoy Street – North) would experience a significant noise impact during construction activities of the Stadium Tower. Construction activities would result in the greatest increase over existing noise levels for this Project location at NSR 16 during the Structural Steel and Gondola Equipment Erection phase (6.9 dBA over existing). Construction noise levels at NSR 17N would be greatest during the Structural Steel and Gondola Equipment Erection phase (6.1 dBA over existing).

The construction activities of the Stadium Tower would not result in impacts at NSR 18.

Dodger Stadium Station

The construction activities of the Dodger Stadium Station would not result in impacts at any NSRs, including NSR 16 (Cathedral High School) and NSR 18 (Solano Canyon Neighborhood).

Mesa Laydown Lot

The construction activities of the Mesa Laydown Lot would not result in impacts at any NSRs, including NSR 19 (Elysian Park Recreation Center).

Noise-2: A significant noise impact would exist if noise from construction equipment generates noise levels greater than 75 dBA at a distance of 50 feet from the source between 7:00 AM and 10:00 PM (LAMC Section 112.05).

LAMC Section 112.05 establishes that the maximum allowable noise level for construction equipment within 500 feet of any residential zone is 75 dBA when measured at 50 feet from the noise source. For purposes of analyzing construction impacts in this EIR, this LAMC standard is expanded to include sensitive uses in addition to a "residential zone." Typical noise levels at 50 feet from the equipment that would be used during Project construction are listed in **Table 6-2**, Equipment Rosters for Analyzed Construction Phases. As provided in Table 6-2 the majority of equipment that would be used for the Project exceeds 75 dBA at 50 feet. In addition, during construction multiple pieces of equipment may operate simultaneously, generating overall noise levels at 50 feet that are higher than the noise levels shown in Table 6-2. Therefore, construction equipment would generate noise greater than 75 dBA at a distance of 50 feet resulting in a

significant and unavoidable impact for all construction phases. The noise levels generated at specific sensitive receptors by construction phase are provided in **Table 6-3**.

Noise-3: A significant noise impact would exist if the Project construction noise level would exceed 80 dBA $L_{eq(day)}$ at residential properties, churches, parks, and schools, or 85 dBA $L_{eq(day)}$ at commercial properties (FTA thresholds).

As shown in **Table 6-4**, construction activities would exceed the appropriate FTA Impact threshold at several noise-sensitive uses, as described below for each Project component.

Alameda Station

NSR 2 (El Pueblo) and NSR 3 (Mozaic Apartments) would experience noise levels that exceed the appropriate FTA impact threshold during construction activities of the Alameda Station. This impact would be significant.

The construction activities of the Alameda Station would not result in FTA impacts at NSR 1A (Los Angeles Union Station) and NSR 1B (First Five LA).

Alameda Tower

The construction activities of the Alameda Tower would not result in FTA impacts at any NSRs.

Alpine Tower

NSR 5 (Future Residential Development) and NSR 6 (Chinatown Senior Lofts) would experience noise levels that exceed the appropriate FTA impact threshold during construction activities of the Alpine Tower. This impact would be significant.

The construction activities of the Alpine Tower would not result in FTA impacts at NSR 7 (Homeboy Industries).

Chinatown/State Park Station

NSR 8 (Future Residential Development), and NSR 14S (Los Angeles State Historic Park – South) would experience noise levels that exceed the appropriate FTA impact threshold during construction activities of the Chinatown/State Park Station. This impact would be significant.

The construction activities of the Chinatown/State Park Station would not result in FTA impacts at NSR 9 (Blossom Plaza), NSR 10 (Future Residential Development), NSR 11 (Capitol Milling), NSR 12 (Llewellyn Apartments), and NSR 13S (Buena Vista S).

Broadway Junction

NSR 17S (Low-Rise Residential on Savoy Street – South) would experience noise levels that exceed the appropriate FTA impact threshold during construction activities of the Broadway Junction. This impact would be significant.

The construction activities of the Broadway Junction would not result in FTA impacts at NSR 13S (Buena Vista S), NSR 13N (Buena Vista N), NSR 14N (Low-Rise Residential on Savoy Street – North, NSR 15 (St. Peter's Church), NSR 16 (Cathedral High School), and NSR 17N (Low-Rise Residential on Savoy Street – North).

Stadium Tower

The construction activities of the Stadium Tower would not result in FTA impacts at any NSRs, including NSR 16 (Cathedral High School), NSR 17N (Low-Rise Residential on Savoy Street – North), and NSR 18 (Solano Canyon Neighborhood).

Dodger Stadium Station

The construction activities of the Dodger Stadium Station would not result in FTA impacts at any NSRs, including NSR 16 (Cathedral High School) and NSR 18 (Solano Canyon Neighborhood).

Mesa Laydown Lot

The construction activities of the Mesa Laydown Lot would not result in FTA impacts at any NSRs, including NSR 19 (Elysian Park Recreation Center).

Off-Site Construction Noise Impact Analysis

In addition to on-site construction activities, noise would be generated off-site by construction-related traffic traveling via off-site construction traffic routes. The noise impacts of construction trucks traveling on these construction traffic routes were analyzed using the Traffic Noise Model (TNM) to create a conceptual scenario representative of the Project area. Off-site construction noise impacts can be assessed by determining the relative increase of traffic noise levels as a result of additional project related traffic, especially the addition of heavy trucks using public roadways.

The haul routes for heavy trucks servicing the project areas were determined by the traffic consultant. These roadways and segments are listed in Table 6-5 and in a figure included in Appendix B. Existing traffic noise levels in $L_{eq(1-hour)}$ were estimated using existing traffic volume data for area roadways as provided by the Project's traffic consultant and calculated at typical receptor distances of 50 and 100 feet from the roadway centerline. Existing plus project traffic noise was calculated with TNM using the same estimated existing traffic volumes plus an additional 16 heavy truck trips (8 round trips) per hour along the haul routes based upon input included in Appendix B of the Project EIR. The additional 16 trucks per hour would account for a variety of heavy truck types during different phases of the Project such as dump trucks removing excavated material during excavation activity, concrete mixer trucks delivering concrete mix during concrete pours, and flatbed trucks delivering other construction materials and supplies during other phases. A lesser number of additional smaller pickup trucks and automobiles would also be assumed for worker trips, but these would contribute an insignificant amount of additional traffic noise compared to the larger dump trucks and concrete mixer trucks. The estimated increase in noise levels due to the additional 16 heavy truck trips during construction by roadway segment are shown in **Table 6-5**. The greatest increase is 0.6 dBA (below a barely perceptible increase). Therefore, the noise generated by off-site construction activities would not represent a significant increase in noise that would exceed the threshold of a 5 dBA increase over existing ambient noise levels as per LAMC and the L.A. CEQA Thresholds Guide and off-site construction traffic noise impacts would be less than significant.

Roadway	Segment	50 ft (from Road center line L _{eq(h)} , dBA)	way	100 ft from Roadway center line (L _{eq(h)} , dBA)			
		Existing	Ext + Proj	Increase	Existing	Ext + Proj	Increase	
Alameda Street	Los Angeles Street to Cesar E. Chavez Avenue	71.1	71.4	0.3	67.3	67.6	0.3	
Alameda Street	Cesar E. Chavez Avenue to Bauchet Street/Main Street	71.2	71.5	0.3	67.4	67.7	0.3	
Alameda Street	Bauchet Street/Main Street to Alpine Street	72.7	72.9	0.2	69.1	69.3	0.2	
Alameda Street	Alpine Street to College Street	71.5	71.8	0.3	68.0	68.2	0.2	
Spring Street	College Street to Ann Street	71.1	71.3	0.2	67.9	68.1	0.2	
Spring Street	Ann Street to Avenue 18	71.8	72.0	0.2	68.5	68.7	0.2	
Broadway	Avenue 18 to Bishops Road	72.3	72.4	0.1	68.8	69.0	0.2	
Bishops Road	N. Broadway to SR-110	62.3	62.9	0.6	59.0	59.6	0.6	

Table 6-5 Off-Site Construction Traffic Noise Impact

6.1.3 Operational Noise Impacts

This section presents predicted operational noise levels using the methodology developed in Section 5.3 (including noise from the equipment and mechanical operations of the stations, junction, and towers, as well as noise from gondola cabins and passengers waiting to board in stations), and potential impacts assessed according to significance thresholds established in Section 5.5 of this technical report.

Operational Noise Scenarios

The proposed Project would operate under a variety of different operating scenarios to respond to varying demand. The different operating scenarios would have different line speed, cabins per hour, and queueing numbers that affect system and passenger noise levels.

For purposes of the operational noise analysis, the worst-case scenario was selected, which represents a Dodger Game Day. The Dodger Game Day scenario is the worst-case scenario because it would include the highest line speed, cabins per hour, and queueing numbers, and would include nighttime operations, all of which contribute to this scenario resulting in the worst-case condition. The assumptions for the Dodger Game Day scenario using the 2042 horizon year are:

- Maximum Line Speed: 6.0 meters per second/19.7 feet per second
- Maximum Cabins: 156/hour
- Includes nighttime operations
- Maximum Queueing: 603 people

Operational Noise Predicted Levels and Impacts

As discussed in Section 3, several impact thresholds were used to analyze the potential for operational noise impacts, including FTA impact criteria, the L.A. CEQA Thresholds Guide, and LAMC noise standards, each applied to the worst-case scenario.

Noise-4: A project would normally have a significant impact during operation if the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL, to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase (L.A. CEQA Thresholds Guide).
Table 6-6 summarizes the predicted future CNEL levels and impacts for the Dodger Game Day scenario for the proposed Project. This analysis accounts for noise from the stations/junction, towers, and passenger queuing. More detailed information is provided in Appendix B.3

Table	6-6 L.A.	CEQA	Thresholds	Guide	Operational	Noise	Impact	Analysis,	2042	Dodger
Game	Day (dB	SA)								

NSR ID	Land Use	Existing CNEL	Project CNEL	Existing +Project	Allowable Increase	Increase	Impact?
NSR 1A	Transit Terminal	65.1	53.1	65.3	5	0.3	No
NSR 1B	Daycare Center	65.1	53.1	65.3	5	0.3	No
NSR 2	Public Park	72.9	57.9	73.0	3	0.1	No
NSR 3	MFR	72.7	63.1	73.2	3	0.5	No
NSR 4	Office Building	68.0	46.3	68.0	5	0.0	No
NSR 5	Future MFR	71.6	54.4	71.7	3	0.1	No
NSR 6	MFR	72.0	49.4	72.0	3	0.0	No
NSR 7	Office Building	72.9	48.5	72.9	3	0.0	No
NSR 8	Future MFR	71.0	61.8	71.5	3	0.5	No
NSR 9	MFR	64.3	53.0	64.6	5	0.3	No
NSR 10	Future MFR	64.3	53.0	64.6	5	0.3	No
NSR 11	Commercial	66.9	51.1	67.0	5	0.1	No
NSR 12	Future MFR	71.0	61.8	71.5	3	0.5	No
NSR 13N	Future MFR	69.0	49.4	69.0	5	0.0	No
NSR 13S	Future MFR	71.2	49.8	71.3	3	0.0	No
NSR 14N	Public Park	56.7	58.6	60.8	5	4.0	No
NSR 14S	Public Park	62.6	58.5	64.0	5	1.4	No
NSR 15	Church	69.0	49.4	69.0	5	0.0	No
NSR 16	School	61.8	60.5	64.2	5	2.4	No
NSR 17N	SFR	59.3	58.9	62.1	5	2.8	No
NSR 17S	MFR	59.3	58.9	62.1	5	2.8	No
NSR 18	SFR	59.6	41.6	59.6	5	0.1	No
Increase va	lues were rounded to	o the closest	0.1 dBA				

As shown in **Table 6-6**, the highest increase in noise levels for operation would be 4.0 dBA at NSR 14N (Los Angeles State Historic Park) under the worst-case scenario. The increases in noise levels resulting from operation of the proposed Project would be below the applicable L.A. CEQA Thresholds Guide threshold at all NSRs based on the NSRs' land use category per Table 3-4, and no operational impact would occur under the worst-case scenario. Since no operational impacts would occur under the worst-case scenario, the remaining operational scenarios, which result in less noise as a result of changes to the line speed, cabins per hour, or queueing numbers, would also not result in significant noise impacts.

Noise-5: A significant noise impact would exist if the project noise level would result in an increase in $L_{eq(day)}$ or $L_{eq(night)}$ levels of 5 dBA over existing ambient noise levels (LAMC).

The LAMC defines an impact as an increase in $L_{eq(day)}$ or $L_{eq(night)}$ levels over 5 dBA. Existing and predicted $L_{eq(day)}$ and $L_{eq(night)}$ levels for the 2042 - Weekday, High – Dodger Event scenario are

reported in **Table 6-7**. The increase over existing is also reported along with impacts. This analysis accounts for noise from the stations/junction, towers, and passenger queuing.

NSR ID	Land Use	Existing		Project		Existing + Project		Increase over Existing		Impact?	
		L _{eq(day)}	Leq(night)	L _{eq(day)}	Leq(night)	L _{eq(day)}	Leq(night)	L _{eq(day)}	Leq(night)	L _{eq(day)}	Leq(night)
NSR 1A	Transit Terminal	61.1	57.7	49.3	45.2	61.4	57.9	0.3	0.2	No	No
NSR 1B	Daycare Center	61.1	57.7	49.3	45.2	61.4	57.9	0.3	0.2	No	No
NSR 2	Public Park	69.0	65.5	54.0	50.1	69.1	65.6	0.1	0.1	No	No
NSR 3	MFR	68.4	65.5	59.3	55.3	68.9	65.9	0.5	0.4	No	No
NSR 4	Office Building	63.6	60.7	42.2	38.3	63.6	60.7	0.0	0.0	No	No
NSR 5	Future MFR	65.6	64.9	50.2	46.4	65.7	65.0	0.1	0.1	No	No
NSR 6	MFR	69.0	64.1	45.2	41.4	69.0	64.1	0.0	0.0	No	No
NSR 7	Office Building	69.8	65.1	44.3	40.5	69.8	65.1	0.0	0.0	No	No
NSR 8	Future MFR	64.7	64.4	57.8	53.8	65.5	64.8	0.8	0.4	No	No
NSR 9	MFR	61.1	56.5	49.1	45.0	61.4	56.8	0.3	0.3	No	No
NSR 10	Future MFR	61.1	56.5	49.1	45.0	61.4	56.8	0.3	0.3	No	No
NSR 11	Commercial	63.0	59.5	47.3	43.1	63.1	59.6	0.1	0.1	No	No
NSR 12	MFR	64.7	64.4	57.8	53.8	65.5	64.8	0.8	0.4	No	No
NSR 13N	Future MFR	65.8	60.9	45.5	41.3	65.8	60.9	0.0	0.0	No	No
NSR 13S	Future MFR	67.7	63.6	45.9	41.7	67.7	63.6	0.0	0.0	No	No
NSR 14N	Public Park	53.6	48.7	54.6	50.6	57.1	52.8	3.5	4.1	No	No
NSR 14S	Public Park	58.7	55.2	54.5	50.5	60.1	56.5	1.4	1.3	No	No
NSR 15	Church	65.8	60.9	45.5	41.3	65.8	60.9	0.0	0.0	No	No
NSR 16	School	58.7	53.8	56.5	52.4	60.7	56.2	2.0	2.4	No	No
NSR 17N	SFR	56.1	51.2	55.1	50.8	58.6	54.0	2.5	2.8	No	No
NSR 17S	MFR	56.1	51.2	55.1	50.8	58.6	54.0	2.5	2.8	No	No
NSR 18	SFR	56.5	51.6	37.1	33.9	56.5	51.7	0.0	0.1	No	No
Increase val	Increase values were rounded to the closest 0.1 dBA										

Table 6-7 LAMC Operational Noise Impact Analysis, 2042 Dodger Game Day (dBA)

As shown in **Table 6-7**, the highest increase in noise levels for operation of the proposed Project would be 4.1 dBA $L_{eq(night)}$ at NSR 14 N (Los Angeles State Historic Park) under the worst-case scenario. The increases in noise levels resulting from operation of the proposed Project would be below the 5 dBA L_{eq} LAMC threshold at all NSRs, and no operational impact would occur under the worst-case scenario. Since no operational impacts would occur under the worst-case scenario, the remaining operational scenarios, which result in less noise as a result of changes to line speed, cabins per hour, or queuing numbers, would also not result in significant noise impacts. Therefore, Project operation would not result in noise levels above the applicable LAMC thresholds, and impacts would be less than significant.

Noise-6: A significant noise impact would exist if the project noise level would result in a "severe impact" at levels ranging from 55 to 80 dBA depending on existing noise, in accordance with Figure 3-1 in Section 3.1.1 above (FTA).

FTA impact criteria have different impact threshold metrics and levels based on the type of land use at the receptor location and the existing noise exposure. These levels are explained in more

detail in Section 3. Impact thresholds range from 55 to 80 dBA depending on existing noise exposure and the analysis compares these thresholds to either the worst-hour L_{eq} from the Project or the Project L_{dn} , depending on the FTA land use category of the NSR. **Table 6-8** summarizes the existing noise levels, the applicable impact thresholds, the noise levels from the Project, and whether the Project would result in a significant impact. Project noise levels account for noise from the stations/junction, towers, and passenger queuing, as well as the distance from these sources to the analyzed NSR. More detailed information is provided in Appendix B.3

NSR ID	Land Use	FTA Land Use Category	Impact Metric ¹	Existing Level (L _{eq} - WH or L _{dn})	Impact Threshold	Predicted Project Level	Severe Impact?
NSR 1A	Transit Terminal	Category 3	L _{eq} -WH ²	61.1	64	53.1	No
NSR 1B	Daycare Center	Category 3	L _{eq} -WH	61.1	64	53.1	No
NSR 2	Public Park	Category 3	L _{eq} -WH	69.0	69	59.6	No
NSR 3	MFR	Category 2	L_{dn}	72.5	71	62.5	No
NSR 4	Office Building	Category 3	L _{eq} -WH	63.6	65	44.1	No
NSR 5	Future MFR	Category 2	L_{dn}	65.6	66	52.3	No
NSR 6	MFR	Category 2	L_{dn}	71.6	70	48.6	No
NSR 7	Office Building	Category 3	L_{eq} -WH	69.8	69	46.3	No
NSR 8	Future MFR	Category 2	L_{dn}	70.8	70	61	No
NSR 9	MFR	Category 2	L_{dn}	63.9	65	52.3	No
NSR 10	Future MFR	Category 2	L_{dn}	63.9	65	52.3	No
NSR 11	Commercial	Category 3	L _{eq} -WH	63.0	71	48.4	No
NSR 12	MFR	Category 2	L_{dn}	70.8	70	61	No
NSR 13N	Future MFR	Category 2	L_{dn}	68.5	68	48.6	No
NSR 13S	Future MFR	Category 2	L_{dn}	70.9	66	49.1	No
NSR 14N	Public Park	Category 3	L _{eq} -WH	53.6	60	56.3	No
NSR 14S	Public Park	Category 3	L _{eq} -WH	58.7	62	56.2	No
NSR 15	Church	Category 3	L _{eq} -WH	65.8	66	46.8	No
NSR 16	School	Category 3	L_{eq} -WH	58.7	63	58.1	No
NSR 17N	SFR	Category 2	L_{dn}	58.9	63	58.2	No
NSR 17S	MFR	Category 2	L_{dn}	58.9	63	58.2	No
NSR 18	SFR	Category 2	L_{dn}	59.1	63	40.9	No
¹ The impact m	etric being used dep	ends on the FTA Lar	nd Use Catego	ry of the analyze	d NSR. Catego	ry 1 and 3 land	uses are

Table 6-8 FTA Operational Noise Impact Analysis, 2042 Dodger Game Day (dBA)

¹ The impact metric being used depends on the FTA Land Use Category of the analyzed NSR. Category 1 and 3 land uses are analyzed with respect to Project worst-hour noise levels. Category 2 land uses are analyzed with respect to Project L_{dn} levels. ² WH = worst hour (Predicted L_{eq} for hour with anticipated highest level of Project activity)

As shown in **Table 6-8**, operation of the proposed Project would not increase noise levels in exceedance of the FTA impact threshold (ranging from 55 to 80 dBA depending on existing noise exposure) under the worst-case scenario. As such, no operational impact would occur under the worst-case scenario. Since no operational impacts would occur under the worst-case scenario, the remaining operational scenarios, which result in less noise as a result of changes to line speed, cabins per hour, or queuing numbers, would also not result in significant noise

impacts. Therefore, Project operation would not result in noise levels above the applicable FTA thresholds, and impacts would be less than significant.

Gondola Cabin Noise

In addition to the primary operational noise levels from the stations, junction, towers and passengers at stations as discussed above, which also included gondola noise (as is explained below), an analysis was conducted to evaluate the noise from the gondola cabins as they travel between the stations, towers and junction in proximity to receptor locations.

Cabin noise might be expected from the people traveling inside the cabin and any heating, ventilation and air conditioning (HVAC) equipment associated with the cabin. The Project would implement Project Design Feature NOI-PDF-A in Section 7 that provides specifications regarding the interior to exterior noise reduction of the gondola cabins as well as the sound power level of the HVAC system. For purpose of the analysis, the assumed nighttime noise level is the measured noise level at the receptor location minus an additional 5 dBA where the gondola cabin would be at an elevation of 35 feet or greater above street level. As shown in **Table 6-9**, with implementation of Project Design Feature NOI-PDF-A, noise from the gondola cabins would be at least 10 dBA less than the existing nighttime noise level at noise-sensitive uses. In fact, in many cases, the noise level at noise-sensitive uses. Due to decibel mathematics, combining two sound levels that differ by 10 dB or more results in a sound level identical to the higher value of the two. Because the gondola noise would be at least 10 dBA less than the existing nighttime noise level identical to the higher value of the two. Because the gondola noise would be at least 10 dBA less than the existing nighttime noise level identical to the higher value of the two. Because the gondola noise would be at least 10 dBA less than the existing nighttime noise level, cabin noise will not contribute to the overall operational noise levels at any NSRs and impacts from gondola cabin noise would be less than significant.

A summary of this analysis is presented in **Table 6-9**, with more details about this information in Appendix B.5.

Rec. ID ^a	Cabin to NSR Dist. (ft)	Nighttime Existing Level (L _{eq} , dBA)	Cabin Noise with NOI-PDF-A	Cabin Noise Level Below Nighttime Existing Level (L _{eq} , dBA)
NSR 3	44	65.5	41.2	24.3
NSR 5	104	64.9	33.9	31.0
NSR 6	76	64.1	36.6	27.5
NSR 7	114	65.1	33.1	32.0
NSR 8	35	64.4	43.4	21.0
NSR 9	183	56.5	29.0	27.5
NSR 13 S	150	63.6	30.7	32.9
NSR 14 S	115	55.2	33.1	22.1
NSR 17 N	45	51.2	41.2	10

Table 6-9 Gondola Cabin Noise

^a The NSRs included in this evaluation were conservatively selected as those most likely to be impacted by the cabins either because of the distance from the NSR to the cabin or the existing nighttime noise levels. Impacts at all other NSRs would be less than those analyzed here.

Operational Noise Impacts Summary

Table 6-10 shows a summary of impacts assessed above for the worst-case 2042 Dodger Game Day scenario:

Noise Standard	Operational Noise Impact from Stations, Towers, and Queuing	Operational Noise Impacts from Cabins	Cumulative Operational Noise Impacts
L.A. CEQA Thresholds Guide	none	none	none
L.A. Municipal Code	none	none	none
FTA	none	none	none

Table 6-10 Operational Noise Impact Summary

Table 6-10 above summarizes operational noise impacts for the worst-case operational scenario, including potential impacts from cabin noise. The cabin noise would not result in a contribution to cumulative noise levels because Project Design Feature NOI-PDF-A ensures that the cabins would be designed such that they will generate noise levels of at least 10 dBA below the current background levels. Operational impacts would be less than significant and no mitigation measures are required.

6.2 Vibration

6.2.1 Construction Vibration

Construction Vibration Receptors

A construction vibration impact analysis was conducted for those vibration-sensitive receptors (VSRs) that were located within approximately 200 feet of each Project component site. This distance was chosen because vibration attenuates with distance and, at 200 feet, vibration levels for the highest vibration producing equipment for construction of the proposed Project (vibratory rollers) would be less than the most restrictive vibration level (0.12 in/sec PPV) and, therefore, the Project would not impact VSRs beyond 200 feet.

A list of the VSRs including their building type and potential damage and annoyance thresholds is presented in **Table 6-11** and **Figure 6-2**. Annoyance and damage thresholds are referenced from the FTA Manual (see Tables 3-5, 3-6 and 3-7).

Construction Vibration Predicted Level and Impacts

On-Site Construction Activity. Construction vibration levels were calculated as per the methodology presented in Section 5.2. While a variety of vibration-producing equipment was considered, the worst-case scenario was generally associated with the use of vibratory rollers, with a reference vibration level of 0.21 PPV in/sec (94 VdB) at a distance of 25 feet, which was considered for the closest construction activities. The summary results for predicted vibration levels are presented in **Table 6-12**. Detailed prediction spreadsheets are provided in Appendix B.2.

Table 6-11 Vibration-Sensitive Receptors

			Impact threshold*			
ID	Name	Building Type	Damage (PPV in in/sec)	Annoyance (VdB)		
VSR-1	Los Angeles Union Station Terminal	II Engineered	0.3	75		
VSR-2	Plaza Substation	III Non-Engineered	0.2	75		
VSR-3	El Grito Mural	III Non-Engineered	0.2	NA		
	a. Avila Adobe (original 1818 structure)	"Extremely Fragile"	0.12	75		
V 3R-4	b. Avila Adobe (1970s addition)	III Non-Engineered	0.2	75		
VSR-5	Old Winery	III Non-Engineered	0.2	75		
VSR-6	Mozaic Apartments	I Reinforced	0.5	72		
VSR-7	The California Endowment	I Reinforced	0.5	75		
VSR-8	Starlight Nail and Beauty Supply	III Non-Engineered	0.2	75		
VSR-9	LA County Fleet Services	I Reinforced	0.5	75		
VSR-10	Chinatown Senior Lofts	II Engineered	0.3	72		
VSR-11	Homeboy Industries	I Reinforced	0.5	75		
VSR-12	Blossom Plaza	I Reinforced	0.5	72		
VSR-13	Capitol Milling Company	III Non-Engineered	0.2	75		
VSR-14	St. Peter's Church	III Non-Engineered	0.2	75		
VSR-15	Cathedral High School Auditorium	I Reinforced	0.5	72		
VSR-16	Cathedral High School Office Building	II Engineered	0.3	75		
VSR-17	Low-Rise Residential (on Savoy Street)	III Non-Engineered	0.2	72		
VSR-18	Solano Canyon Homes on Amador Street	III Non-Engineered	0.2	72		
VSR-19	Future Residential	I Reinforced	0.5	72		

* Damage and annoyance thresholds from FTA, 2018, See Table 3-7, except for "Extremely Fragile historic buildings, ruins, ancient monuments" from Caltrans, 2020, Table 19 for Avila Adobe (original 1818 structure), which was selected to ensure that the most conservative threshold is applied to the original structure.





Vibration Sensitive Receptors Map

Figure 6-2 Vibration-Sensitive Receptors

Table 6-12 FTA Construction Vibration Impact Analysis

					Without Mitigation				With Mitigation	
	Struct	rures	Impact Threshold		Vibration Velocity & Level		Potential Impact		Potential Impact	
Project Component Site	ID	Vibration-Sensitive Receptor	Damage, PPV, in/sec	Annoyance, VdB	PPV, in/sec	VdB	Damage	Annoyance	Damage	Annoyance
	VSR-5	Old Winery	0.2	75	0.13	90	No	Yes	No	Yes
	VSR-4	Avila Adobe (original 1818 structure)	0.12	75	0.06	83	No	Yes	No	Yes
	VSR-4	Avila Adobe (1970s addition)	0.2	75	0.08	87	No	Yes	No	Yes
	VSR-3	Plaza Substation	0.2	75	0.09	87	No	Yes	No	Yes
Alameda Station	VSR-2	El Grito Mural	0.2	N/A	0.13	90	No	N/A ^a	No	N/A ^b
	VSR-6	Mozaic Apartments – Alameda Façade	0.5	72	0.10	88	No	Yes	No	Yes
	VSR-6	Mozaic Apartments – LAUS Façade	0.5	72	0.09	87	No	Yes	No	Yes
	VSR-1	Los Angeles Union Station Terminal	0.3	75	0.04	81	No	Yes	No	Yes
Alameda Station	VSR-6	Mozaic Apartments	0.5	72	0.40	100	No	Yes	No	Yes
(Vertical Circulation/ Hardscape/ Landscape/Interior work - East)	VSR-1	Los Angeles Union Station Terminal	0.3	75	0.04	81	No	Yes	No	Yes
Alameda Station (Forecourt Hardscape)	VSR-1	Los Angeles Union Station Terminal	0.3	75	0.04	81	No	Yes	No	Yes
	VSR-5	Old Winery	0.2 ^b	75	7.24	125	Yes	Yes	No	Yes
Alameda Station (Vertical Circulation Hardscape/Landsc ape/Interior work -	VSR-4	Avila Adobe (original 1818 structure)	0.12 ^b	75	0.06	83	No	Yes	No	Yes
	VSR-4	Avila Adobe (1970s addition)	0.2	75	7.24	125	Yes	Yes	No	Yes
West)	VSR-3	Plaza Substation	0.2	75	0.09	87	No	Yes	No	Yes
	VSR-2	El Grito Mural	0.2	N/A	1.58	112	Yes	N/A ^b	No	N/A ^b

	Structures		Impact Threshold		Without Mitigation				With Mitigation	
					Vibration Velocity & Level		Potential Impact		Potential Impact	
	VSR-7	The California Endowment	0.5	75	0.06	83	No	Yes	No	Yes
Alameda Tower (Excavation work)	VSR-8	Starlight Nail and Beauty Supply	0.2	75	0.16	92	No	Yes	No	Yes
	VSR-9	LA County Fleet Services	0.5	75	0.07	85	No	Yes	No	Yes
	VSR-7	The California Endowment	0.5	75	0.06	83	No	Yes	No	Yes
Alameda Tower (Street work)	VSR-8	Starlight Nail and Beauty Supply	0.2	75	0.16	92	No	Yes	No	Yes
	VSR-9	LA County Fleet Services	0.5	75	0.07	85	No	Yes	No	Yes
	VSR-10	Chinatown Senior Lofts	0.3	72	0.09	87	No	Yes	No	Yes
Alpine Tower	VSR-11	Homeboy Industries	0.5	75	0.16	92	No	Yes	No	Yes
	VSR-19	Future Residential	0.5	72	0.17	97	No	Yes	No	Yes
Chinatown/ State Park Station	VSR-12	Blossom Plaza	0.3	72	0.01	68	No	No	No	No
	VSR-13	Capitol Milling Company	0.2	75	0.09	87	No	Yes	No	Yes
	VSR-15	Cathedral High School Auditorium	0.5	72	0.27	97	No	Yes	No	Yes
	VSR-16	Cathedral High School Office Building	0.3	75	0.13	90	No	Yes	No	Yes
Broadway Junction	VSR-17	451 Savoy Street	0.2	72	0.14	91	No	Yes	No	Yes
	VSR-17	437 Savoy Street	0.2	72	0.09	87	No	Yes	No	Yes
	VSR-17	438 Savoy Street.	0.2	72	0.17	93	No	Yes	No	Yes
	VSR-14	St. Peter's Church	0.2	75	0.01	68	No	No	No	No
Stadium Tower	VSR-16	Cathedral High School Office Building	0.3	75	0.01	66	No	No	No	No
Dodger Stadium Station	VSR-18	Solano Canyon Homes on Amador Street	0.2	72	0.00	57	No	No	No	No

a. An annoyance impact is not applicable to this resource as it is an artwork and does not have human occupants such as the other receptors.

b. Note that for the Vertical Circulation/Hardscape/Landscape/Interior work-West Phase for VSRs-4 and -5 (Avila Adobe and Old Winery), a one-foot distance from the structures was conservatively assumed for the vibration analysis. It should be noted that Mitigation Measure VIB-B requires use of non-vibrating equipment or hand tools for ground compaction or excavation/drilling operations within 26 feet of these structures.

Construction Vibration – Impact Analysis

Vibration-1: A significant vibration impact would exist for human annoyance if ground-borne vibration levels exceed 72 VdB at residential structures, or 75 VdB at institutional structures. For potential structural damage, a significant vibration impact would exist if ground-borne vibration levels exceed:

- 0.5 PPV, inches per second, for Category 1 buildings (reinforced-concrete, steel or timber (no plaster)) – (FTA)
- 0.3 PPV, inches per second, for Category 2 buildings (engineered concrete and masonry (no plaster)) (FTA)
- 0.2 PPV, inches per second, for Category 3 buildings (non-engineered timber and masonry buildings) (FTA)
- 0.12 PPV, inches per second, for Category 4 buildings (buildings extremely susceptible to vibration damage) (FTA)

Potential construction vibration impacts were evaluated for vibration-generating construction equipment that would be used for the Project including vibratory rollers, loaded trucks, plate compactors, excavators, and drill rigs. All vibration-generating equipment was evaluated as detailed in Appendix B.2, which determined that the worst-case vibration generating equipment are vibratory rollers and loaded trucks depending upon the type of construction activity occurring in proximity to the sensitive use. **Table 6-12** presents the worst-case vibration levels for each sensitive receptor.

As shown in **Table 6-12**, construction activities would result in potential vibration impacts for several vibration-sensitive uses, as described below for each Project component.

For human annoyance, the analysis determined that a vibratory roller would generate an impact when it is located within 135 feet of a residential use and 107 feet of an institutional use. Because construction sites (stations and towers) are generally in or near rights-of-way that are fronted by residential and institutional uses that are within these distances, they would be subject to this impact. For example, the proposed Alameda Station would be constructed above Alameda Street south of E. Cesar Chavez Avenue and approximately 50 feet from the corner of Mozaic Apartments (VSR-6), a residential use. In addition, for human annoyance, the analysis determined that a loaded truck would generate an impact when it is located within 73 feet of a residential use and 58 feet of an institutional use. Project haul routes are fronted by residential and institutional uses and therefore would be subject to this impact. For example, one of the Project's haul route segments is Alameda Street from Los Angeles Street to E. Cesar Chavez Avenue. Two of the southbound lanes of this segment are within 50 feet of institutional uses— Villa Adobe (VSR-4) and Old Winery (VSR-5), and the northbound lanes are within 60 feet of the edge of the Mozaic Apartments (VSR-6).

Alameda Station

Human Annoyance

Construction of the Alameda Station would exceed the vibration annoyance thresholds (72 VdB at residential structures or 75 VdB at other land uses) for all of the vibration-sensitive receptors near this component location, including the LAUS Terminal (VSR-1), El Plaza Substation (VSR-3), Avila Adobe (VSR-4), Old Winery (VSR-5), and Mozaic Apartments (VSR-6). The human annoyance threshold is so low that many typical activities, such as trucks passing within

73 feet of residential buildings or within 58 feet of institutional buildings, can generate vibrations that are perceptible to occupants and exceed this limit. As noted above, for example, the Mozaic Apartments (VSR-6) are located within 60 feet of the northbound lanes of Alameda Street, a Project haul route. It should be noted that activities such as trucks passing by would be relatively brief and intermittent in nature. Nevertheless, this impact would be significant.

Building Damage

The use of vibration-generating equipment in close proximity to structures at El Pueblo associated with installation of the vertical circulation elements for the Alameda Station would exceed the vibration damage threshold of 0.2 PPV inches per second at the Old Winery (VSR-5), El Grito Mural (VSR-2), and Avila Adobe -1970s addition (VSR-4b). This impact would be significant.

Construction activities for the Alameda Station would not exceed the vibration damage thresholds at LAUS Terminal (VSR-1), El Plaza Substation (VSR-3), the original 1818 Avila Adobe structure (VSR-4), and Mozaic Apartments (VSR-6). Therefore, this impact would be less than significant.

Alameda Tower

Human Annoyance

Construction of the Alameda Tower would exceed the annoyance threshold (75 VdB) for all of the vibration-sensitive receptors near this component location, including The California Endowment (VSR-7), Starlight Nail and Beauty Supply (VSR-8), and LA County Fleet Services (VSR-9). This impact would be significant.

Building Damage

Construction activities for the Alameda Tower would not exceed the vibration damage thresholds at any vibration-sensitive receptors. Therefore, this impact would be less than significant.

Alpine Tower

Human Annoyance

Construction of the Alpine Tower would exceed the annoyance thresholds (72 VdB at residential structures or 75 VdB at other land uses) for all of the vibration-sensitive receptors near this component location, including Homeboy Industries (VSR-11) and Chinatown Senior Lofts (VSR-10). This impact would be significant.

Building Damage

Construction activities for the Alpine Tower would not exceed the vibration damage thresholds at any vibration-sensitive receptors. Therefore, this impact would be less than significant.

Chinatown/State Park Station

Human Annoyance

Construction of the Chinatown/State Park Station would exceed the annoyance threshold of 75 VdB at the Capitol Milling Company (VSR-13), and 72 VdB at the College Station future residential development (VSR-19). This impact would be significant.

Construction activities for the Chinatown/State Park Station would not exceed the annoyance threshold at Blossom Plaza (VSR-12); therefore, human annoyance impacts at VSR-12 would be less than significant.

Building Damage

Construction activities for the Chinatown/State Park Station would not exceed the vibration damage thresholds at any vibration-sensitive receptors. Therefore, this impact would be less than significant.

Broadway Junction

Human Annoyance

Construction of the Broadway Junction would exceed the annoyance threshold (72 VdB) at the Cathedral High School Auditorium (VSR-15), Cathedral High School Office Building (VSR-16) 451 Savoy Street, 437 Savoy Street, and the Other Homes on Savoy Street (VSR-17). This impact would be significant.

Building Damage

Construction activities for the Broadway Junction would not exceed the vibration damage thresholds at any vibration-sensitive receptors. Therefore, this impact would be less than significant.

Stadium Tower

Human Annoyance

Construction activities for the Stadium Tower would not exceed the vibration annoyance thresholds at any vibration-sensitive receptors. Therefore, this impact would be less than significant.

Building Damage

Construction activities for the Stadium Tower would not exceed the vibration damage thresholds at any vibration-sensitive receptors. Therefore, this impact would be less than significant.

Dodger Stadium Station

Human Annoyance

Construction activities for the Dodger Stadium Station would not exceed the vibration annoyance thresholds at any vibration-sensitive receptors. Therefore, this impact would be less than significant.

Building Damage

Construction activities for the Dodger Stadium Station would not exceed the vibration damage thresholds at any vibration-sensitive receptors. Note that Dodger Stadium is located approximately 640 feet west of the Dodger Stadium Station site. At this distance, Dodger Stadium would not be susceptible to vibration impacts during construction activities. Therefore, this impact would be less than significant, and no mitigation measures would be required.

Conclusion Summary

As indicated by **Table 6-12**, the Project would result in human annoyance vibration impacts. Therefore, these impacts would be significant.

Potential damage thresholds could be exceeded at three locations, including the Avila Adobe - 1970s addition (VSR-4b), the Old Winery (VSR-5), and El Grito Mural (VSR-3) due to construction activity associated with the installation of vertical circulation elements for the Alameda Station. These impacts would be significant.

Off-site Construction Vibration Impact

In addition to vibration-sensitive receptors near the Project component sites, potential vibration from loaded trucks operating on local haul routes (primarily sections of Alameda Street, Spring Street, North Broadway, and Bishops Road) was also reviewed. With a reference level of 0.076 in/sec PPV and 86 VdB at 25 feet for loaded trucks, this would translate to levels of 0.03 in/sec and 77 VdB at 50 feet and 0.01 in/sec and 68 VdB at 100 feet (compared to the impact threshold of 72 VdB for residential and 75 VdB for institutional lands uses). These values would be well below potential damage thresholds of 0.12 in/sec PPV even for Type IV extremely fragile buildings but could result in some annoyance impacts for people in occupied structures within 73 feet of the roadway for residential buildings or within 58 feet of the roadway for institutional buildings. However, it should be noted that all of these roadways currently carry a significant number of heavy trucks and any such annoyance threshold is already being exceeded many times each day. Nevertheless, Project-related off-site construction vibration would exceed the annoyance threshold, resulting in a significant impact.

6.2.2 Operation Vibration

None of the proposed Project operations are anticipated to produce perceptible vibration beyond the Project footprint. Some of the equipment within the towers, stations or junction, such as motors or cable guidance systems, may produce a small amount of vibration during normal operations that may be perceptible within the station or junction structure, but these components would be isolated and balanced as part of their basic design and maintenance for proper operation such that they would not produce perceptible vibration levels outside of the station or junction footprint. In addition, vertical circulation devices such as escalators and elevators would, similarly, not generate perceptible vibration levels beyond the Project footprint. In addition, ground-borne vibration attenuates rapidly as a function of distance from a vibration source. Therefore, operation of the proposed Project would not increase the existing vibration levels in the immediate vicinity of the Project component sites, and as such, vibration impacts associated with the operation of the proposed Project would be less than significant.

7. Project Design Features

NOI-PDF-A: Gondola Cabin Noise Control Features

The Project's gondola cabins shall include the following features:

- 1) Gondola cabins shall be designed with an interior to exterior noise reduction rating of no less than Sound Transmission Class (STC) 35.
- 2) If heating, ventilation, and air conditioning (HVAC) units are included in the gondola cabin design, they shall be designed with a sound power level of no more than 71 dBA.

In addition, the following project design features CUL-PDF-A through CUL-PDF-E related to cultural resources (Section 3.5 of the Project EIR), provide a robust protection plan for VSR-2 (El Grito Mural) and VSR-5 (Old Winery).

- CUL-PDF-A Pre-Construction Documentation of The Winery.
- CUL-PDF-B Post-Construction Documentation of The Winery.
- CUL-PDF-C Pre-Construction Documentation of El Grito (The Cry) Mural.

CUL-PDF-D Protection During Adjacent Construction of El Grito (The Cry) Mural.

CUL-PDF-E Construction Monitoring Plan (Built Resources)

These project design features, which are included in the Project, require pre-construction surveys to document existing conditions at El Grito Mural and Old Winery, post-construction inspections to document any construction-related damage, and retention of an experienced professional or professionals qualified to carry out the repairs within 12 months of completion of the Project. Any required repairs would conform to the Secretary of Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68).

8. Mitigation Measures

8.1 Noise Mitigation Measures

Potential noise impacts resulting from the proposed Project are associated only with construction of the Project. No noise impacts were identified for operation of the proposed Project. The following mitigation measures are recommended to be implemented during construction of the proposed Project.

- **NOI-A**: Prior to the issuance of grading permits for the proposed Project, the Project Sponsor shall design a Construction Noise Management Plan to minimize the construction-related noise impacts to off-site noise-sensitive receptors. The Construction Noise Management Plan shall include the following measures to reduce noise levels:
 - Noise Barriers: Temporary construction noise barriers between the Project construction area and affected receptors shall be installed as identified below. The noise barriers shall be designed to have a sound transmission class (STC) rating of at least 25 and should have the ability to provide a range of noise reduction between 5 dBA and 15 dBA when the construction equipment is located below the elevation level of the noise barrier and there is no line-of-sight between the construction equipment and the noise-sensitive receptors. Specific locations and heights for the temporary noise barriers shall include the following by Project components:
 - Alameda Station
 - For the entire duration of construction, the Project shall provide a 24-foot-tall temporary noise barrier between the Project construction site and NSR 3 [Mozaic Apartments].
 - For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 1A [Union Station] and NSR 1B [First Five LA].
 - During the Foundations and Columns phase, the Project shall provide a 10-foot temporary noise barrier between the Project construction activities occurring within Alameda Street and NSR 1A [Union Station], NSR 1B [First Five LA], NSR 2 [EI Pueblo], and NSR 3 [Mozaic Apartments].
 - During a portion of the Structural Steel and Gondola Equipment Erection phase and during a portion of the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 3.

- Alameda Tower
 - For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 4 [The California Endowment].
 - During a portion of the Structural Steel and Gondola Equipment Erection phase temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 4.
- Alpine Tower
 - For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 6 [Chinatown Senior Lofts] and NSR 7 [Homeboy Industries].
 - During a portion of the Structural Steel and Gondola Equipment Erection phase temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 6 and NSR 7.
 - NSR 5 [Future Residential] is currently an undeveloped City-owned parking lot and is proposed for future multi-family residential uses. If NSR 5 is occupied by residential units at the time of Project construction the following noise barriers shall be provided:
 - For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 5.
 - During the Foundations and Columns and Structural Steel and Gondola Equipment Erection phases, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and occupied residential units at NSR 5 [Future Residential].
 - During a portion of the Structural Steel and Gondola Equipment Erection phase temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 5.
- Chinatown/State Park Station
 - For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 9 [Blossom Plaza], NSR 10 [Future Residential Development], NSR 11 [Capitol Milling], and NSR 14S [Los Angeles

State Park]. The noise barrier will include a gate that may be temporarily opened for access during construction hours along Spring Street for construction access.

- For the entire duration of construction, the Project shall provide a 10-foot temporary noise barrier between the Chinatown / State Park Station and NSR 8 [College Station] and NSR 12 [Future Residential Development].
- During a portion of the Structural Steel and Gondola Equipment Erection phase temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 8, NSR 12, and NSR 14S.
- Broadway Junction
 - For the entire duration of construction, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and NSR 13 [Future Development], NSR 14N [Los Angeles State Historic Park], and NSR 17 [Low Rise Residential].
 - During the Demolition phase and the Foundations and Columns phase, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School].
 - During the Structural Streel and Gondola Equipment Erection phase and the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School]
 - During a portion of the Structural Steel and Gondola Equipment Erection phase and during a portion of the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 13, NSR 14N, NSR 16, and NSR 17.
- Stadium Tower
 - During the Foundations and Columns phase, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School] and NSR 17 [Low Rise Residential].
 - During a portion of the Structural Steel and Gondola Equipment Erection phase temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the

Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 16 and NSR 17.

- Equipment Maintenance: Construction equipment shall be properly maintained per manufacturers' specifications to prevent noise due to worn or improperly maintained parts and shall be fitted with the best available noise suppression devices (i.e., mufflers, lagging, and/or motor enclosures). All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded.
- **Electrical Sources:** When possible, on-site electrical sources shall be used to power equipment rather than diesel generators.
- Sensitive Uses: Fixed and/or stationary equipment (e.g., generators, compressors, concrete mixers) shall be located away from noise-sensitive receptors.
- **Community Outreach:** The following shall be implemented to reduce impacts to the local community related to disturbances from construction noise:
 - Noise Disturbance Coordinator: A noise and vibration disturbance coordinator shall be established. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The noise and vibration disturbance coordinator shall determine the cause of the complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures to address the complaint. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners to contact the job superintendent if necessary. In the event a complaint is received, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party.
 - Construction Notice: The construction contractor shall provide a construction notice to residents within 500 feet of the construction site for each Project component prior to initiation of construction activities. The construction site notice shall include job site address, anticipated equipment to be used and duration of construction activities, permit number, name and phone number of the job superintendent, construction hours, and the City telephone number where violations can be reported. The notice will also include the phone number of the noise disturbance coordinator.
- Limit Idling Equipment: Construction equipment shall not idle for longer than 5 minutes, as required by Section 2485 of the California Code of Regulations.

8.2 Vibration Mitigation Measures

Potential vibration impacts resulting from the proposed Project are associated only with construction of the project. No vibration impacts were identified for operation of the proposed

Project. The following mitigation measures are recommended for the construction phase of the proposed Project to address potential building damage resulting from vibration. Since the human annoyance threshold is exceeded by common occurrences such as vehicle pass-bys during construction, there is no feasible method for mitigating human annoyance impacts. It should be noted that because the human annoyance threshold is so low, it is already exceeded on roadways by existing truck trips. Accordingly, the following mitigation measure is designed to addresses potential building damage. As discussed above, protective measures are also included in Section 3.5 of the Project EIR, Cultural Resources, with CUL-PDF-A through CUL-PDF-E, which require pre-construction surveys to document existing conditions at EI Grito Mural (VSR-2) and Old Winery (VSR-5), post-construction inspections to document any construction-related damage, and retention of an experienced professional or professionals qualified to carry out the repairs within 12 months of completion of the Project. Any required repairs would conform to the Secretary of Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68).

- VIB-A: Vibration Monitoring: Prior to the issuance of grading permits for the proposed Project, the Project Sponsor shall design a Vibration Monitoring Plan. The Plan shall provide for:
 - Vibration Monitoring Equipment: The placement of vibration monitoring equipment at least 26 feet away from the Avila Adobe (1970s addition), El Grito mural wall, and The Old Winery by a qualified professional for real-time vibration monitoring for construction work at the Alameda Station requiring heavy equipment or ground compaction devices.
 - Modification of Vibration Equipment: The monitoring devices shall notify the construction crew if vibration levels are within 0.1 PPV, in/sec, of the vibration damage threshold. The construction crew shall modify the construction equipment to ensure that the vibration damage threshold is not exceeded.
- VIB-B: Force Adjustable Ground Compaction Devices: For construction work occurring at the Alameda Station in proximity to the Avila Adobe (1970s addition), El Grito Mural, and The Old Winery:
 - At a distance of 26 feet or more of the Avila Adobe (1970s addition), El Grito Mural and The Old Winery, any ground compacting equipment including vibratory rollers and plate compactors shall be calibrated onsite prior to use to ensure vibration levels remain below the assumed reference level of 0.21 PPV, in/sec, at 25 feet. If the ground compacting equipment cannot achieve the assumed reference level, equipment with less vibration (less than 0.21 PPV, in/sec, at 25 feet), non-vibrating equipment, or hand tools shall be required for ground compaction activities.
 - Any ground compaction or excavation/drilling operations within 26 feet of the Avila Adobe (1970s addition), El Grito Mural or The Old Winery structures must be completed with non-vibrating equipment or hand tools.

8.3 Level of Significance with Mitigation

Impacts regarding noise and vibration during construction were determined to be potentially significant.

8.3.1 Noise

Mitigation Measure NOI-A would reduce construction noise impacts through the use of noise barriers, maintenance of equipment, avoidance of unnecessary equipment idling, the use of electrical equipment where practicable, and locating equipment as far from noise-sensitive receptors to the extent feasible. Noise barriers were designed and placed in collaboration with the construction contractor based on the location of noise-producing equipment in relation to the sensitive receptors, as well as the physical constraints of the Project site and the Project phase. These barriers would reduce noise levels to the extent that construction activities are shielded (i.e., below the height of sound barriers) or not within the line-of-sight of noise-sensitive receptors (e.g., upper stories of residential buildings). However, because construction of stations and towers at different phases will occur at elevations above the tops of sound barriers or in some cases within the line-of-sight of noise-sensitive receptors, even with implementation of these measures, significant impacts from noise levels due to construction activities would remain. For the LAMC analysis with the implementation of Mitigation Measure NOI-A, construction equipment would generate noise greater than 75 dBA at a distance of 50 feet, resulting in a significant and unavoidable impact for all construction phases. The noise levels generated at specific sensitive receptors by construction phase with mitigation are provided in Table 6-3. In addition, for the L.A. CEQA Thresholds Guide analysis and the FTA Manual analysis, the significant impacts would remain at the following locations:

Alameda Station

L.A. CEQA Thresholds Guide

With the implementation of Mitigation Measure NOI-A, the construction noise impact at NSR 1B (First 5 LA) would be reduced to less than significant. Implementation of Mitigation Measure NOI-A would be required to minimize the impact at NSR 1A (Los Angeles Union Station), NSR 2 (El Pueblo) and NSR 3 (Mozaic Apartments); however, the construction impact at these receptors would remain significant and unavoidable during all construction phases.

FTA Manual

With the implementation of Mitigation Measure NOI-A, the construction noise impact during the Foundations and Columns phase at NSR 3 (Mozaic Apartments) would be reduced to less than significant. Implementation of Mitigation Measure NOI-A would be required to minimize the impact at NSR 2 (El Pueblo) and NSR 3 (Mozaic Apartments) during the Structural Steel and Gondola Equipment Erection and the Vertical Circulation, Hardscape, Landscape, and Interior Work phases, as well as the Foundations and Columns phase for NSR 2; however, the construction impact at NSR 2 and NSR 3 would remain significant and unavoidable during these construction phases.

Alameda Tower

L.A. CEQA Thresholds Guide

Implementation of Mitigation Measure NOI-A would be required to minimize the impact at NSR 4 (The California Endowment); however, the construction impact at NSR 4 would remain significant and unavoidable during all construction phases.

Alpine Tower

L.A. CEQA Thresholds Guide

With the implementation of Mitigation Measure NOI-A, the construction noise impact during the Vertical Circulation, Hardscape, Landscape, and Interior Work phase at NSR 6 (Chinatown Senior Lofts) and NSR 7 (Homeboy Industries) would be reduced to less than significant. Implementation of Mitigation Measure NOI-A would be required to minimize impacts at NSR 5 (Future Residential Development), NSR 6 (Chinatown Senior Lofts), and NSR 7 (Homeboy Industries) during the Foundations and Columns and Structural Steel and Gondola Equipment Erection phases, and the Vertical Circulation, Hardscape, Landscape, and Interior Work phase at NSR 5; however, construction impacts at NSR 5, NSR 6, and NSR 7 would remain significant and unavoidable during these construction phases.

FTA Manual

With the implementation of Mitigation Measure NOI-A, the construction noise impact at NSR 6 (Chinatown Senior Lofts) would be reduced to less than significant for all construction phases.

Implementation of Mitigation Measure NOI-A would be required to minimize the impact at NSR 5 (Future Residential Development) during the Foundations and Columns and Structural Steel and Gondola Equipment Erection phases; however, the construction impact would remain significant and unavoidable at NSR 5 during the Foundations and Columns phase.

Chinatown/State Park Station

L.A. CEQA Thresholds Guide

With the implementation of Mitigation Measure NOI-A, the construction noise impact at NSR 8 (Future Residential Development), NSR 9 (Blossom Plaza), NSR 10 (Future Residential Development), NSR 11 (Capitol Milling), NSR 12 (Residential Development) and NSR 14S (Los Angeles State Historic Park – South) would be reduced to less than significant during the Vertical Circulation, Hardscape, Landscape, and Interior Work phase.

Implementation of Mitigation Measure NOI-A would be required to minimize impacts during the Foundations and Columns and Structural Steel and Gondola Equipment Erection phases; however, construction impacts at NSR 8 (Future Residential Development), NSR 9 (Blossom Plaza), NSR 10 (Future Residential Development), NSR 11 (Capitol Milling), NSR 12 (Residential Development), and NSR 14S (Los Angeles State Historic Park – South) would remain significant and unavoidable during these construction phases.

FTA Manual

With the implementation of Mitigation Measure NOI-A, the construction noise impact at NSR 14S (Los Angeles State Historic Park – South) would be reduced to less than significant during all construction phases, as well as at NSR 8 (Future Residential Development) during the Vertical Circulation, Hardscape, Landscape, and Interior Work phase.

Implementation of Mitigation Measure NOI-A would be required to minimize the impact during the Foundations and Columns and the Structural Steel and Gondola Equipment Erection phases at NSR 8 (Future Residential Development); however, the construction impact would remain significant and unavoidable at NSR 8 during these phases.

Broadway Junction

L.A. CEQA Thresholds Guide

With the implementation of Mitigation Measure NOI-A, the construction noise impact at NSR 14N (Los Angeles State Historic Park – North) would be reduced to less than significant during the Vertical Circulation, Hardscape, Landscape, and Interior Work phase; however, construction impacts would remain significant and unavoidable at this receptor during the Demolition, Foundations and Columns, and Structural Steel and Gondola Equipment Erection construction phases.

Implementation of Mitigation Measure NOI-A would be required to minimize impacts during all construction phases at NSR 16 (Cathedral High School), NSR 17N (Low-Rise Residential – North), and NSR 17S (Low-Rise Residential – South); however, construction impacts at NSR 16, NSR 17N, and NSR 17S would remain significant and unavoidable during all construction phases.

FTA Manual

With the implementation of Mitigation Measure NOI-A, the construction noise impact at NSR 17S (Low-Rise Residential – South) would be reduced to less than significant during all construction phases.

Stadium Tower

L.A. CEQA Thresholds Guide

With the implementation of Mitigation Measure NOI-A, the construction noise impact at NSR 16 (Cathedral High School) during the Foundations and Columns phase and NSR 17N (Low-Rise Residential – North) during the Foundations and Columns and Structural Steel and Gondola Equipment Erection phases would be reduced to less than significant.

8.3.2 **Operations**

Noise and vibration impacts from operations would be less than significant without mitigation. Therefore, no mitigation measures for operations would be required, and impacts would remain less than significant.

8.3.3 Vibration

Building Damage

Potential damage thresholds could be exceeded at three locations, including the Avila Adobe - 1970s addition (VSR-4b), the Old Winery (VSR-5), and El Grito Mural (VSR-3), due to construction activity associated with the installation of vertical circulation elements for the Alameda Station. With implementation of Mitigation Measures VIB-A and VIB-B, vibration damage impacts at these structures would be less than significant.

Human Annoyance

Significant human annoyance impacts would occur at Alameda Station (VSR-1, -2, -3 -4, -5, and -6), Alameda Tower (VSR-7, -8 and -9), Alpine Tower (VSR-10 and -11), Chinatown/State Park Station (VSR-13 and VSR-19), and Broadway Junction (VSR-14, -15, -16, and -17) and along the Project's haul route. However, no feasible mitigation measures are available to reduce the

vibration annoyance impacts identified for vibration-sensitive receptors from on-site construction activities, as well as along the Project alignment for off-site construction activities. This is because the human annoyance threshold is exceeded by common occurrences such as vehicle pass-bys during construction. Such equipment is needed to build the Project and there is no alignment or haul route option that would create sufficient separation from adjacent uses to eliminate the human impact. As a result, vibration annoyance impacts would remain significant and unavoidable.

9. References

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APPENDIX A

NOISE MEASUREMENT DETAIL

Appendix A Noise Measurement Detail

Description of noise measurement procedures

Short-term measurements were taken with two Class 1 Larson Davis LxT Sound Level Meters. Each meter was calibrated before and after taking a measurement. The meters were fitted with windscreens, and they recorded A-weighted equivalent sound level (L_{Aeq}) at 1-minute intervals for approximately 15 minutes. Weather conditions were monitored to ensure they were within acceptable limits. Events that could represent non-ambient conditions were noted, with a timestamp, on the field sheet corresponding to the measurement.

Long-term measurements were taken with two Type 1 Larson Davis 820 Sound Level Meters. Each meter was calibrated before and after taking a measurement. The meters were fitted with windscreens and they recorded A-weighted equivalent sound level (L_{Aeq}) at 10-minute intervals for at least 24 hours. Weather conditions were noted before and after each measurement to ensure they were within acceptable limits.

Noise Short Term Measurement Detail

This Appendix includes a summary of short-term data. A map showing the measurement locations is included after the table.

Measurement ID	Start Time	Duration	1-minute L _{eq} (dBA)				
	(hh:mm)	(min.)	Min	Max	Average		
ML-01	12:23	18	55.1	67.0	61.2		
ML-02	13:18	12	60.1	73.1	68.7		
	16:22	14	62.5	74.0	67.4		
IVIL-03	23:54	14	50.3	71.9	62.4		
	13:13	15	58.8	67.6	63.3		
IVIL-04	23:28	16	48.3	63.4	56.4		
ML OF	17:01	14	63.7	70.5	66.9		
MIL-03	22:59	15	54.7	66.6	61.6		
	13:36	13	64.6	78.1	70.1		
ML-00	22:44	14	49.3	68.7	61.4		
MI OQ	11:47	13	64.6	74.7	70.6		
IVIL-00	23:25	17	47.6	68.4	60.8		
	14:01	14	61.9	70.4	65.9		
MIL-09	21:59	17	54.0	68.3	61.7		
MI 10	9:36	22	55.7	69.8	61.8		
IVIL-TO	22:19	15	50.1	64.5	54.7		
N/I 11	13:43	13	61.6	69.6	66.2		
	23:03	14	43.9	67.5	60.8		
ML-12	10:15	14	56.1	68.2	60.8		
MI 13	14:26	14	58.7	67.4	63.7		
	23:26	16	42.9	61.6	54.8		
ML-14	14:46	14	54.1	61.1	58.4		
ML_15	14:16	13	63.3	72.3	67.8		
	22:36	13	49.3	68.3	62.5		
ML 16	15:10	14	51.9	59.5	55.7		
	23:02	14	45.3	63.0	58.8		
ML-17	11:07	14	50.3	58.6	54.8		
MI 19	12:01	14	56.6	71.8	64.9		
IVIL-10	22:22	13	51.2	66.9	61.8		
MI 10	15:10	14	52.7	63.4	59.0		
IVIL-19	22:04	14	49.9	58.8	56.4		
MI 21	14:43	13	53.6	60.0	57.9		
	22:11	13	49.5	55.5	54.4		
ML-22	13:35	15	50.4	59.6	57.2		



Long-Term Measurement Charts

This appendix includes a summary of long-term data measurements. All measurement locations are identified in the map below.



Long-term Noise Measurement Location ML-07 (see map above)



Long-term Noise Measurement Location ML-20 (see map above)

Noise Measurement Field Data Sheets

Field data sheets for approximately 25 field noise measurement events have been scanned and saved to a secure project directory and are available upon request.

Each data sheet includes the following:

- Location, date and time of measurement
- Individual conducting the measurement
- Model and serial number of SLM and Field Calibrator
- Field calibration data
- Meteorological observation
- Short term measurement results (1-minute Leq data)
- Site diagram and description of measurement site.
- Description of existing acoustical sources

Noise Measurement Photo Log

This Appendix includes a photo log of measurement collection. Two photos with descriptions are included for each measurement location.

ML-01, Union Station



ML-02 Father Serra Park



ML-03 Mozaic Apartments



ML-04 The California Endowment



ML-05 Alameda and Alpine



ML-06 Chinatown Senior Lofts



ML-07 Chinatown Station Long-Term



ML-08 Bus Depot Corner



ML-09 Blossom Apt Sidewalk



ML-10 Blossom Apt Plaza



ML-11 College Station Development



ML-12 Parking Lot under L Line (Gold)



ML-13 Park Plaza



ML-14 Park Corner



ML-15 Broadway and Bernard



ML-16 Park Center







ML-18 Bishops and Broadway



ML-19 Cathedral High School



ML-20 Savoy Long-Term


ML-21 Solano Canyon



ML-22 Elysian Park Recreation Center



SLM Calibration Certificates

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8	HP 34401A	MV45023668	31 JAN 2019	31 JAN 2020	\$ <u></u>
Ä	HP 3458A	2823407179	24 JUL 2019	24 IUL 2020	<u> </u>
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 a) Estimated uncertainty of comparison: ± 0.05 dB b) Estimated uncertainty of calibration service for standard pistonphone: ± 0.06 dB 	specifications listed below at the normalized conditions stated.
 C) Total uncertainty: \(\sqrt{a^2 + b^2}\) = ± 0.08 dB C) Expanded uncertainty (coverage factor k = 2 for 95% confidence level): = ± 0.16 dB This acoustic calibrator has been calibrated using standards with values traceable to the National Institute 	SPL produced in coupler terminated by a loading volume of a ½" microphone 94.0 ± 0.2 dB 114 ± 0.2 dB Frequency 1,000 Hz ± 1% Distortion < 2%
of Standards and Technology. This calibration is traceable to NIST Test Number TN-683/286992-15.	At 1,013 hPa, 20°C, and 65% relative humidity
	PERFORMANCE AS RECEIVED
CONDITION OF TEST	Frequency 1000.0 Hz
Ambient Pressure 991.48 hPa	SPL (94 0B) 93,30 0B
l'emperature 23 °C	Distortion (at 94 dB) 0.3 %
Relative Humidity 39 %	Battery Voltage 86 V
Date of Calibration 20 MAY 2020	Duticity Voltage
The calibration of this acoustic calibrator was performed using a test system conforming to the requirements of	Was adjustment performed? No Were batteries replaced? Yes
ANSI/NCSLZ540-1, 1994, ISO 17025, and	FINAL PERFORMANCE
ISO 9001:2015, Certification NQA No. 11252.	Frequency 1000.0 Hz
5	SPL (94 dB) 93.96 dB
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1.0 20130522	Distortion (at 94 dB) 0.3 %
Calibration performed by frost furth	Note: This calibrator was within manufacturers specifications as received.
Harold Lynch, Service Manager	
ODIN METROLOGY, INC. 3533 OLD CONEJO ROAD, SUITE 125 THOUSAND OAKS, CA 91320 PHONE: (805) 375-0830; FAX: (805) 375-0405	
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 c) Total uncertainty: √a² + b² = ± 0.08 c d) Expanded uncertainty (coverage factor level): = ± 0.16 dB 	dB or k = 2 for 95% confidence	SPL produced in terminated by a volume of a 1/2" micror	coupler loading	94.0 ± 0. 114 ± 0.2	2 dB 2 dB
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Temperature	23 *0	Distortion (at 94 dB)		0.5	0D
Relative Humidity	3/ %	Battery Voltage		9.3	V
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The calibration of this acoustic cal using a test system conforming t	ibrator was performed o the requirements of	Was adjustment perfo Were batteries replac	ed?		No No
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Collection proved and a peop Davie CAL 20	0 25 3 20100606	SPL (94 0B)		114 04	dB
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Harold Lynch, Service Manager					
Odin Metrolog 3533 Old Conejo Roa Thousand Oaks, C Phone: (805) 375-0830; Fa	Y, INC. D, SUITE 125 XA 91320 X: (805) 375-0405				

3S Gondola System Sound Measurements

The following memo was provided by Leitner Poma of America to document operational sound measurements for a similar 3S type gondola system. These measurement values were used to develop and validate the operational gondola sound prediction model as discussed in Section 5 of the technical report.

LEITN	ER MA		
То:	Mike Deiparine, SCJ Alliance		
From:	Fred Demoulin, Leitner Poma of A	merica	
Date:	May 15, 2020		
Subject:	3S Sound Measurements		
near tower slack carr proposed a The follow the lift line at an oper Station S	s of a 3S system in Austria. The to iers. You may find these charact system. System operations were co ing table lists the location of measur and the sound pressure levels mea ating speed of 6 m/s.	wers are all support towe eristics similar to how y oordinated with the meas rements taken near the s sured. For this table, all r	ers and the system utilizes you have described your urement activities. ¹ station (0 degrees is along measurements were taken
Measurer	nent Location Description	Measured Leg, dBA	
Outside of	f Station 0 degrees at 50 meters	51	
Outside of	f Station 30 degrees at 35 meters	52.6	
Outside of	f Station 45 degrees at 35 meters	53.7	
Outside of	f Station 0 degrees at 50 meters	50.9	
Outside of	f Station 30 degrees at 35 meters	52.6	
Outside of	f Station 45 degrees at 35 meters	55.6	
Outside of	f Station 0 degrees at 20 meters	58.9	1

The following table lists the location of measurements taken near one of the towers at varying operating speeds and two distances *from the tower head*.

54.5

Tower	Sound	M	assuramente
lower	Sound	IVI	easurements

Outside of Station 90 degrees at 20 meters

Measurement Location Description	Line Speed (meters per second)	Measured L _{eg} , dBA
Tower 90 degrees at 20 meters	7	60.1
Tower 90 degrees at 20 meters	6	55.3
Tower 90 degrees at 20 meters	5	52.6
Tower 90 degrees at 20 meters	4	47.4
Tower 30 degrees at 30 meters	7	57.0

¹ While system operations were coordinated with the measurement activities other noise sources may also be reflected in these noise measurements. These noise measurements do not apply any reduction for other noise sources and therefore may overstate the noise associated with the 3S ropeway system.

APPENDIX B

CALCULATION DETAIL

Appendix B Calculation Detail

- **B.1** Construction Noise Calculation Sheets
- **B.2** Construction Vibration Calculation Sheets
- **B.3 Operational Noise Calculation Sheets**
- B.4 Construction Haul Route MapB.5 Detailed Gondola Cabin Noise Calculation Results

B.1 Construction Noise Calculation Sheets

Construction Noise Calculations, Alameda Station (Foundations & Columns)

								Cons	truction Area	Alameda	Station (Vithout Mi	tigation)																
		NSR 1A	Union St	ation		NSR 1B	First Five			NSR 2A	El Pueblo	Plaza (Mural		NSR 2B	El Pueblo	Plaza (Grass)		NSR 2C	El Pueblo	Plaza (Founta	in)	NSR 3	Mozaic /	Apartments		NSR 3	Mozaic Apa	rtments Top	Floor
		Elevation	n: 5			Elevation	: 5			Elevation	14			Elevation	11			Elevation	14			Elevation	: 5			Elevation:	35		
		2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2 D			
		Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance	2		Distance	3D Distance	2	
Equipment	Source Ele	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq
Concrete Mixer Truck	5.0	85.3	85.3	0.0	70.2	313.9	313.9	5.0	53.9	133	133.3	0.0	66.3	82.4	82.6	0.0	70.5	45.6	46.5	0.0	75.5	68.2	68.2	0.0	72.1	68.2	74.5	0.0	71.4
Concrete Mixer Truck	5.0	85.3	85.3	0.0	70.2	313.9	313.9	5.0	53.9	133	133.3	0.0	66.3	82.4	82.6	0.0	70.5	45.6	46.5	0.0	75.5	68.2	68.2	0.0	72.1	68.2	74.5	0.0	71.4
Concrete Pump Truck	5.0	85.3	85.3	0.0	69.8	313.9	313.9	5.0	53.5	133	133.3	0.0	65.9	82.4	82.6	0.0	70.0	45.6	46.5	0.0	75.0	68.2	68.2	0.0	71.7	68.2	74.5	0.0	70.9
Crane	5.0	283.4	283.4	0.0	57.6	490.7	490.7	5.0	47.8	51.9	52.7	0.0	72.2	77.6	77.8	0.0	68.8	115.1	115.5	0.0	65.4	129.0	129.0	0.0	64.4	129.0	132.4	0.0	64.2
Flat Bed Truck	5.0	85.3	85.3	0.0	65.7	313.9	313.9	5.0	49.4	133	133.3	0.0	61.8	82.4	82.6	0.0	66.0	45.6	46.5	0.0	71.0	68.2	68.2	0.0	67.6	68.2	74.5	0.0	66.9
Gradall	5.0	245.7	245.7	0.0	65.6	366.0	366.0	5.0	57.1	38.6	39.6	0.0	81.4	38.6	39.1	0.0	81.6	38.6	39.6	0.0	81.4	53.6	53.6	0.0	78.8	53.6	61.4	0.0	77.6
Pickup Truck	5.0	85.3	85.3	0.0	66.4	362.2	362.2	5.0	48.8	118	118.3	0.0	63.5	118	118.2	0.0	63.6	118	118.3	0.0	63.5	18.6	18.6	0.0	79.6	18.6	35.3	0.0	74.0
Vacuum Excavator (Vac-truck)	5.0	85.3	85.3	0.0	76.7	313.9	313.9	5.0	60.4	133	133.3	0.0	72.8	82.4	82.6	0.0	77.0	45.6	46.5	0.0	82.0	68.2	68.2	0.0	78.6	68.2	74.5	0.0	77.9
Vacuum Street Sweeper	5.0	85.3	85.3	0.0	67.0	313.9	313.9	5.0	50.6	133	133.3	0.0	63.1	82.4	82.6	0.0	67.2	45.6	46.5	0.0	72.2	68.2	68.2	0.0	68.9	68.2	74.5	0.0	68.1
Vibrating Hopper	5.0	245.7	245.7	0.0	70.2	366.0	366.0	5.0	61./	38.6	39.6	0.0	86.0	38.6	39.1	0.0	86.1	38.6	39.6	0.0	86.0	53.6	53.6	0.0	83.4	53.6	61.4	0.0	82.2
Vibrating Hopper	5.0	245.7	245.7	0.0	70.2	366.0	366.0	5.0	61.7	38.6	39.6	0.0	86.0	38.6	39.1	0.0	86.1	38.6	39.6	0.0	86.0	53.6	53.6	0.0	83.4	53.6	61.4	0.0	82.2
Warning Horn	5.0	85.3	85.3	0.0	65.6	366.0	366.0	5.0	47.9	38.6	39.6	0.0	/2.2	38.6	39.1	0.0	/2.3	38.0	39.6	0.0	/2.2	53.6	53.6	0.0	69.6	53.0	51.4	0.0	68.4
warning Horn	5.0	85.3	85.3	0.0	05.0	362.2	362.2	5.0	48.0	118	118.3	0.0	62.7	118	118.2	0.0	62.7	118	118.3	0.0	62.7	68.2	68.2	0.0	67.5	68.2	74.5	0.0	00.7
Walder (Tereb	5.0	30.3	80.5 245 7	0.0	00.0 56.0	362.2	362.2	5.0	48.0	20.6	20.6	0.0	72.0	20.6	20.1	0.0	72.2	20.6	20.6	0.0	72.0	52.C	53.2 53.6	0.0	60.4	52.6	/4.5 61.4	0.0	60.7
Total	5.0	243.7	243.7	0.0	91.0	500.0	500.0	5.0	47.7	30.0	35.0	0.0	00.1	30.0	35.1	0.0	00.4	30.0	35.0	0.0	01.0	35.0	35.0	0.0	05.4	35.0	01.4	0.0	00.2
Evicting-day					61.0				61.1				60.0				60.0				51.0				69.7				69.4
Existing-day					57.7				57.7				65.5				65.5				65.5				65.5				65.5
Day Impact					Imnact				Imnact				Imnact				Impact				Imnact				Imnac				Imnact
Night Impact					Impact	1			Impact				Impact				Impact				Impact				Impac	t			Impact
· · · · · · · · · · · · · · · · · · ·						1								1												1			
											Cor	nstruction Ar	ea Alameo	da Station	(With Mitig	sation)													
		NSR 1A	Union St	ation		NSK 1B	HIST HVE			NSK ZA	El Pueblo	Plaza (Murai		NSR 2B	EI PUEBIO	Plaza (Grass)		NSR 2C	El Pueblo	Plaza (Founta	in)	NSK 3	wozaic /	Apartments		NSK 3	NIOZAIC APA	rtments lop	HOOP
		Elevation	n: 5			Elevation	: 5			Elevation	14			Elevation	11			Elevation:	14			Elevation:	: 5			Elevation:	35		
		2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2 D			
		Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance	2		Distance	3D Distance	2	
Equipment	Source Ele	e (ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq
Concrete Mixer Truck	5.0	85.3	85.3	0.0	70.2	313.9	313.9	5.0	53.9	133	133.3	0.0	66.3	82.4	82.6	0.0	70.5	45.6	46.5	0.0	75.5	68.2	68.2	10.0	62.1	68.2	74.5	0.8	70.6
Concrete Mixer Truck	5.0	85.3	85.3	0.0	70.2	313.9	313.9	5.0	53.9	133	133.3	0.0	66.3	82.4	82.6	0.0	70.5	45.6	46.5	0.0	75.5	68.2	68.2	10.0	62.1	68.2	74.5	0.8	70.6
Concrete Pump Truck	5.0	85.3	85.3	0.0	69.8	313.9	313.9	5.0	53.5	133	133.3	0.0	65.9	82.4	82.6	0.0	70.0	45.6	46.5	0.0	75.0	68.2	68.2	10.0	61.7	68.2	74.5	0.8	70.1
Crane	5.0	283.4	283.4	10.0	47.6	490.7	490.7	5.0	47.9	51.9	52.7	10.0	62.2	77.6	77.8	9.3	59.5	115.1	115.5	2.3	63.1	129.0	129.0	10.0	54.4	129.0	132.4	0.0	64.2
Flat Bed Truck	5.0	85.3	85.3	0.0	65.7	313.9	313.9	5.0	49.4	133	133.3	0.0	61.8	82.4	82.6	0.0	66.0	45.6	46.5	0.0	71.0	68.2	68.2	10.0	57.6	68.2	74.5	0.8	66.1
Gradall	5.0	245.7	245.7	10.0	55.6	366.0	366.0	10.0	52.1	38.6	39.6	10.0	71.4	38.6	39.1	10.0	71.6	38.6	39.6	10.0	71.4	53.6	53.6	10.0	68.8	53.6	61.4	0.0	77.6
Pickup Iruck	5.0	85.3	85.3	10.0	56.4	362.2	362.2	10.0	43.8	118	118.3	2.3	61.2	118	118.2	4.7	58.8	118	118.3	1.9	61.6	18.6	18.6	10.0	69.6	18.6	35.3	0.0	74.0
Vacuum Excavator (Vac-truck)	5.0	85.3	85.3	0.0	/6./	313.9	313.9	5.0	60.4	133	133.3	0.0	/2.8	82.4	82.6	0.0	//.0	45.6	46.5	0.0	82.0	68.2	68.2	10.0	68.6	68.2	74.5	0.8	//.1
Vacuum Street Sweeper	5.0	85.3	85.3	0.0	67.0	313.9	313.9	5.0	50.6	133	133.3	0.0	63.1	82.4	82.6	0.0	67.2	45.6	46.5	0.0	72.2	68.2	68.2	10.0	58.9	68.2	/4.5	0.8	67.3
Vibrating Hopper	5.0	245.7	245.7	10.0	60.2	366.0	366.0	10.0	56.7	38.6	39.b	10.0	76.0	38.6	39.1	10.0	76.1	38.6	39.b	10.0	76.0	53.6	53.6	10.0	73.4	53.6	61.4	0.0	82.2
Vibrating Hopper	5.0	245.7	245.7	10.0	50.Z	300.0	300.0	10.0	20.7	38.0	39.0	10.0	70.0	38.0	39.1	10.0	/0.1	38.0	39.0	10.0	/0.0	53.0	53.0	10.0	73.4	53.0	61.4	0.0	82.Z
Warning Horn	5.0	05.2	85.5	10.0	55.0	300.0	300.0	10.0	42.9	38.0	110.2	10.0	62.2	38.0	110.0	10.0	62.3	38.0	110.2	10.0	62.2	23.0	53.0	10.0	59.0	53.0	74.5	0.0	66.7
warning Horn	5.0	85.3	85.3	10.0	55.6	362.2	362.2	10.0	43.0	118	118.3	0.0	62.7	118	118.2	0.0	62.7	118	118.3	0.0	62.7	68.2	68.2	10.0	57.5	68.2	74.5	0.0	00.7
Walder (Tereb	5.0	245.7	85.5	10.0	33.D	302.2	302.2	10.0	43.0	118	118.5	0.0	D//	1 118	1187	0.0	6Z./	118	118.5	0.0	62.7	08.2	68.2	10.0	57.5	08.2	/4.5	0.0	00.7
weider / Torch			245.7	10.0	46.2	1 266 0	266.0	10.0	42.7	20 6	20.6	10.0	62.0	20.6	20.1	10.0	62.2	20 6	20 6	10.0	62.0	E2 6	E2 6	10.0	E0 4	E2 6	61.4	0.0	
Total	5.0	245.7	245.7	10.0	46.2	366.0	366.0	10.0	42.7	38.6	39.6	10.0	62.0	38.6	39.1	10.0	62.2 92.9	38.6	39.6	10.0	62.0 95.0	53.6	53.6	10.0	59.4 78.9	53.6	61.4	0.0	68.2 97.2
Total Existing dov	5.0	245.7	245.7	10.0	46.2 79.5	366.0	366.0	10.0	42.7 65.1	38.6	39.6	10.0	62.0 81.4	38.6	39.1	10.0	62.2 82.9	38.6	39.6	10.0	62.0 85.9	53.6	53.6	10.0	59.4 78.9	53.6	61.4	0.0	68.2 87.3
Total Existing-day Existing-night	5.0	245.7	245.7	10.0	46.2 79.5 61.1 57.7	366.0	366.0	10.0	42.7 65.1 61.1 57.7	38.6	39.6	10.0	62.0 81.4 69.0	38.6	39.1	10.0	62.2 82.9 69.0	38.6	39.6	10.0	62.0 85.9 69.0	53.6	53.6	10.0	59.4 78.9 68.4 65.5	53.6	61.4	0.0	68.2 87.3 68.4
Total Existing-day Existing-night Day Impact	5.0	245.7	245.7	10.0	46.2 79.5 61.1 57.7	366.0	366.0	10.0	42.7 65.1 61.1 57.7	38.6	39.6	10.0	62.0 81.4 69.0 65.5	38.6	39.1	10.0	62.2 82.9 69.0 65.5	38.6	39.6	10.0	62.0 85.9 69.0 65.5	53.6	53.6	10.0	59.4 78.9 68.4 65.5	53.6	61.4	0.0	68.2 87.3 68.4 65.5
Total Existing-day Existing-night Day Impact Night Impact	5.0	245.7	245.7	10.0	46.2 79.5 61.1 57.7 Impact	366.0	366.0	10.0	42.7 65.1 61.1 57.7 No impact	38.6	39.6	10.0	62.0 81.4 69.0 65.5 Impact	38.6	39.1	10.0	62.2 82.9 69.0 65.5 Impact	38.6	39.6	10.0	62.0 85.9 69.0 65.5 Impact	53.6	53.6	10.0	59.4 78.9 68.4 65.5 Impac	53.6	61.4	0.0	68.2 87.3 68.4 65.5 Impact

Construction Noise Calculations, Alpine Tower and Alameda Tower (Foundations & Columns)

Construction Are	Construction Area Alameda Tower (Without Mitigation)											Construction Area Alpine Tower (Without Mitigation)															
	NSR 4 CA En dowment											NSR 5	Future Ho	meboy Indu	istries	NSR 6	Chinatow	n Senior Lof	ts	NSR 6	Chinatow	n Senior Loft	sTop	NSR 7	Homeboy	Industries	
									Residenti	ai			Residenti	al Top Roor							Roor						
		Ele vation:	7					Elevation	5			Elevation	: 45			Elevation	15			Elevation	115			Elevation	: 5		
		2D	3D					2D	3D			2D	3D			2D	3D			2D	3D			2D	3D		
		Distance	Distance					Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance		
Equipment	Source Ele	(ft)	(ft.)	Shielding	Leq	Equipment	Source Ele	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq
Concrete Mixer Truck	5.0	79.9	79.9	0.0	70.7	Concrete Mixer Truck	5.0	115.5	115.5	0.0	67.5	115.5	122.2	0.0	67.1	122.2	122.6	0.0	67.0	122.2	164.4	0.0	64.5	86.5	86.5	0.0	70.1
Concrete Mixer Truck	5.0	79.9	79.9	0.0	70.7	Concrete Mixer Truck	5.0	115.5	115.5	0.0	67.5	115.5	122.2	0.0	67.1	122.2	122.6	0.0	67.0	122.2	164.4	0.0	64.5	86.5	86.5	0.0	70.1
Concrete Pump Truck	5.0	79.9	79.9	0.0	70.3	Concrete Pump Truck	5.0	115.5	115.5	0.0	67.1	115.5	122.2	0.0	66.6	122.2	122.6	0.0	66.6	122.2	164.4	0.0	64.1	86.5	86.5	0.0	69.6
Crane	5.0	366.5	366.5	0.0	55.3	Crane	5.0	123.3	123.3	0.0	64.8	123.3	129.6	0.0	64.4	136.2	136.6	0.0	63.9	136.2	175.1	0.0	61.8	96.5	96.5	0.0	66.9
Flat Bed Truck	5.0	79.9	79.9	0.0	66.2	Flat Bed Truck	5.0	115.5	115.5	0.0	63.0	115.5	122.2	0.0	62.6	122.2	122.6	0.0	62.5	122.2	164.4	0.0	60.0	86.5	86.5	0.0	65.6
Gradall	5.0	100.9	100.9	0.0	73.3	Gradall	5.0	123.3	123.3	0.0	71.6	123.3	129.6	0.0	71.1	136.2	136.6	0.0	70.7	136.2	175.1	0.0	68.5	96.5	96.5	0.0	73.7
Pickup Truck	5.0	93.7	93.7	0.0	65.6	Pickup Truck	5.0	94.9	94.9	0.0	65.5	94.9	103.0	0.0	64.7	110.6	111.1	0.0	64.1	110.6	156.0	0.0	61.1	113.7	113.7	0.0	63.9
Vacuum Excavator (Vac truck)	5.0	79.9	79.9	0.0	77.2	Vacuum Excavator (Vac-truck)	5.0	115.5	115.5	0.0	74.0	115.5	122.2	0.0	73.6	122.2	122.6	0.0	73.5	122.2	164.4	0.0	71.0	86.5	86.5	0.0	76.6
Vacuum Street Sweeper	5.0	79.9	79.9	0.0	67.5	Vacuum Street Sweeper	5.0	115.5	115.5	0.0	64.3	115.5	122.2	0.0	63.8	122.2	122.6	0.0	63.8	122.2	164.4	0.0	61.3	86.5	86.5	0.0	66.8
Vibrating Hopper	5.0	100.9	100.9	0.0	77.9	Vibrating Hopper	5.0	123.3	123.3	0.0	76.1	123.3	129.6	0.0	75.7	136.2	136.6	0.0	75.3	136.2	175.1	0.0	73.1	96.5	96.5	0.0	78.3
Vibrating Hopper	5.0	100.9	100.9	0.0	77.9	Vibrating Hopper	5.0	123.3	123.3	0.0	76.1	123.3	129.6	0.0	75.7	136.2	136.6	0.0	75.3	136.2	175.1	0.0	73.1	96.5	96.5	0.0	78.3
Warning Hom	5.0	100.9	100.9	0.0	64.1	Warning Horn	5.0	123.3	123.3	0.0	62.3	123.3	129.6	0.0	61.9	136.2	136.6	0.0	61.5	136.2	175.1	0.0	59.3	96.5	96.5	0.0	64.5
Warning Hom	5.0	93.7	93.7	0.0	64.7	Warning Horn	5.0	94.9	94.9	0.0	64.6	94.9	103.0	0.0	63.9	110.6	111.1	0.0	63.3	110.6	156.0	0.0	60.3	113.7	113.7	0.0	63.1
Warning Hom	5.0	93.7	93.7	0.0	64.7	Warning Horn	5.0	94.9	94.9	0.0	64.6	94.9	103.0	0.0	63.9	110.6	111.1	0.0	63.3	110.6	156.0	0.0	60.3	113.7	113.7	0.0	63.1
Welder / Torch	5.0	100.9	100.9	0.0	63.9	Welder / Torch	5.0	123.3	123.3	0.0	62.2	123.3	129.6	0.0	61.7	136.2	136.6	0.0	61.3	136.2	175.1	0.0	59.1	96.5	96.5	0.0	64.3
Total					84.1	Total					82.0				81.6				81.2				78.9				84.1
Existing day					63.6	Existing-day					65.6				65.6				69.0				69.0				69.8
Existing-night					60.7	Existing-night					64.9				64.9				64.1				64.1				65.1
Day Impact					Impact	Day Impact					Impact	t			Impact	:			Impact				Impact				Impact
Night Impact					Impact	Night Impact					Impact	t			Impact				Impact				Impact	:			Impact

Construction	Area Alamed	Tower(V	Vith Mitiga	tion)									Co	nstruction A	rea Alpine	e Tower (W	ith Mitiga	tion)									
		NSR 4	CAEndow	ment				NSR 5	Future Ho	omeboy Indu	Istries	NSR 5	Future He	meboy Indu	istries	NSR 6	Chinatov	n Senior Lof	ts	NSR 6	Chinatow	n Senior Lofts	Тор	NSR 7	Homeboy	Industries	
									Residenti	al			Residenti	al Top Roor							Roor						
		Ele vation:	7					Elevation:	5			Elevation	: 45			Elevation	15			Elevation	: 115			Elevation	5		
		2D	30					2D	3D			2D	3D			2D	3D			2D	3D			2D	3D		
		Distance	Distance					Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance		
Equipment	Source Ele	(ft)	(ft.)	Shielding	Leg	Equipment	Source Ele	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq
Concrete Mixer Truck	5.0	79.9	79.9	0.0	70.7	Concrete Mixer Truck	5.0	115.5	115.5	0.0	67.5	115.5	122.2	0.0	67.1	122.2	122.6	0.0	67.0	122.2	164.4	0.0	64.5	86.5	86.5	0.0	70.1
Concrete Mixer Truck	5.0	79.9	79.9	0.0	70.7	Concrete Mixer Truck	5.0	115.5	115.5	0.0	67.5	115.5	122.2	0.0	67.1	122.2	122.6	0.0	67.0	122.2	164.4	0.0	64.5	86.5	86.5	0.0	70.1
Concrete Pump Truck	5.0	79.9	79.9	0.0	70.3	Concrete Pump Truck	5.0	115.5	115.5	0.0	67.1	115.5	122.2	0.0	66.6	122.2	122.6	0.0	66.6	122.2	164.4	0.0	64.1	86.5	86.5	0.0	69.6
Crane	5.0	366.5	366.5	1.5	53.9	Crane	5.0	123.3	123.3	10.0	54.8	123.3	129.6	0.0	64.4	136.2	136.6	10.0	53.9	136.2	175.1	0.0	61.8	96.5	96.5	10.0	56.9
Flat Bed Truck	5.0	79.9	79.9	0.0	66.2	Flat Bed Truck	5.0	115.5	115.5	0.0	63.0	115.5	122.2	0.0	62.6	122.2	122.6	0.0	62.5	122.2	164.4	0.0	60.0	86.5	86.5	0.0	65.6
Gradall	5.0	100.9	100.9	10.0	63.3	Gradall	5.0	123.3	123.3	10.0	61.6	123.3	129.6	0.0	71.1	136.2	136.6	10.0	60.7	136.2	175.1	0.0	68.5	96.5	96.5	10.0	63.7
Pickup Truck	5.0	93.7	93.7	0.0	65.6	Pickup Truck	5.0	94.9	94.9	10.0	55.5	94.9	103.0	10.0	54.7	110.6	111.1	0.0	64.1	110.6	156.0	0.0	61.1	113.7	113.7	0.0	63.9
Vacuum Excavator (Vac truck)	5.0	79.9	79.9	0.0	77.2	Vacuum Excavator (Vac-truck)	5.0	115.5	115.5	0.0	74.0	115.5	122.2	0.0	73.6	122.2	122.6	0.0	73.5	122.2	164.4	0.0	71.0	86.5	86.5	0.0	76.6
Vacuum Street Sweeper	5.0	79.9	79.9	0.0	67.5	Vacuum Street Sweeper	5.0	115.5	115.5	0.0	64.3	115.5	122.2	0.0	63.8	122.2	122.6	0.0	63.8	122.2	164.4	0.0	61.3	86.5	86.5	0.0	66.8
Vibrating Hopper	5.0	100.9	100.9	10.0	67.9	Vibrating Hopper	5.0	123.3	123.3	10.0	66.1	123.3	129.6	0.0	75.7	136.2	136.6	10.0	65.3	136.2	175.1	0.0	73.1	96.5	96.5	10.0	68.3
Vibrating Hopper	5.0	100.9	100.9	10.0	67.9	Vibrating Hopper	5.0	123.3	123.3	10.0	66.1	123.3	129.6	0.0	75.7	136.2	136.6	10.0	65.3	136.2	175.1	0.0	73.1	96.5	96.5	10.0	68.3
Warning Hom	5.0	100.9	100.9	10.0	54.1	Warning Horn	5.0	123.3	123.3	10.0	52.3	123.3	129.6	0.0	61.9	136.2	136.6	10.0	51.5	136.2	175.1	0.0	59.3	96.5	96.5	10.0	54.5
Warning Hom	5.0	93.7	93.7	0.0	64.7	Warning Horn	5.0	94.9	94.9	10.0	54.6	94.9	103.0	10.0	53.9	110.6	111.1	0.0	63.3	110.6	156.0	0.0	60.3	113.7	113.7	0.0	63.1
Warning Hom	5.0	93.7	93.7	0.0	64.7	Warning Horn	5.0	94.9	94.9	10.0	54.6	94.9	103.0	10.0	53.9	110.6	111.1	0.0	63.3	110.6	156.0	0.0	60.3	113.7	113.7	0.0	63.1
Welder/Torch	5.0	100.9	100.9	10.0	53.9	Welder / Torch	5.0	123.3	123.3	10.0	52.2	123.3	129.6	0.0	61.7	136.2	136.6	10.0	51.3	136.2	175.1	0.0	59.1	96.5	96.5	10.0	54.3
Total					80.9	Total					77.6				81.3				77.5				78.9				80.3
Existing-day					63.6	Existing-day					65.6				65.6				69.0				69.0				69.8
Existing-night					60.7	Existing-night					64.9				64.9				64.1				64.1				65.1
Day Impact					Impact	Day Impact					Impac	:			Impact				Impact				Impact				Impact
Night Impact					Impact	Night Impact					Impac				Impact				Impact				Impact				Impact

Construction Noise Calculations, Chinatown/State Park Station (Foundations & Columns)

																		Con	struction A	rea Chinati	own / Stat	e Park Sta	tion (With	out Mitigati	(na																				
		NSR8 T	College S	tation Resid	ential	NSR8 B	College S	tation Resi	dential	NSR 9	Blowoml	Maza		NSR 9	Blowoml	Plaza Top Fi	oor	NSR 10	Hanttony	Residentia		NSR 10	Hanttony	Residentia		NSR 11	Capitol N	tilling		NSR 12	High Street	Residentia	d I	NSR 12	High Stree	t Residentia	4		Ribdi Res	sidential			Los Angelr	es State His	atorical
			Developr	nent Top Fib	or		Developm	ment Botto	m Floor	1									Develope	nent			Develop	nent Top Fi	bor						Developm	2ms			Developm	ent Top Filo	br	NSR 13 5	Develop	tent		NSR 14 S	Park		
		Elevation	t 70.7			Elevation	£ 5			Elevation	t 26			Elevation	: 70			Elevation	: 25			Elevation	t 265			Elevation	n: 9			Elevation	: 5			Elevation	35			Elevation	35			Elevation	2 5		
		2D	30			2D	30			2D	30			2D	3D			2D	3D			2D	30			2D	3D			2D	30			2D	30			1				1			
		Distance	Distance	1		Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			1				1			
Equipment	Source E	is (ft)	(h.)	Shielding	Leg	(ft)	(8.)	Shielding	Leg	(ft)	(8.)	Shielding	Leg	(ft)	(8.)	Shielding	Leg	(ft)	(8.)	Shielding	Leg	(ft)	(h.)	Shielding	Leg	(h)	(h.)	Shielding	Leg	(h)	(h.)	Shielding	Leg	(ft)	(h.)	Shielding	Leg	Distance	Distance/	(Shielding	Leg	Distance	(Distance)	(Shialding	Leg
Concrete Mixer Truck	5.0	91.2	112.4	0.0	67.8	91.2	91.2	0.0	69.6	348.2	348.8	0.0	57.9	348.2	354.2	0.0	57.8	366.4	366.9	5.0	52.5	366.4	449.3	5.0	50.7	133.9	134.0	0.0	66.3	255.3	255.3	0.0	60.7	255.3	257.0	0.0	60.6	512.9	513.8	5.0	49.6	183.5	183.5	0.0	63.5
Concrete Mixer Truck	5.0	91.2	112.4	0.0	67.8	91.2	91.2	0.0	69.6	348.2	348.8	0.0	57.9	348.2	354.2	0.0	57.8	366.4	366.9	5.0	52.5	366.4	449.3	5.0	50.7	133.9	134.0	0.0	66.3	255.3	255.3	0.0	60.7	255.3	257.0	0.0	60.6	512.9	513.8	5.0	49.6	183.5	183.5	0.0	63.5
Concrete Pump Truck	5.0	91.2	112.4	0.0	67.4	91.2	91.2	0.0	69.2	348.2	348.8	0.0	57.5	348.2	354.2	0.0	57.4	366.4	366.9	5.0	52.1	366.4	449.3	5.0	50.3	133.9	134.0	0.0	65.9	255.3	255.3	0.0	60.3	255.3	257.0	0.0	60.2	512.9	513.8	5.0	49.2	183.5	183.5	0.0	63.1
Grane	5.0	85.2	107.6	0.0	66.0	85.2	85.2	0.0	68.0	348.9	349.5	0.0	55.8	348.9	354.9	0.0	55.6	279.7	280.4	5.0	52.7	279.7	381.9	5.0	50.0	95.2	95.3	0.0	67.0	281.6	281.6	0.0	57.6	281.6	283.2	0.0	57.6	256.2	258.0	5.0	53.4	66.7	66.7	0.0	70.1
Flat Bed Truck	5.0	91.2	112.4	0.0	63.3	91.2	91.2	0.0	65.1	348.2	348.8	0.0	53.4	348.2	354.2	0.0	53.3	366.4	366.9	5.0	48.0	366.4	449.3	5.0	46.2	133.9	134.0	0.0	618	255.3	255.3	0.0	56.2	255.3	257.0	0.0	56.1	512.9	513.8	5.0	45.1	183.5	183.5	0.0	59.0
Gradall	5.0	85.2	107.6	0.0	72.8	85.2	85.2	0.0	74.8	348.9	349.5	0.0	62.5	348.9	354.9	0.0	62.4	279.7	280.4	5.0	59.4	279.7	381.9	5.0	56.8	95.2	95.3	0.0	73.8	281.6	281.6	0.0	64.4	281.6	283.2	0.0	64.4	256.2	258.0	5.0	60.2	66.7	66.7	0.0	76.9
Pickup Truck	5.0	73.8	98.8	0.0	65.1	73.8	73.8	0.0	67.6	793.1	793.4	0.0	47.0	793.1	795.8	0.0	47.0	591.4	5917	5.0	44.6	591.4	646.0	5.0	43.8	489.4	489.4	0.0	51.2	235.2	235.2	0.0	57.6	235.2	237.1	0.0	57.5	478.3	479.2	5.0	46.4	126.6	126.6	0.0	63.0
Vacuum Esca vator (Viac-truck)	5.0	91.2	112.4	0.0	74.3	91.2	91.2	0.0	76.1	348.2	348.8	0.0	64.4	348.2	354.2	0.0	64.3	366.4	366.9	5.0	59.0	366.4	449.3	5.0	57.2	133.9	134.0	0.0	72.8	255.3	255.3	0.0	67.2	255.3	257.0	0.0	67.1	512.9	513.8	5.0	56.1	183.5	183.5	0.0	70.0
Vacuum Street Sweeper	5.0	91.2	112.4	0.0	64.6	91.2	91.2	0.0	66.4	348.2	348.8	0.0	54.7	348.2	354.2	0.0	54.6	366.4	366.9	5.0	49.3	366.4	449.3	5.0	47.5	133.9	134.0	0.0	63.0	255.3	255.3	0.0	57.4	255.3	257.0	0.0	57.4	512.9	513.8	5.0	46.4	183.5	183.5	0.0	60.3
Vibrating Hopper	5.0	85.2	107.6	0.0	77.3	85.2	85.2	0.0	79.4	348.9	349.5	0.0	67.1	348.9	354.9	0.0	67.0	279.7	280.4	5.0	64.0	279.7	381.9	5.0	61.3	95.2	95.3	0.0	78.4	281.6	281.6	0.0	69.0	281.6	283.2	0.0	68.9	256.2	258.0	5.0	64.7	66.7	66.7	0.0	81.5
Vibrating Hopper	5.0	85.2	107.6	0.0	77.3	85.2	85.2	0.0	79.4	348.9	349.5	0.0	67.1	348.9	354.9	0.0	67.0	279.7	280.4	5.0	64.0	279.7	381.9	5.0	61.3	95.2	95.3	0.0	78.4	281.6	281.6	0.0	69.0	281.6	283.2	0.0	68.9	256.2	258.0	5.0	64.7	66.7	66.7	0.0	81.5
Warning Horn	5.0	85.2	107.6	0.0	63.5	85.2	85.2	0.0	65.6	348.9	349.5	0.0	53.3	348.9	354.9	0.0	53.2	279.7	280.4	5.0	50.2	279.7	381.9	5.0	47.5	95.2	95.3	0.0	64.6	281.6	281.6	0.0	55.2	281.6	283.2	0.0	55.1	256.2	258.0	5.0	50.9	66.7	66.7	0.0	67.7
Warning Horn	5.0	73.8	98.8	0.0	64.3	73.8	73.8	0.0	66.8	793.1	793.4	0.0	46.2	793.1	795.8	0.0	46.2	591.4	5917	5.0	43.7	591.4	646.0	5.0	43.0	489.4	489.4	0.0	50.4	235.2	235.2	0.0	56.7	235.2	237.1	0.0	56.7	478.3	479.2	5.0	45.6	126.6	126.6	0.0	62.1
Warning Horn	5.0	73.8	98.8	0.0	64.3	73.8	73.8	0.0	66.8	793.1	793.4	0.0	46.2	793.1	795.8	0.0	46.2	591.4	5917	5.0	43.7	591.4	646.0	5.0	43.0	489.4	489.4	0.0	50.4	235.2	235.2	0.0	56.7	235.2	237.1	0.0	56.7	478.3	479.2	5.0	45.6	126.6	126.6	0.0	62.1
Welder / Torch	5.0	85.2	107.6	0.0	63.4	85.2	85.2	0.0	65.4	348.9	349.5	0.0	53.1	348.9	354.9	0.0	53.0	279.7	280.4	5.0	50.0	279.7	381.9	5.0	47.4	95.2	95.3	0.0	64.4	281.6	281.6	0.0	55.0	281.6	283.2	0.0	55.0	256.2	258.0	5.0	50.8	66.7	66.7	0.0	67.5
Total					82.9				84.9	1			72.6				72.4				68.9				66.5				83.2				74.9				74.8	1			69.2	1			85.8
Existing-day					64.7				64.7	1			61.1				61.1				61.1				61.1				63.0				64.7				64.7	1			67.7	1			58.7
Existing-night					64.4				64.4	1			56.5				56.5				56.5				56.5				59.5				64.4				64.4	1			63.6	1			55.2
Day Impact		1			Impact				Impac	t.			Impact				Impact				Impact				Impact				Impact				Impact				Impact	1			No impact	4			Impact
Night Impact		1			Impact				Impac				Impact				Impact				Impact				Impact				Impact				Impact				Impact	4			Impac	4			Impact

																			bristruction	Area China	itown / Sta	ate Park S	tation (Wit	th Mitigatio	int)																				
		NSR8 T	College S	tation Resid	lential	NSR8 B	College S	tation Resid	dential	NSR 9	Blowom	Plaza		NSR 9	Blowoml	flaza Top Fl	oor	NSR 10	Harmony	Residential		NSR 10	Hanttony	Residentia	el	NSR 11	Capitol N	Milling		NSR 12	High Stree	t Residentia	al 👘	NSR 12	High Stree	t Residentia	d .		Ribdi Res	idential		(Los Angele	is State Hist	torical
			Developr	nent Top Fk	lor .		Developr	ment Bottor	m Floor	1									Develope	tent			Develop	ment Top F	bor						Developm	ent			Developm	ent Top Flo	br	NSR 13 5	Developr	ant		NSR 14 S	Park		
		Elevation	t 70.7			Elevation	5			Elevation	nt 26			Elevation	70			Elevation	t 25			Elevation	± 265			Elevatio	et 9			Elevation	nc 5			Elevation	35			Elevation	£ 35			Elevation	5		
		20	30			20	30			20	30			20	30			20	30			2D	30			2D	30			2D	30			20	30			1				í			
		Digates	Digane			Digate	Distance			Digates	Distance			Digate	Distance			Distance	Distance			Distance	Distance			Distant	e Digame			Distance	Disame			Distance	Distance			1				í –			
Foundant	Source Fl	(41)	(0.)	Shieldine	Len	(8-1	(0.1	Shialdina	len	(81)	(0.)	- Shieldine	Len	(81)	(0.1	Shieldine	Len	(0.1	(4)	Shieldine	Len	(91)	(0.1	Shieldine	len	(81)	(0.)	- Shieldine	len	(81)	(9-1	Shieldine	len	(9-1	(4)	Shielding	len	Distance	illitarraí	Shielding	Len	Distance	Distancel	Shielding	Len
Concrete Mixer Truck	5.0	91.2	112.4	0.0	67.8	91.2	91.2	0.0	69.6	348.2	348.8	0.0	57.9	348.2	354.2	0.0	578	366.4	366.9	5.0	525	366.4	449.3	5.0	50.7	133.9	134.0	0.0	66.3	255.3	255.3	0.0	60.7	255.3	257.0	0.0	60.6	512.9	513.8	5.0	49.6	1835	1835	0.0	63.5
Concrete Mirer Truck	5.0	91.2	112.4	0.0	67.8	91.2	91.2	0.0	69.6	348.2	348.8	0.0	57.9	348.2	354.2	0.0	578	366.4	366.9	5.0	525	366.4	449.3	5.0	50.7	133.0	134.0	0.0	66.3	255.3	255.3	0.0	60.7	255.3	257.0	0.0	60.6	512.9	513.8	5.0	49.6	1835	1835	0.0	635
Concerne Down Touch	5.0	04.0	112.4	0.0	67.4	04.0	04.2	0.0	60.0	240.2	240.0	0.0	636	249.2	2542	0.0	57.4	2664	266.0	5.0	53.4	2664	440.2	5.0	50.2	1220	124.0	0.0	65.0	255.2	255.2	0.0	60.2	266.2	257.0	0.0	60.0	542.0	543.0	5.0	40.0	1025	1025	0.0	62.4
Concrete Pump track	50	91.2	112.4	100	55.0	91.2	91.2	10.0	50.0	346.2	346.6	100	37.3	346.2	354.2	0.0	37.4	306.4	306.9	500	521	306.4	443.5	5.0	50.0	133.9	134.0	100	63.9	233.3	233.3	100	60.5	2333	257.0	0.0	63.6	312.9	3588	5.0	43.2	1835	103.5	100	63.1
Crane Contract	20	03.4	107.6	100	260	03.2	00.2	100	20.0	346.9	34935	100	43.6	346.9	354.9	0.0	53.0	2/9./	2004	100	47.7	2/9./	361.9	5.0	500	95.2	12.5	100	57.0	2010	261.6	100	47.0	2010	283.2	0.0	37.8	236.2	256.0	50	33.4	4007	66.7	100	50.0
Flat Bod Inuck	20	912	112.4	100	63.3	912	91.2	100	65.1	346.2	346.6	00	53.4	346.2	354.2	0.0	53.3	306.4	366.9	500	48.0	366.4	4413	5.0	46.2	133.9	134.0	100	618	255.3	233.3	100	262	255.5	257.0	0.0	36.1	512.9	2128	50	45.1	1835	183.5	100	200
Car add all	20	85.2	107.6	10.0	62.8	85.2	85.2	10.0	64.8	348.9	349.5	100	525	348.9	354.9	0.0	624	279.7	280.4	10.0	54.4	2/9./	381.9	210	26.6	95.2	323	10.0	63.8	281.6	281.5	10.0	34.4	281.6	283.2	0.0	64.4	2562	258.0	510	60.2	66.7	66.7	10.0	66.9
Pickup Truck	5.0	73.8	98.8	0.0	65.1	73.8	73.8	0.0	67.6	793.1	793.4	10.0	37.0	793.1	795.8	0.0	47.0	5914	591.7	10.0	39.6	591.4	646.0	5.0	43.8	489.4	489.4	10.0	41.2	235.2	235.2	ממ	57.6	235.2	237.1	0.0	57.5	478.3	479.2	5.0	46.4	126.6	126.6	0.0	63.0
Vacuum Excalvator (Viac-truck)	5.0	91.2	112.4	0.0	74.3	91.2	91.2	0.0	76.1	348.2	348.8	0.0	64.4	348.2	354.2	0.0	64.3	366.4	366.9	5.0	59.0	366.4	449.3	5.0	57.2	133.9	134.0	0.0	72.8	255.3	255.3	0.0	67.2	255.3	257.0	0.0	67.1	512.9	513.8	5.0	56.1	183.5	183.5	0.0	70.0
Vacuum Street Sweeper	5.0	91.2	112.4	0.0	64.6	91.2	91.2	0.0	66.4	348.2	348.8	0.0	54.7	348.2	354.2	0.0	54.6	366.4	366.9	5.0	49.3	366.4	449.3	5.0	47.5	133.9	134.0	0.0	63.0	255.3	255.3	0.0	57.4	255.3	257.0	0.0	57.4	512.9	513.8	5.0	46.4	183.5	183.5	0.0	60.3
Vibrating Hopper	5.0	85.2	107.6	10.0	67.3	85.2	85.2	10.0	69.4	348.9	349.5	10.0	57.1	348.9	354.9	0.0	67.0	279.7	280.4	10.0	59.0	279.7	381.9	5.0	613	95.2	95.3	10.0	68.4	281.6	281.6	10.0	59.0	281.6	283.2	0.0	68.9	256.2	258.0	5.0	64.7	66.7	66.7	10.0	715
Vibrating Hopper	5.0	85.2	107.6	10.0	67.3	85.2	85.2	10.0	69.4	348.9	349.5	10.0	57.1	348.9	354.9	0.0	67.0	279.7	280.4	10.0	59.0	279.7	381.9	5.0	61.3	95.2	95.3	10.0	68.4	281.6	281.6	10.0	59.0	281.6	283.2	0.0	68.9	256.2	258.0	5.0	64.7	66.7	66.7	10.0	715
Warning Horn	5.0	85.2	107.6	10.0	53.5	85.2	85.2	10.0	55.6	348.9	349.5	10.0	43.3	348.9	354.9	0.0	53.2	279.7	280.4	10.0	45.2	279.7	381.9	5.0	47.5	95.2	95.3	10.0	54.6	281.6	281.6	10.0	45.2	281.6	283.2	0.0	55.1	256.2	258.0	5.0	50.9	66.7	66.7	10.0	57.7
Warning Horn	5.0	73.8	98.8	0.0	64.3	73.8	73.8	0.0	66.8	793.1	793.4	10.0	36.2	793.1	795.8	0.0	46.2	5914	5917	10.0	38.7	591.4	646.0	5.0	43.0	489.4	489.4	10.0	40.4	235.2	235.2	0.0	56.7	235.2	237.1	0.0	56.7	478.3	479.2	5.0	45.6	126.6	126.6	0.0	62.1
Warning Horn	5.0	73.8	98.8	0.0	64.3	73.8	73.8	0.0	66.8	793.1	793.4	10.0	36.2	793.1	795.8	0.0	46.2	591.4	5917	10.0	38.7	591.4	646.0	5.0	43.0	489.4	489.4	10.0	40.4	235.2	235.2	0.0	56.7	235.2	237.1	0.0	56.7	478.3	479.2	5.0	45.6	126.6	126.6	0.0	62.1
Welder / Torch	5.0	85.2	107.6	10.0	53.4	85.2	85.2	10.0	55.4	348.9	349.5	10.0	43.1	348.9	354.9	0.0	53.0	279.7	280.4	10.0	45.0	279.7	381.9	5.0	47.4	95.2	95.3	10.0	54.4	281.6	281.6	10.0	45.0	281.6	283.2	0.0	55.0	256.2	258.0	5.0	50.8	66.7	66.7	10.0	57.5
Total					78.5				80.5	1			68.1				72.4				65.4				66.5				77.2				71.2				74.8	1			69.2	í –			77.7
Existing-day					64.7				64.7	1			61.1				61.1				61.1				61.1				63.0				64.7				64.7	1			67.7	í –			58.7
Existing-night					64.4				64.4	1			56.5				56.5				56.5				56.5				59.5				64.4				64.4	1			63.6	í –			55.2
Day Impact		1			Impact				Impac	t I			Impact				Impact				No impact				Impac				Impact				Impact				Impact	4		1	No impact	í			Impac
Night Impact		1			Impact				Impac				Impact				Impact				Impact				Impac				Impact				Impact				Impact				Impact	í.			Impac
																																							-						

Construction Noise Calculations, Broadway Junction (Foundations & Columns)

											Con	struction Ar	ea Broadv	way Junctio	on (With N	Aitigation)													
		NSR 13 5	Riboli Re	sidential		NSR 13 N	Riboli Re	sidential		NSR 14 N I	.os Angel	les State Hist	orical Pa	NSR 15	St Peter's	Church		NSR 16	Cathedra	I HS		NSR 17 N	Low Rise	Residential		NSR 175	Low Rise	Residential	
			Developr	ment			Developr	nent																					
		Elevation:	-10			Elevation:	5			Elevation:	- 30			Elevation:	5			Elevation:	15			Elevation:	25			Elevation:	15		
		2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2D	3D		
		Distance	Distance	2		Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance		
Equipment	Source Ele	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq
Concrete Mixer Truck	5.0	893.5	893.6	0.0	49.8	671.7	671.7	0.0	52.3	389.3	390.9	10.0	47.0	790.4	790.4	0.0	50.8	433.0	433.3	10.0	46.1	305.5	306.5	10.0	49.1	163.2	163.9	10.0	54.5
Concrete Mixer Truck	5.0	893.5	893.6	0.0	49.8	671.7	671.7	0.0	52.3	389.3	390.9	10.0	47.0	790.4	790.4	0.0	50.8	433.0	433.3	10.0	46.1	305.5	306.5	10.0	49.1	163.2	163.9	10.0	54.5
Concrete Pump Truck	5.0	893.5	893.6	0.0	49.4	671.7	671.7	0.0	51.8	389.3	390.9	10.0	46.5	790.4	790.4	0.0	50.4	433.0	433.3	10.0	45.7	305.5	306.5	10.0	48.7	163.2	163.9	10.0	54.1
Crane	5.0	790.0	790.1	0.0	48.7	777.4	777.4	0.0	48.8	375.1	376.8	10.0	45.1	675.6	675.6	10.0	40.0	196.0	196.3	10.0	50.8	228.0	228.9	10.0	49.4	85.9	86.5	10.0	57.9
Flat Bed Truck	5.0	893.5	893.6	0.0	45.3	671.7	671.7	0.0	47.8	389.3	390.9	10.0	42.5	790.4	790.4	0.0	46.3	433.0	433.3	10.0	41.6	305.5	306.5	10.0	44.6	163.2	163.9	10.0	50.0
Gradall	5.0	700.3	700.5	0.0	56.5	636.6	636.6	0.0	57.3	328.0	329.9	10.0	53.0	581.6	581.6	10.0	48.1	144.2	144.5	10.0	60.2	192.0	193.0	10.0	57.7	42.7	43.9	10.0	70.6
Pickup Truck	5.0	855.0	855.1	0.0	45.4	636.6	636.6	0.0	48.9	369.4	371.1	10.0	43.6	753.6	753.6	10.0	37.5	355.0	355.3	10.0	44.0	243.0	243.8	10.0	47.3	84.7	85.3	10.0	56.4
Vacuum Excavator (Vac-tr	u 5.0	893.5	893.6	0.0	56.3	671.7	671.7	0.0	58.8	389.3	390.9	10.0	53.5	790.4	790.4	0.0	57.3	433.0	433.3	10.0	52.6	305.5	306.5	10.0	55.6	163.2	163.9	10.0	61.0
Vacuum Street Sweeper	5.0	893.5	893.6	0.0	46.6	671.7	671.7	0.0	49.0	389.3	390.9	10.0	43.7	790.4	790.4	0.0	47.6	433.0	433.3	10.0	42.8	305.5	306.5	10.0	45.9	163.2	163.9	10.0	51.3
Vibrating Hopper	5.0	700.3	700.5	0.0	61.1	636.6	636.6	0.0	61.9	328.0	329.9	10.0	57.6	581.6	581.6	10.0	52.7	144.2	144.5	10.0	64.8	192.0	193.0	10.0	62.3	42.7	43.9	10.0	75.1
Vibrating Hopper	5.0	700.3	700.5	0.0	61.1	636.6	636.6	0.0	61.9	328.0	329.9	10.0	57.6	581.6	581.6	10.0	52.7	144.2	144.5	10.0	64.8	192.0	193.0	10.0	62.3	42.7	43.9	10.0	75.1
Warning Horn	5.0	700.3	700.5	0.0	47.3	636.6	636.6	0.0	48.1	328.0	329.9	10.0	43.8	581.6	581.6	10.0	38.9	144.2	144.5	10.0	51.0	192.0	193.0	10.0	48.5	42.7	43.9	10.0	61.3
Warning Horn	5.0	855.0	855.1	0.0	45.5	636.6	636.6	0.0	48.1	369.4	371.1	10.0	42.8	753.6	753.6	10.0	36.6	355.0	355.4	10.0	43.2	243.0	244.3	10.0	45.4	84.7	86.0	10.0	55.5
Warning Horn	5.0	855.0	855.1	0.0	45.5	636.6	636.6	0.0	48.1	369.4	371.1	10.0	42.8	753.6	753.6	10.0	36.6	355.0	355.4	10.0	43.2	243.0	244.3	10.0	45.4	84.7	86.0	10.0	55.5
Welder / Torch	5.0	700.3	700.5	0.0	47.1	636.6	636.6	0.0	47.9	328.0	329.9	10.0	43.6	581.6	581.6	10.0	38.7	144.2	144.5	10.0	50.8	192.0	193.0	10.0	48.3	42.7	43.9	10.0	61.2
Total					66.1				67.3				62.8				61.7				68.9				67.0				79.2
Existing-day					67.7				65.8				53.6				65.8				58.7				56.1				56.1
Existing-night					63.6				60.9				48.7				60.9				53.8				51.2				51.2
Day Impact				N	No impact	:		N	lo impact	t			Impact			N	lo impact				Impact				Impact	:			Impact
Night Impact				N	No impact	:			Impact	t			Impact			N	lo impact				Impact				Impact				Impact
											Const	Inuction Area	Broadwa	v lunction	(Without	Mitigation)													

		NSR 13 5	Riboli Re	sidential		NSR 13 N	Riboli Re	sidential		NSR 14 N	os Angel	les State Hist	orical Par	NSR 15	St Peter's	Church		NSR 16	Cathedra	I HS		NSR 17 N	Low Rise	Residential		N5R 175	Low Rise	Residential	
			Develop	ment			Develop	ment																					
		Elevation:	-10			Elevation:	5			Elevation:	-30			Elevation	: 5			Elevation:	15			Elevation:	25			Elevation:	15		
		2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2D	3D		
		Distance	Distance	2		Distance	Distance	2		Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance		
Equipment	Source Ele	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq
Concrete Mixer Truck	5.0	893.5	893.6	0.0	49.8	671.7	671.7	0.0	52.3	389.3	390.9	0.0	57.0	790.4	790.4	0.0	50.8	433.0	433.3	0.0	56.1	305.5	306.5	0.0	59.1	163.2	163.9	0.0	64.5
Concrete Mixer Truck	5.0	893.5	893.6	0.0	49.8	671.7	671.7	0.0	52.3	389.3	390.9	0.0	57.0	790.4	790.4	0.0	50.8	433.0	433.3	0.0	56.1	305.5	306.5	0.0	59.1	163.2	163.9	0.0	64.5
Concrete Pump Truck	5.0	893.5	893.6	0.0	49.4	671.7	671.7	0.0	51.8	389.3	390.9	0.0	56.5	790.4	790.4	0.0	50.4	433.0	433.3	0.0	55.7	305.5	306.5	0.0	58.7	163.2	163.9	0.0	64.1
Crane	5.0	790.0	790.1	0.0	48.7	777.4	777.4	0.0	48.8	375.1	376.8	0.0	55.1	675.6	675.6	0.0	50.0	196.0	196.3	0.0	60.8	228.0	228.9	5.0	54.4	85.9	86.5	0.0	67.9
Flat Bed Truck	5.0	893.5	893.6	0.0	45.3	671.7	671.7	0.0	47.8	389.3	390.9	0.0	52.5	790.4	790.4	0.0	46.3	433.0	433.3	0.0	51.6	305.5	306.5	0.0	54.6	163.2	163.9	0.0	60.0
Gradall	5.0	700.3	700.5	0.0	56.5	636.6	636.6	0.0	57.3	328.0	329.9	0.0	63.0	581.6	581.6	0.0	58.1	144.2	144.5	0.0	70.2	192.0	193.0	0.0	67.7	42.7	43.9	0.0	80.6
Pickup Truck	5.0	855.0	855.1	0.0	46.4	636.6	636.6	0.0	48.9	369.4	371.1	0.0	53.6	753.6	753.6	0.0	47.5	355.0	355.3	0.0	54.0	243.0	243.8	0.0	57.3	84.7	85.3	0.0	66.4
Vacuum Excavator (Vac-tr	u 5.0	893.5	893.6	0.0	56.3	671.7	671.7	0.0	58.8	389.3	390.9	0.0	63.5	790.4	790.4	0.0	57.3	433.0	433.3	0.0	62.6	305.5	306.5	0.0	65.6	163.2	163.9	0.0	71.0
Vacuum Street Sweeper	5.0	893.5	893.6	0.0	46.6	671.7	671.7	0.0	49.0	389.3	390.9	0.0	53.7	790.4	790.4	0.0	47.6	433.0	433.3	0.0	52.8	305.5	306.5	0.0	55.9	163.2	163.9	0.0	61.3
Vibrating Hopper	5.0	700.3	700.5	0.0	61.1	636.6	636.6	0.0	61.9	328.0	329.9	0.0	67.6	581.6	581.6	0.0	62.7	144.2	144.5	0.0	74.8	192.0	193.0	0.0	72.3	42.7	43.9	0.0	85.1
Vibrating Hopper	5.0	700.3	700.5	0.0	61.1	636.6	636.6	0.0	61.9	328.0	329.9	0.0	67.6	581.6	581.6	0.0	62.7	144.2	144.5	0.0	74.8	192.0	193.0	0.0	72.3	42.7	43.9	0.0	85.1
Warning Horn	5.0	700.3	700.5	0.0	47.3	636.6	636.6	0.0	48.1	328.0	329.9	0.0	53.8	581.6	581.6	0.0	48.9	144.2	144.5	0.0	61.0	192.0	193.0	0.0	58.5	42.7	43.9	0.0	71.3
Warning Horn	5.0	855.0	855.1	0.0	45.5	636.6	636.6	0.0	48.1	369.4	3/1.1	0.0	52.8	/53.6	/53.6	0.0	46.6	355.0	355.4	0.0	53.2	243.0	244.3	0.0	56.4	84.7	86.0	0.0	65.5
Warning Horn	5.0	855.0	855.1	0.0	45.5	636.6	636.6	0.0	48.1	369.4	3/1.1	0.0	52.8	/53.6	/53.6	0.0	46.6	355.0	355.4	0.0	53.2	243.0	244.3	0.0	56.4	84.7	86.0	0.0	65.5
Welder / Torch	5.0	/00.3	/00.5	0.0	4/.1	636.6	636.6	0.0	47.9	328.0	329.9	0.0	53.6	581.6	581.6	0.0	48.7	144.2	144.5	0.0	50.8	192.0	193.0	0.0	58.3	42.7	43.9	0.0	/1.2
l otal					60.1				67.5				72.8				67.6				78.9				76.9				69.2
Existing-day Existing pight					67.7				60.0				33.D 49.7				65.6				50./				50.1				50.1
Day lagant					03.0				00.9				40.7				00.9				33.0				31.2				31.2
Night Impact				r N	vo impact Vo impact			P	vo impaci				Impact			P	vo impact				Impact				Impact				Impact
nught impact				P	чо ітпраст				inbaci	4			impact				impact	1			ппраст				mpact				impact

Construction Noise Calculations, Stadium Tower and Dodger Stadium Station (Foundations & Columns)

	Constructio	on Area Do	dger Stadiu	um Station (Without N	/itigation)							Constr	uction Area	a Stadium	Tower (With	out Miti	gation)					
		NSR 16	Cathedra	I HS		NSR 18	Solano Ca	nyon Neigi	hborhood			NSR 16	Cathedra	I HS		NSR 17 N	Low Rise	Residential		NSR 18	Solano Ca	nyon Neigl	hborhood
		Elevation	-140			Elevation	-75					Elevation	-40			Elevation:	-40			Elevation:	25		
		ZD	3D			ZD	3D					2D	3D			2D	3D			2D	3D		
		Distance	Distance			Distance	Distance					Distance	Distance			Distance	Distance			Distance	Distance		
Equipment	Source Ele	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	Equipment	Source Ele	(†t)	(tt.)	Shielding	Leq	(#)	(ft.)	Shielding	Leq	(tt)	(tt.)	Shielding	Leq
Concrete Mixer Truck	5.0	770.9	/84.4	5.0	45.9	1623.1	1625.1	5.0	39.6	Concrete Mixer Truck	5.0	530.4	532.3	5.0	49.3	834.5	835.7	5.0	45.4	2023.0	2023.1	5.0	37.7
Concrete Mixer Truck	5.0	770.9	784.4	5.0	45.9	1623.1	1625.1	5.0	39.6	Concrete Mixer Truck	5.0	530.4	532.3	5.0	49.3	834.5	835.7	5.0	45.4	2023.0	2023.1	5.0	37.7
Concrete Pump Truck	5.0	770.9	784.4	5.0	45.5	1623.1	1625.1	5.0	39.2	Concrete Pump Truck	5.0	530.4	532.3	5.0	48.9	834.5	835.7	5.0	44.9	2023.0	2023.1	5.0	37.3
Crane	5.0	744.0	758.0	5.0	44.0	1550.1	1552.2	5.0	37.8	Crane	5.0	584.0	585.7	5.0	46.3	885.2	886.3	5.0	42.7	2024.6	2024.7	5.0	35.5
Flat Bed Truck	5.0	770.9	784.4	5.0	41.4	1623.1	1625.1	5.0	35.1	Flat Bed Truck	5.0	530.4	532.3	5.0	44.8	834.5	835.7	5.0	40.9	2023.0	2023.1	5.0	33.Z
Gradall Dislow Troub	5.0	720.0	/34.5	5.0	51.1	1529.9	1532.0	5.0	44.7	Gradall	5.0	561.1	562.9	5.0	53.4	862.1	863.3	5.0	49.7	1819.6	1819.7	5.0	43.2
Pickup Truck	5.0	1064.4	10/4.2	5.0	39.4	1397.3	1399.6	5.0	37.1	Pickup Truck	5.0	629.7	631.3	5.0	44.0	936.2	937.3	5.0	40.6	1813.2	1813.3	5.0	34.8
Vacuum Excavator (Vac-truck)	5.0	770.9	784.4	5.0	52.4	1623.1	1625.1	5.0	46.1	Vacuum Excavator (Vac-truck)	5.0	530.4	532.3	5.0	55.8	834.5	835.7	5.0	51.9	2023.0	2023.1	5.0	44.2
vacuum street sweeper	5.0	770.9	784.4	5.0	42.7	1623.1	1625.1	5.0	36.4	Vacuum Street Sweeper	5.0	530.4	532.3	5.0	46.1	834.5	835.7	5.0	42.1	2023.0	2023.1	5.0	34.5
vibrating Hopper	5.0	720.0	734.5	5.0	55.6	1529.9	1532.0	5.0	49.3	Vibrating Hopper	5.0	561.1	562.9	5.0	58.0	862.1	863.3	5.0	54.2	1819.6	1819.7	5.0	47.8
Vibrating Hopper	5.0	720.0	734.5	5.0	55.6	1529.9	1532.0	5.0	49.3	Vibrating Hopper	5.0	561.1	562.9	5.0	58.0	862.1	863.3	5.0	54.2	1819.6	1819.7	5.0	47.8
Warning Horn	5.0	720.0	/34.5	5.0	41.8	1529.9	1532.0	5.0	35.5	Warning Hom	5.0	561.1	562.9	5.0	44.2	862.1	863.3	5.0	40.4	1819.6	1819.7	5.0	34.0
Warning Horn	5.0	1064.4	1074.2	5.0	38.5	1397.3	1399.6	5.0	36.2	Warning Hom	5.0	530.4	532.3	5.0	44.6	936.2	937.3	5.0	39.7	1813.2	1813.3	5.0	34.0
Waldas (Tassh	5.0	720.0	224.5	5.0	30.5	1597.5	1599.0	5.0	30.2	Warning Hom	5.0	530.4	532.3	5.0	44.6	936.2	937.3	5.0	39.7	1813.2	1813.3	5.0	34.0
Tetel	5.0	720.0	/34.5	5.0	41.7	1529.9	1532.0	5.0	35.3	Welder / Torch	5.0	561.1	562.9	5.0	44.0	862.1	863.3	5.0	40.3	1819.6	1819.7	5.0	33.8
Total					61.0				54.8	Total					63.7				59.9				53.1
Existing-day					58.7				50.5	Existing-day					58.7				56.1				56.5
Existing-night					55.8				51.0 No incort	Existing-night					53.8				51.2				51.6
Day Impact				,	NO Impact				No impact	Day Impact					No impact	t		1	No impact				No impact
Night Impact					Impact				No impact	Night Impact					Impact	t			Impact				No impact
	Construct	ion Area D	odger Stad	lium Station	ANIAL BAI	tigation)				1			Cons	truction Ar	ea Stadiur	n Tower (Wi	th Mitiga	ation)					
	construct	lion Area D	ouger stat	num station	(with wi	ligation						NSR 16	Cathedra	I HS		NSR 17 N	Low Rise	Residential		NSR 18	Solano Ca	nyon Neigi	hborhood
		NSK 16	Catriedral	HS		N5K 18	Solano Ca	nyon Neigi	boornood														
		Elevation	-140			Elevation	-75					Elevation	-40			Elevation:	-40			Elevation:	25		

								,															
		Elevation	-140			Elevation	-75					Elevation:	-40			Elevation:	-40			Elevation:	25		
		20	20			20	20					2D	3D			2D	3D			2D	3D		
		Dictanco	Dirtanco			Distance	Distanco					Distance	Distance			Distance	Distance			Distance	Distance		
Equipment	Course Ele	(4)	/fa \	Shielding	1.00	(4)	/4 \	Chielding	1.00	Equipment	Source Ele	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq
Constate Mixer Truck	Source Ele	770.0	794.4	Shielding	45.0	1622.1	1626.1	Shielding	20.6	Concrete Mixer Truck	5.0	530.4	532.3	5.0	49.3	834.5	835.7	5.0	45.4	2023.0	2023.1	5.0	37.7
Concrete Mixer Truck	5.0	770.9	704.4	5.0	45.9	1623.1	1625.1	5.0	39.0	Concrete Mixer Truck	5.0	530.4	532.3	5.0	49.3	834.5	835.7	5.0	45.4	2023.0	2023.1	5.0	37.7
Concrete Mixer Truck	5.0	770.9	784.4	5.0	45.9	1623.1	1625.1	5.0	39.0	Concrete Pump Truck	5.0	530.4	532.3	5.0	48.9	834.5	835.7	5.0	44.9	2023.0	2023.1	5.0	37.3
Concrete Pump Truck	5.0	770.9	784.4	5.0	45.5	1623.1	1625.1	5.0	39.2	Crape	5.0	584.0	585.7	5.0	46.3	885.2	886.3	5.0	42.7	2024.6	2024.7	5.0	35.5
Crane	5.0	744.0	/58.0	5.0	44.0	1550.1	1552.2	5.0	37.8	Elat Bed Truck	5.0	530.4	532.3	5.0	44.8	834.5	835.7	5.0	40.9	2023.0	2023.1	5.0	33.2
Flat Bed Truck	5.0	770.9	/84.4	5.0	41.4	1623.1	1625.1	5.0	35.1	Gradall	5.0	561.1	562.9	5.0	53.4	867.1	863.3	5.0	49.7	1819.6	1819.7	5.0	43.2
Gradall	5.0	720.0	734.5	5.0	51.1	1529.9	1532.0	5.0	44.7	Pickup Truck	5.0	679.7	631.3	5.0	44.0	936.7	937.3	5.0	40.6	1813.2	1813.3	5.0	3/1.8
Pickup Truck	5.0	1064.4	1074.2	5.0	39.4	1397.3	1399.6	5.0	37.1	Varium Exavator (Var truck)	5.0	E20.4	E 27.2	5.0	EE 0	924 E	025 7	5.0	G1 0	2022.0	2022.0	5.0	44.2
Vacuum Excavator (Vac-truck)	5.0	770.9	784.4	5.0	52.4	1623.1	1625.1	5.0	46.1	Vacuum Street Supener	5.0	530.4	5 22.5	5.0	JJ .0	924.5	925.7	5.0	47.1	2023.0	2023.1	5.0	24 5
Vacuum Street Sweeper	5.0	770.9	784.4	5.0	42.7	1623.1	1625.1	5.0	36.4	Vacuum Sueer Sweeper	5.0	DD0.4	5.52.5	5.0	-0.1 FR 0	862.1	000.7	5.0	54.2	1010.0	1010.7	5.0	47.0
Vibrating Hopper	5.0	720.0	734.5	5.0	55.6	1529.9	1532.0	5.0	49.3	vibrating Hopper	5.0	501.1	562.5	5.0	56.0	002.1	000.0	5.0	54.2	1013.0	1019.7	5.0	47.0
Vibrating Hopper	5.0	720.0	734.5	5.0	55.6	1529.9	1532.0	5.0	49.3	Vibrating Hopper	5.0	561.1	562.9	5.0	58.0	862.1	863.3	5.0	54.2	1819.6	1819.7	5.0	47.8
Warning Horn	5.0	720.0	734.5	5.0	41.8	1529.9	1532.0	5.0	35.5	Warning Hom	5.0	561.1	562.9	5.0	44.2	862.1	863.3	5.0	40.4	1819.6	1819.7	5.0	34.0
Warning Horn	5.0	1064.4	1074.2	5.0	38.5	1397.3	1399.6	5.0	36.2	Warning Horn	5.0	530.4	532.3	5.0	44.6	936.2	937.3	5.0	39.7	1813.2	1813.3	5.0	34.0
Warning Horn	5.0	1064.4	1074.2	5.0	38.5	1397.3	1399.6	5.0	36.2	Warning Hom	5.0	530.4	532.3	5.0	44.6	936.2	937.3	5.0	39.7	1813.2	1813.3	5.0	34.0
Welder / Torch	5.0	720.0	734.5	5.0	41.7	1529.9	1532.0	5.0	35.3	Welder / Torch	5.0	561.1	562.9	5.0	44.0	862.1	863.3	5.0	40.3	1819.6	1819.7	5.0	33.8
Total					61.0				54.8	Total					63.7				59.9				53.1
Existing-day					58.7				56.5	Existing-day					58.7				56.1				56.5
Existing-night					53.8				51.6	Existing-night					53.8				51.2				51.6
Day Impact				1	No impact			1	No impact	Day Impact				N	lo impact			1	No impact			N	lo impact
Night Impact					Impact			1	No impact	Night Impact					Impact				Impact			N	lo impact

Construction Noise Calculations, Broadway Junction (Demolition)

										0	onstruction	Area Broadw	ay Junctic	on (Without	Mitigation)														
		NSR 13 S	Riboli Res	idential Deve	lopment	NSR 13 N	Riboli Res	idential Dev	elopment	NSR 14 N	Los Angel	es State Histo	rical Park	NSR 15	St Peter's	Church		NSR 16	Cathedra	I HS		NSR 17 N	Low Rise	Residential		NSR 17 S	Low Rise	Residential	
		Elevation:	-10			Elevation:	5			Elevation:	-30			Elevation:	5			Elevation:	15			Elevation:	25			Elevation:	15		
		20	30			ZD	30			20	30			ZD	30			20	30			ZD	30			20	30		
Feulament	Source Elevation	Uistance (#)	(ft.)	Chielding	Log	Uscance	(the)	Chielding	Log	Distance	(fe)	Chielding	Lon	(fr)	Uistance /#+ \	Shielding	Lon	(fr)	Uscance (fr.)	Shielding	Lon	Ustance	/#+ \	Chielding	Lon	Uistance (#)	(fe)	Chiefding	Log
Backhon	Source Elevation	700.2	700 5	Shielding	50 7	626.6	636.6	oneiding	51 E	228.0	220.0	Sintenaing	57.2	591.6	591.6	on	52 2	144.2	144.5	anielaing	64.4	182.0	192.0	oneiding	61 Q	42.7	42.0	oneiding	74.9
Hurtra Break Ram	5.0	700.3	700.5	0.0	57.1	636.6	636.6	0.0	57.9	328.0	329.9	0.0	63.6	591.6	581.6	0.0	58.7	144.2	144.5	0.0	70.8	192.0	193.0	0.0	68.3	42.7	43.9	0.0	81.1
Chain Saw	5.0	700.3	700.5	0.0	53.8	636.6	636.6	0.0	54.6	328.0	329.9	0.0	60.3	581.6	581.6	0.0	55.4	144.2	144.5	0.0	67.5	192.0	193.0	0.0	65.0	42.7	43.0	0.0	77.8
Concrete Saw	5.0	700.3	700.5	0.0	59.7	636.6	636.6	0.0	60.5	328.0	329.9	0.0	65.2	581.6	581.6	0.0	61.3	144.2	144.5	0.0	73.4	192.0	193.0	0.0	70.9	42.7	43.9	0.0	83.7
Dozer	5.0	700.3	700.5	0.0	54.8	636.6	636.6	0.0	55.6	328.0	329.9	0.0	61.3	581.6	581.6	0.0	56.4	144.2	144.5	0.0	68.5	192.0	193.0	0.0	66.0	42.7	43.9	0.0	78.9
Dump Truck	5.0	700.3	700.5	0.0	49.6	636.6	636.6	0.0	50.4	328.0	329.9	0.0	56.1	581.6	581.6	0.0	51.2	144.2	144.5	0.0	63.3	192.0	193.0	0.0	60.8	42.7	43.9	0.0	73.7
Dump Truck	5.0	700.3	700.5	0.0	49.6	636.6	636.6	0.0	50.4	328.0	329.9	0.0	56.1	581.6	581.6	0.0	51.2	144.2	144.5	0.0	63.3	192.0	193.0	0.0	60.8	42.7	43.9	0.0	73.7
Dump Truck	5.0	700.3	700.5	0.0	49.6	636.6	636.6	0.0	50.4	328.0	329.9	0.0	56.1	581.6	581.6	0.0	51.2	144.2	144.5	0.0	63.3	192.0	193.0	0.0	60.8	42.7	43.9	0.0	73.7
Dump Truck	5.0	700.3	700.5	0.0	49.6	636.6	636.6	0.0	50.4	328.0	329.9	0.0	56.1	581.6	581.6	0.0	51.2	144.2	144.5	0.0	63.3	192.0	193.0	0.0	60.8	42.7	43.9	0.0	73.7
Dump Truck	5.0	700.3	700.5	0.0	49.6	636.6	636.6	0.0	50.4	328.0	329.9	0.0	56.1	581.6	581.6	0.0	51.2	144.2	144.5	0.0	63.3	192.0	193.0	0.0	60.8	42.7	43.9	0.0	73.7
Excavator	5.0	700.3	700.5	0.0	53.8	636.6	636.6	0.0	54.6	328.0	329.9	0.0	60.3	581.6	581.6	0.0	55.4	144.2	144.5	0.0	67.5	192.0	193.0	0.0	65.0	42.7	43.9	0.0	77.9
Excavator	5.0	700.3	700.5	0.0	53.8	636.6	636.6	0.0	54.6	328.0	329.9	0.0	60.3	581.6	581.6	0.0	55.4	144.2	144.5	0.0	67.5	192.0	193.0	0.0	65.0	42.7	43.9	0.0	77.9
Jackhammer	5.0	700.3	700.5	0.0	59.0	636.6	636.6	0.0	59.8	328.0	329.9	0.0	65.5	581.6	581.6	0.0	60.6	144.2	144.5	0.0	72.7	192.0	193.0	0.0	70.2	42.7	43.9	0.0	83.0
Pickup Truck	5.0	855.0	855.1	0.0	46.4	636.6	636.6	0.0	48.9	369.4	371.1	0.0	53.6	753.6	753.6	0.0	47.5	355.0	355.3	0.0	54.0	243.0	244.3	0.0	57.2	84.7	86.0	0.0	66.3
Pickup Truck	5.0	855.0	855.1	0.0	46.4	636.6	636.6	0.0	48.9	369.4	371.1	0.0	53.6	753.6	753.6	0.0	47.5	355.0	355.3	0.0	54.0	243.0	244.3	0.0	57.2	84.7	86.0	0.0	66.3
Vacuum Street Sweeper	5.0	893.5	893.6	0.0	46.6	671.7	671.7	0.0	49.0	389.3	390.9	0.0	53.7	790.4	790.4	0.0	47.6	433.0	433.3	0.0	52.8	305.5	306.5	0.0	55.9	163.2	163.9	0.0	61.3
Warning Horn	5.0	700.3	700.5	0.0	47.3	636.6	636.6	0.0	48.1	328.0	329.9	0.0	53,8	581.6	581.6	0.0	48.9	144.2	144.5	0.0	61.0	192.0	193.0	0.0	58.5	42.7	43.9	0.0	71.3
Welder / Torch	5.0	700.3	700.5	0.0	47.1	636.6	636.6	0.0	47.9	328.0	329.9	0.0	53.6	581.6	581.6	0.0	48.7	144.2	144.5	0.0	60.8	192.0	193.0	0.0	58.3	42.7	43.9	0.0	71.2
Total					66.1				67.0				72.6				67.7				79.7				77.3				90.0
Existing-day					67.7				65.8				53.6				65.8				58.7				56.1				56.1
Existing-night					63.6				60.9				48.7				60.9				53.8				51.2				51.2
Day Impact				P	lo impact			,	No impact				Impact			1	vo impact				Impact				Impact				Impact
Night Impact					lo impact				Impact				Impact				Impact				Impact				Impact				Impact

											Constructio	on Area Broad	way Junc	tion (With N	itigation)														
		NSR 13 S	Riboli Res	idential Deve	opment	NSR 13 N	Riboli Resi	idential Dev	elopment	NSR 14 N	Los Angel	es State Histo	rical Park	NSR 15	St Peter's	Church		NSR 16	Cathedral	HS		NSR 17 N	Low Rise	Residential		NSR 17 S	Low Rise	Residential	
		Elevation	-10			Elevation	5			Elevation	-20			Elevation	6			Elevation	15			Elevation	25			Elevation	15		
1		20	20			20	20			20	30			20	20			20	20			20	20			20	30		
1		Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance		
Feuinment	Source Elevation	(4+)	(0)	Shielding	Len	(6)	(4+)	Shielding	Lee	(fe)	(fr.)	Shielding	Len	(fe)	/# \	Shielding	Lon	(6)	(0)	Shielding	Lea	(9)	/fr)	Shielding	Len	14+1	/fe)	Shielding	Lea
Backhoo	E //	50.0	700 5	amenang	50 Z	50.0	636.6	o o	616	50.0	270.0	10.0	47.2	50.0	5916	10.0	47.2	50.0	144 6	10.0	54 A	50.0	192.0	10.0	£1.0	50.0	42.0	10.0	64.9
Hudra Break Pam	5.0	50.0	700.5	0.0	57.1	50.0	636.6	0.0	57.0	50.0	329.9	10.0	52.6	50.0	501.0	10.0	49.7	50.0	144.5	10.0	60.9	50.0	193.0	10.0	50.3	50.0	42.0	10.0	71.1
Chain Saw	5.0	50.0	700.5	0.0	57.4	50.0	636.6	0.0	57.5	50.0	323.5	10.0	55.0	50.0	501.0	10.0	40.7	50.0	144.5	10.0	67.6	50.0	103.0	10.0	56.5	50.0	43.5	10.0	67.0
Chain Saw	5.0	50.0	700.5	0.0	23.0	50.0	636.6	0.0	294.0 60.5	50.0	220.0	10.0	56.3	50.0	501.0	10.0	43.4	50.0	144.5	10.0	62.4	50.0	103.0	10.0	53.0	50.0	42.0	10.0	72.2
Dogor	5.0	50.0	700.5	0.0	53.7	50.0	636.6	0.0	55.6	50.0	220.0	10.0	51.2	50.0	501.0	10.0	AE 4	50.0	144.5	10.0	69 E	50.0	102.0	10.0	56.0	50.0	42.0	10.0	62.0
Dumo Truck	5.0	50.0	700.5	0.0	40.6	50.0	636.6	0.0	50.4	50.0	329.9	10.0	46.1	50.0	501.0	10.0	41.2	50.0	144.5	10.0	53.3	50.0	193.0	10.0	50.0	50.0	42.0	10.0	62.7
Dump Track	5.0	50.0	700.5	0.0	49.6	50.0	636.6	0.0	50.4	50.0	329.9	10.0	40.1	50.0	501.0	10.0	41.2	50.0	144.5	10.0	53.3	50.0	193.0	10.0	50.6	50.0	43.5	10.0	63.7
Dump Truck	5.0	50.0	700.5	0.0	40.0	50.0	636.6	0.0	50.4	50.0	320.0	10.0	46.1	50.0	591.6	10.0	41.2	50.0	144.5	10.0	53.3	50.0	193.0	10.0	50.0	50.0	43.0	10.0	63.7
Dump Truck	5.0	50.0	700.5	0.0	45.0	50.0	636.6	0.0	50.4	50.0	220.0	10.0	40.1	50.0	501.0	10.0	41.2	50.0	144.5	10.0	53.3	50.0	102.0	10.0	50.0	50.0	42.0	10.0	62.7
Dump Truck	5.0	50.0	700.5	0.0	49.0	50.0	636.6	0.0	50.4	50.0	329.9	10.0	46.1	50.0	501.0	10.0	41.2	50.0	144.5	10.0	53,3	50.0	193.0	10.0	50.6	50.0	43.5	10.0	63.7
Dump truck	5.0	50.0	700.5	0.0	49.0	50.0	636.6	0.0	50.4	50.0	329.9	10.0	50.3	50.0	581.0	10.0	41.2	50.0	144.5	10.0	55.5	50.0	103.0	10.0	50.6	50.0	43.9	10.0	67.0
Excavator	5.0	50.0	700.5	0.0	53.0	50.0	636.6	0.0	54.6	50.0	329.9	10.0	50.3	50.0	501.0	10.0	AE A	50.0	144.5	10.0	57.5	50.0	103.0	10.0	55.0	50.0	43.0	10.0	67.0
techhammer	5.0	50.0	700.5	0.0	55.0	51.0	636.6	0.0	54.0	51.0	220.0	10.0	50.5 EE E	51.0	501.0	10.0	40.4	51.0	144.5	10.0	62.2	51.0	103.0	10.0	60.0	51.0	42.0	10.0	72.0
Bickup Truck	5.0	50.0	855.1	0.0	A6.4	52.0	636.6	0.0	48.0	52.0	323.5	10.0	43.6	52.0	753.6	10.0	37.5	52.0	366.3	10.0	44.0	52.0	244.3	10.0	47.2	52.0	95.5	10.0	56.3
Bickup Truck	5.0	50.0	855.1	0.0	40.4	52.0	636.0	0.0	40.9	52.0	371.1	10.0	43.0	52.0	753.0	10.0	37.5	52.0	300.3	10.0	44.0	52.0	244.3	10.0	47.2	52.0	85.0	10.0	56.3
Variation Street Supervise	5.0	50.0	803.6	0.0	46.4	50.0	671.7	0.0	40.0	50.0	202.0	10.0	43.7	50.0	700.4	0.0	47.6	50.0	433.3	10.0	42.8	50.0	206.6	10.0	45.0	50.0	163.0	10.0	50.5
Vacuum screec sweepen	5.0	50.0	300 E	0.0	40.0	50.0	636.6	0.0	49.0	50.0	330.5	10.0	43.7	50.0	F01.6	10.0	38.0	50.0	433.5	10.0	42.0 E1.0	50.0	102.0	10.0	40.5	50.0	42.0	10.0	61.0
Waldes (Testh	5.0	50.0	700.5	0.0	47.3	50.0	636.6	0.0	40.1	50.0	329.9	10.0	43.0	50.0	501.0	10.0	30.9	50.0	144.5	10.0	51.0	50.0	103.0	10.0	40.3	50.0	43.5	10.0	61.3
Total	5.0	50.0	700.5	0.0	47.1	50.0	030.0	0.0	47.9	50.0	329.9	10.0	43.0	50.0	0.18C	10.0	36.7	50.0	T44'2	10.0	50.8	50.0	193.0	10.0	40.3	50.0	43.9	10.0	80.0
Eviction day					67.7	1			CE 0				62.0				56. A				CP 7				56.1				56.1
Existing day					67.7	1			60.0				33.0				60.0				20.7				50.1				50.1
Existing right					0.50				00.9				40./				00.9				33.8				31.2				31.2
Day impact					o impact			N N	io impact				impact			IN .	o impact				impact				impact				impact
regnt impact				n 1	io impact				impact				impact			N	o impact				impact				impact				impact

Construction Noise Calculations, Alameda Station (Structural Steel)

| | | | | |
 | | | | | | Constru
 | ction Area Al | ameda St | ation (With | out Mitigat | tion) | |
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		NSR 1A	Union Stat	tion
 | NSR 1B | First Five | | | NSR 2A | El Pueblo
 | Plaza (Mural) | | NSR 2B | El Pueblo I | Plaza (Grass) | | NSR 2C
 | El Pueblo I | Plaza (Founta | in) | NSR 3
 | Mozaic Ap | artments | | NSR 3 | Mozaic Apa | artments To | p Floor
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 |
| | | Elevation: | 5 | |
 | Elevation: | 5 | | | Elevation: | 14
 | | | Elevation: | 11 | | | Elevation:
 | 14 | | | Elevation:
 | S | | | Elevation: | 35 | |
 |
| | £ | ZU | 3D | |
 | ZD | 3D
Distance | | | ZD | 3D
Distance
 | | | ZD | 3D
Distance | | | ZD
 | 3D
Distance | | | ZU
 | 3U
Distance | | | ZU | 3D
Distance | |
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| Fauinment | Flowation | Uistance
(fe) | Uistance
#+ 1 | Chieldine | Len
 | Uistance
(fe) | Uistance
#+ 1 | Chieldine | lea | Uistance
(A) | Jistance
/fe)
 | Chieldine | lan | Uistance
(fe) | Uistance
(#) | Chielding | lea | Ustance
(#)
 | Uistance
(#) | Chieldine | Len | Uistance
(6)
 | Uistance
(fe) | Chielding | Len | Uistance
(fa) | Uistance
(6+1) | Chielding | lea
 |
| Equipment | Elevation | 190.7 | 180.7 | Snielding | ca c
 | 261.1 | (rt.) | Shreating | E1 F | (π)
17.1 | (nt.)
 | Snielding | eao | 17.1 | 18.1 | Shielding | eq eq | 17.1
 | (nL) | snielding | en o | 10.1
 | 10.1 | snielding | Leq | 10.1 | (nL)
25.0 | snielding | 26.9
 |
| Congrete Marg Touch | 5.0 | 95.3 | 180.7 | 0.0 | 20.2
 | 201.1 | 301.1 | 5.0 | 52.5 | 175.3 | 175.5
 | 0.0 | 62.0 | 175.3 | 175.4 | 0.0 | 62.0 | 175.3
 | 175.5 | 0.0 | 62.0 | 02.0
 | 02.0 | 0.0 | 60.5 | 02.0 | 33.0 | 0.0 | 60.1
 |
| Concrete Mixer Truck | 5.0 | 85.3 | 85.3 | 0.0 | 70.2
 | 386.3 | 386.3 | 5.0 | 52.1 | 175.3 | 175.5
 | 0.0 | 63.9 | 175.3 | 175.4 | 0.0 | 63.9 | 175.3
 | 175.5 | 0.0 | 63.9 | 92.0
 | 92.0 | 0.0 | 69.5 | 92.0 | 96.8 | 0.0 | 69.1
 |
| Crane | 5.0 | 209.1 | 209.1 | 0.0 | 60.2
 | 515.8 | 515.8 | 5.0 | 47.4 | 173.1 | 173.3
 | 0.0 | 61.8 | 191.0 | 191.1 | 0.0 | 61.0 | 213.7
 | 213.9 | 0.0 | 60.0 | 87.2
 | 87.2 | 0.0 | 67.8 | 87.2 | 92.2 | 0.0 | 67.3
 |
| Flat Bed Truck | 5.0 | 85.3 | 85.3 | 0.0 | 65.7
 | 386.3 | 386.3 | 5.0 | 47.6 | 175.3 | 175.5
 | 0.0 | 59.4 | 175.3 | 175.4 | 0.0 | 59.4 | 175.3
 | 175.5 | 0.0 | 59,4 | 92.0
 | 92.0 | 0.0 | 65.0 | 92.0 | 96.8 | 0.0 | 64.6
 |
| Gradall | 5.0 | 85.1 | 85.1 | 0.0 | 74.8
 | 361.1 | 361.1 | 5.0 | 57.2 | 117.6 | 117.9
 | 0.0 | 72.0 | 117.6 | 117.8 | 0.0 | 72.0 | 117.6
 | 117.9 | 0.0 | 72.0 | 18.1
 | 18.1 | 0.0 | 88.2 | 18.1 | 35.0 | 0.0 | 82.5
 |
| PickupTruck | 5.0 | 85.1 | 85.1 | 0.0 | 66.4
 | 361.1 | 361.1 | 5.0 | 48.8 | 117.6 | 117.9
 | 0.0 | 63.6 | 117.6 | 117.8 | 0.0 | 63.6 | 117.6
 | 117.9 | 0.0 | 63.6 | 18.1
 | 18.1 | 0.0 | 79.8 | 18.1 | 35.0 | 0.0 | 74.1
 |
| Pneumatic Tools | 78.0 | 245.5 | 256.1 | 0.0 | 68.0
 | 467.8 | 473.5 | 5.0 | 57.7 | 17.1 | 66.2
 | 0.0 | 79.7 | 47.5 | 82.1 | 0.0 | 77.9 | 86.6
 | 107.7 | 0.0 | 75.5 | 18.1
 | 75.2 | 0.0 | 78.6 | 18.1 | 46.7 | 0.0 | 82.8
 |
| Pneumatic Tools | 78.0 | 245.5 | 256.1 | 0.0 | 68.0
 | 467.8 | 473.5 | 5.0 | 57.7 | 17.1 | 66.2
 | 0.0 | 79.7 | 47.5 | 82.1 | 0.0 | 77.9 | 86.6
 | 107.7 | 0.0 | 75.5 | 18.1
 | 75.2 | 0.0 | 78.6 | 18.1 | 45.7 | 0.0 | 82.8
 |
| Vacuum Street Sweeper | 5.0 | 85.3 | 85.3 | 0.0 | 67.0
 | 386.3 | 386.3 | 5.0 | 48.8 | 175.3 | 175.5
 | 0.0 | 60.7 | 175.3 | 175.4 | 0.0 | 60.7 | 175.3
 | 175.5 | 0.0 | 60.7 | 92.0
 | 92.0 | 0.0 | 66.3 | 92.0 | 96.8 | 0.0 | 65.9
 |
| Ventilation Fan | 27.6 | 245.5 | 246.5 | 0.0 | 65.0
 | 467.8 | 468.4 | 5.0 | 54.5 | 17.1 | 21.8
 | 0.0 | 86.1 | 47.5 | 50.3 | 0.0 | 78.8 | 86.6
 | 87.7 | 0.0 | 74.0 | 18.1
 | 29.0 | 0.0 | 83.6 | 18.1 | 19.6 | 0.0 | 87.1
 |
| Warning Horn | 5.0 | 85.1 | 85.1 | 0.0 | 65.6
 | 361.1 | 361.1 | 5.0 | 48.0 | 117.6 | 117.9
 | 0.0 | 62.7 | 117.6 | 117.8 | 0.0 | 62.7 | 117.6
 | 117.9 | 0.0 | 62.7 | 18.1
 | 18.1 | 0.0 | 79.0 | 18.1 | 35.0 | 0.0 | 73.3
 |
| Warning Horn | 5.0 | 209.1 | 209.1 | 0.0 | 57.8
 | 515.8 | 515.8 | 5.0 | 44.9 | 173.1 | 173.3
 | 0.0 | 59.4 | 191.0 | 191.1 | 0.0 | 58.5 | 213.7
 | 213.9 | 0.0 | 57.6 | 87.2
 | 87.2 | 0.0 | 65.4 | 87.2 | 92.2 | 0.0 | 64.9
 |
| Warning Horn | 5.0 | 85.1 | 85.1 | 0.0 | 65.6
 | 361.1 | 361.1 | 5.0 | 48.0 | 117.6 | 117.9
 | 0.0 | 62.7 | 117.6 | 117.8 | 0.0 | 62.7 | 117.6
 | 117.9 | 0.0 | 62.7 | 18.1
 | 18.1 | 0.0 | 79.0 | 18.1 | 35.0 | 0.0 | 73.3
 |
| Warning Horn | 5.0 | 85.1 | 85.1 | 0.0 | 65.6
 | 361.1 | 361.1 | 5.0 | 48.0 | 117.6 | 117.9
 | 0.0 | 62.7 | 117.6 | 117.8 | 0.0 | 62.7 | 117.6
 | 117.9 | 0.0 | 62.7 | 18.1
 | 18.1 | 0.0 | 79.0 | 18.1 | 35.0 | 0.0 | 73.3
 |
| Welder / Torch | 27.6 | 245.5 | 246.5 | 0.0 | 56.2
 | 467.8 | 468.4 | 5.0 | 45.6 | 17.1 | 21.8
 | 0.0 | 77.2 | 47.5 | 50.3 | 0.0 | 70.0 | 86.6
 | 87.7 | 0.0 | 65.1 | 18.1
 | 29.0 | 0.0 | 74.8 | 18.1 | 19.6 | 0.0 | 78.2
 |
| Welder / Torch | 27.6 | 245.5 | 246.5 | 0.0 | 56.2
 | 467.8 | 468.4 | 5.0 | 45.6 | 17.1 | 21.8
 | 0.0 | 77.2 | 47.5 | 50.3 | 0.0 | 70.0 | 86.6
 | 87.7 | 0.0 | 65.1 | 18.1
 | 29.0 | 0.0 | 74.8 | 18.1 | 19.6 | 0.0 | 78.2
 |
| Welder / Torch | 27.6 | 245.5 | 246.5 | 0.0 | 56.2
 | 457.8 | 468.4 | 5.0 | 45.6 | 17.1 | 21.8
 | 0.0 | 77.2 | 47.5 | 50.3 | 0.0 | 70.0 | 86.6
 | 87.7 | 0.0 | 65.1 | 18.1
 | 29.0 | 0.0 | 74.8 | 18.1 | 19.6 | 0.0 | 78.2
 |
| Welder / Torch | 27.6 | 245.5 | 246.5 | 0.0 | 56.2
 | 467.8 | 468.4 | 5.0 | 45.6 | 17.1 | 21.8
 | 0.0 | 77.2 | 47.5 | 50.3 | 0.0 | 70.0 | 86.6
 | 87.7 | 0.0 | 65.1 | 18.1
 | 29.0 | 0.0 | 74.8 | 18.1 | 19.6 | 0.0 | 78.2
 |
| Total | | | | | 79.8
 | | | | 64.9 | | |
 | | 90.0 | | | | 86.5 |
 | | | 84.8 |
 | | | 92.3 | | | | 91.8
 |
| Existing-day | | | | | 61.1
 | | | | 61.1 | | |
 | | 69.0 | | | | 69.0 |
 | | | 69.0 |
 | | | 68.4 | | | | 68.4
 |
| Existing-night | | | | | 57.7
 | | | | 57.7 | | |
 | | 65.5 | | | | 65.5 |
 | | | 65.5 |
 | | | 65.5 | | | | 65.5
 |
| DayImpact | | | | | Impact
 | | | | No impact | | |
 | | Impact | | | | Im pact |
 | | | Im pact |
 | | | Impact | | | | Impact
 |
| Night Impact | | | | | Impact
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 | | 1000 C 10 | | | | in nacr |
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 | | impaci | | | | imports | 1
 | | | inport |
 | | | mpact | | | |
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| | | | | _ |
 | | | | | | Constr
 | uction Area | Alameda | Station (Wi | h Mitigatio | on) | inpact |
 | | | inport |
 | | | mpoer | <u> </u> | | |
 |
| | | NSR 1A | Union Stat | tion |
 | NSR 1B | First Five | | | NSR 2A | Constr
El Pueblo
 | ruction Area A
Plaza (Mural) | Alameda | Station (Wir
NSR 2B | h Mitigatio
El Pueblo I | on)
Maza (Grass) | | NSR 2C
 | El Pueblo i | Plaza (Founta | in) | NSR 3
 | Mozaic Ap | artments | mpact | NSR 3 | Mozaic Apa | artments To | p Floor
 |
| | | NSR 1A | Union Stat | tion |
 | NSR 1B | First Five | | | NSR 2A | Constr
El Pueblo
 | ruction Area
Plaza (Mural) | Alameda | Station (Wir
NSR 2B | h Mitigatio
El Pueblo I | on)
Plaza (Grass) | | NSR 2C
 | El Pueblo I | Plaza (Founta | in) | NSR 3
 | Mozaic Ap | artments | in poer | NSR 3 | Mozaic Apa
25 | artments To | p Floor
 |
| | | NSR 1A
Elevation:
2D | Union Stat | lion |
 | NSR 1B
Elevation:
2D | First Five | | | NSR 2A
Elevation:
2D | Constr
El Pueblo
14
3D
 | ruction Area /
Plaza (Mural) | Alameda | Station (Wi
NSR 2B
Elevation:
2D | h Mitigatio
El Pueblo I
11
3D | on)
Maza (Grass) | mpere | NSR 2C
Elevation:
2D
 | El Pueblo I
14
3D | Plaza (Fount a | in) | NSR 3
Elevation:
2D
 | Mozaic Ap | artments | mpac | NSR 3
Elevation:
2D | Mozaic Apa
35
3D | artments To | p Floor
 |
| | Source | NSR 1A
Elevation:
2D | Union Stat
5
3D
Distance | tion |
 | NSR 1B
Elevation:
2D | First Five
5
3D
Distance | | | NSR 2A
Elevation:
2D | Constr
El Pueblo
14
3D
Distance
 | ruction Area /
Plaza (Mural) | Alameda | Station (Wi
NSR 2B
Elevation:
2D
Distance | h Mitigatio
El Pueblo I
11
3D
Distance | on)
Plaza (Grass) | | NSR 2C
Elevation:
2D
 | El Pueblo I
14
3D | Plaza (Fount a | in) | NSR 3
Elevation:
2D
 | Mozaic Ap
5
3D
Distance | artments | | NSR 3
Elevation:
2D | Mozaic Apa
35
3D
Distance | artments To | p Floor
 |
| Fauimpent | Source | NSR 1A
Elevation:
2D
Distance
(ft) | Union Stat
5
3D
Distance | tion | len
 | NSR 1B
Elevation:
2D
Distance
(fr) | First Five
5
3D
Distance | Shielding | lea | NSR 2A
Elevation:
2D
Distance | Constr
El Pueblo
14
3D
Distance
 | ruction Area (
Plaza (Mural)
Shielding | Alameda | Station (Wir
NSR 2B
Elevation:
2D
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(fr) | h Mitigatio
El Pueblo I
11
3D
Distance
(ft) | on)
Plaza (Grass)
Shielding | lea | NSR 2C
Elevation:
2D
Distance
(ft)
 | El Pueblo I
14
3D
Distance
(ft) | Plaza (Fount a | in) | NSR 3
Elevation:
2D
Distance
(ft)
 | Mozaic Ap
5
3D
Distance
(ft) | artments | len | NSR 3
Elevation:
2D
Distance
(ft) | Mozaic Apa
35
3D
Distance
(ft.) | artments Top | p Floor
 |
| Equipment
Compressor (air) | Source
Elevation
5.0 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7 | Union Stat
5
3D
Distance
(ft.)
180.7 | Shielding | Leq
58.5
 | NSR 1B
Elevation:
2D
Distance
(ft)
361.1 | First Five
5
3D
Distance
(ft.)
361.1 | Shielding | Leq
51.5 | NSR 2A
Elevation:
2D
Distance
(ft)
17.1 | Constr
El Pueblo I
14
3D
Distance
(ft.)
19.3
 | Plaza (Mural)
Shielding | Leg
82.0 | Station (Wir
NSR 2B
Elevation:
2D
Distance
(ft)
17.1 | h Mitigatio
El Pueblo I
11
3D
Distance
(ft.)
18.1 | on)
Maza (Grass)
Shielding
0.0 | Leq
82.5 | NSR 2C
Elevation:
2D
Distance
(ft)
17.1
 | El Pueblo I
14
3D
Distance
(ft.)
19.3 | Plaza (Fount a
Shielding | in)
Leq
82.0 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
 | Mozaic Ap
5
3D
Distance
(ft.)
18.1 | artments
Shielding | Leq
72.5 | NSR 3
Elevation:
2D
Distance
(ft)
18.1 | Mozaic Apa
35
3D
Distance
(ft.)
35.0 | artments To
Shielding
0.0 | p Floor
Leq
76.8
 |
| Equipment
Compressor (air)
Concrete Mixer Turk | Source
Elevation
5.0
5.0 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7
85.3 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3 | Shielding | Leq
58.5
70.2
 | NSR 1B
Elevation:
2D
Distance
(ft)
361.1
386.3 | First Five
5
3D
Distance
(ft.)
361.1
386.3 | Shielding
5.0
6.5 | Leq
51.5
50.6 | NSR 2A
Elevation:
2D
Distance
(ft)
17.1 | Constr
El Pueblo
14
3D
Distance
(ft.)
19.3
175.5
 | Plaza (Mural)
Shielding
0.0 | Leq
82.0
63.9 | Station (Wi
NSR 2B
Elevation:
2D
Distance
(ft)
17.1
175.3 | h Mitigatio
El Pueblo I
11
3D
Distance
(ft.)
18.1
175.4 | n)
Maza (Grass)
Shielding
0.0
0.0 | Leq
82.5
63.9 | NSR 2C
Elevation:
2D
Distance
(ft)
17.1
175.3
 | El Pueblo I
14
3D
Distance
(ft.)
19.3
125.5 | Plaza (Fount a
Shielding
0.0 | in)
Leq
82.0
63.9 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
 | Mozaic Ap
5
3D
Distance
(ft.)
18.1
92.0 | Shielding | Leq
72.5
59.5 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0 | Mozaic Apa
35
3D
Distance
(ft.)
35.0
96.8 | artments To
Shielding
0.0 | p Floor
Leq
76.8
69.1
 |
| Equipment
Compressor (air)
Congrete Mixer Truck
Congrete Mixer Truck | Source
Elevation
5.0
5.0
5.0 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7
85.3
85.3 | 5
3D
Distance
(ft.)
180.7
85.3
85.3 | Shielding
4.0
0.0 | Leq
58.5
70.2
70.2
 | NSR 1B
Elevation:
2D
Distance
(ft)
386.3
386.3 | First Five
5
3D
Distance
(ft.)
361.1
386.3
386.3 | Shielding
5.0
6.5
6.5 | Leq
51.5
50.6
50.6 | NSR 2A
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3 | Constr
El Pueblo
14
3D
Distance
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 | Plaza (Mural)
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63.9 | Station (Wi
NSR 2B
Elevation:
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El Pueblo I
11
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175.4 | n)
Plaza (Grass)
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82.5
63.9 | NSR 2C
Elevation:
2D
Distance
(ft)
17.1
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175.3
 | El Pueblo I
14
3D
Distance
(ft.)
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175.5
175.5 | Plaza (Fount a
Shielding
0.0
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82.0
63.9 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
 | Mozaic Ap.
5
3D
Distance
(ft.)
18.1
92.0
92.0 | Shielding
10.0
10.0 | Leq
72.5
59.5 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0 | Mozaic Apa
35
3D
Distance
(ft.)
35.0
96.8
96.8 | Shielding
0.0
0.0
0.0 | p Floor
Leq
76.8
69.1
69.1
 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane | Source
Elevation
5.0
5.0
5.0
5.0
5.0 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7
85.3
85.3
209.1 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
85.3
209.1 | Shielding
4.0
0.0
3.7 | Leq
58.5
70.2
70.2
56.5
 | NSR 1B
Elevation:
2D
Distance
(ft)
386.3
386.3
515.8 | First Five
5
3D
Distance
(ft.)
386.3
386.3
515.8 | Shielding
5.0
6.5
6.5
5.0 | Leq
51.5
50.6
50.6
47.4 | NSR 2A
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3
175.3 | Constr
El Pueblo
14
3D
Distance
(ft.)
19.3
175.5
175.5
173.3
 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0 | Leq
82.0
63.9
61.8 | Station (We
NSR 2B
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3
191.0 | h Mitigatio
El Pueblo I
3D
Distance
(ft.)
18.1
175.4
175.4
191.1 | n)
Plaza (Grass)
Shielding
0.0
0.0
0.0
0.0
0.0 | Leq
82.5
63.9
63.9
61.0 | NSR 2C
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3
213.7
 | El Pueblo I
14
3D
Distance
(fL)
19.3
175.5
175.5
213.9 | Plaza (Fount a
Shielding
0.0
0.0
0.0
0.0 | Leq
82.0
63.9
60.0 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
 | Mozaic Ap
5
3D
Distance
(ft.)
18.1
92.0
92.0
87.2 | Shielding
10.0
10.0
10.0
10.0 | Leq
72.5
59.5
59.5
57.8 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2 | Mozaic Apa
35
3D
Distance
(ft.)
35.0
96.8
96.8
92.2 | Shielding
0.0
0.0
0.0
0.0
0.0 | p Floor
Leq
76.8
69.1
69.1
67.3
 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Fiat Bed Truck | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7
85.3
209.1
85.3 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
85.3
209.1
85.3 | Shielding
4.0
0.0
3.7
0.0 | Leq
58.5
70.2
70.2
56.5
65.7
 | NSR 1B
Elevation:
2D
Distance
(ft)
366.1
386.3
386.3
315.8
386.3 | First Five
5
3D
Distance
(ft.)
386.3
386.3
515.8
386.3 | Shielding
5.0
6.5
5.0
6.5
5.0 | Leq
51.5
50.6
50.6
47.4
46.1 | NSR 2A
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3
173.1
175.3 | Constr
El Pueblo
14
3D
Distance
(ft.)
19.3
175.5
175.5
175.5
173.3
175.5
 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0 | Leq
82.0
63.9
61.8
59.4 | Station (We
NSR 2B
Elevation:
2D
Distance
(ft)
17.1
175.3
191.0
175.3 | h Mitigatio
El Pueblo I
3D
Distance
(ft.)
18.1
175.4
175.4
191.1
175.4 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0 | Leq
82.5
63.9
61.0
59.4 | NSR 2C
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3
213.7
175.3
 | El Pueblo I
14
3D
Distance
(fL)
19.3
175.5
175.5
213.9
175.5 | Plaza (Fount a
Shielding
0.0
0.0
0.0
0.0
0.0 | Leq
82.0
63.9
60.0
59.4 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
 | Mozaic Ap
5
3D
Distance
(ft.)
18.1
92.0
92.0
87.2
92.0 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0 | Leq
72.5
59.5
59.5
57.8
55.0 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0 | Mozaic Apa
35
3D
Distance
(ft.)
35.0
96.8
96.8
92.2
96.8 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0 | Leq
76.8
69.1
69.1
67.3
64.6
 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Flat Bed Truck
Gradall | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7
85.3
209.1
85.3
85.1 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
209.1
85.3
209.1
85.3
85.1 | Shielding
4.0
0.0
3.7
0.0
10.0 | Leq
58.5
70.2
70.2
56.5
65.7
64.8
 | NSR 1B
Elevation:
2D
Distance
(ft)
366.1
386.3
386.3
386.3
365.8
386.3
361.1 | First Five
5
3D
Distance
(ft.)
366.1
386.3
386.3
386.3
386.3
386.3
361.1 | Shielding
5.0
6.5
6.5
5.0
6.5
10.0 | Leq
51.5
50.6
50.6
47.4
46.1
52.2 | NSR 2A
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3
175.3
175.3
117.6 | Constr
El Pueblo
14
3D
Distance
(ft.)
19.3
175.5
175.5
175.5
175.5
175.5
175.5
175.5
175.5
 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
820
63.9
61.8
59.4
72.0 | Station (Wi
NSR 2B
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3
191.0
175.3
117.6 | h Mitigatio
El Pueblo I
11
3D
Distance
(ft.)
18.1
175.4
175.4
191.1
175.4
117.8 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
82.5
63.9
61.0
59.4
72.0 | NSR 2C
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3
213.7
175.3
117.6
 | El Pueblo I
14
3D
Distance
(fL)
19.3
175.5
175.5
213.9
175.5
213.9
175.5
117.9 | Plaza (Fount a
Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0 | Leq
82.0
63.9
60.0
59.4
72.0 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
 | Mozaic Ap
5
3D
Distance
(ft.)
18.1
92.0
92.0
87.2
92.0
18.1 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0 | Leq
72.5
59.5
57.8
55.0
78.2 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
92.0
18.1 | Mozaic Apa
35
3D
Distance
(ft.)
35.0
96.8
96.8
96.8
92.2
96.8
35.0 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0 | P Floor
Leq
76.8
69.1
69.1
67.3
64.6
82.5
 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concete Mixer Truck
Crane
Rat Bed Truck
Gradall
Pickup Truck | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7
85.3
85.3
209.1
85.3
85.1
85.1 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
85.3
209.1
85.3
85.1
85.1 | Shielding
4.0
0.0
3.7
0.0
10.0
10.0 | Leq
58.5
70.2
56.5
65.7
64.8
56.4
 | NSR 1B
Elevation:
2D
Distance
(ft)
366.3
386.3
515.8
386.3
361.1
361.1 | First Five
5
3D
Distance
(ft.)
366.1
386.3
386.3
386.3
366.3
361.1
361.1 | Shielding
5.0
6.5
5.0
6.5
10.0
10.0 | Leq
51.5
50.6
50.6
47.4
46.1
52.2
43.8 | NSR 2A
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3
175.3
175.3
175.3
117.6
117.6 | Constr
El Pueblo
14
3D
Distance
(ft.)
19.3
175.5
175.5
175.5
175.3
175.5
173.3
175.5
117.9
 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
82.0
63.9
61.8
59.4
72.0
63.6 | Station (Wi
NSR 2B
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3
191.0
175.3
191.0
175.3
117.6 | h Mitigatio
El Pueblo I
3D
Distance
(ft.)
18.1
175.4
175.4
191.1
175.4
191.1
175.4
117.8 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
82.5
63.9
61.0
59.4
72.0
63.6 | NSR 2C
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3
2113.7
175.3
117.6
117.6
 | El Pueblo I
14
3D
Distance
(fL)
19.3
175.5
175.5
213.9
175.5
117.9
117.9 | Plaza (Fount a
Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0 | Leq
82.0
63.9
60.0
59.4
72.0
63.6 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
 | Mozaic Ap
5
3D
Distance
(ft.)
18.1
92.0
92.0
87.2
92.0
18.1
18.1 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leq
72.5
59.5
57.8
55.0
78.2
69.8 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1 | Mozaic Apa
35
3D
Distance
(ft.)
35.0
96.8
96.8
92.2
96.8
92.2
96.8
35.0
35.0 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
76.8
69.1
67.3
64.6
82.5
74.1
 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Gradal
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Truck | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
5.0
78.0 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7
85.3
85.3
209.1
85.3
85.1
245.5 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
85.3
209.1
85.3
85.1
85.1
256.1 | Shielding
4.0
0.0
3.7
0.0
10.0
10.0
0.0 | Leq
58.5
70.2
56.5
65.7
64.8
56.4
68.0
 | NSR 1B
Elevation:
2D
Distance
(ft)
366.1
386.3
386.3
366.3
366.1
361.1
467.8 | First Five
5
3D
Distance
(ft.)
36(.1
386.3
386.3
386.3
386.3
366.1
361.1
473.5 | Shielding
5.0
6.5
5.0
6.5
5.0
6.5
10.0
10.0
5.0 | Leq
51.5
50.6
50.6
47.4
46.1
52.2
43.8
57.7 | NSR 2A
Elevation:
2D
Distance
(ħ)
17.1
175.3
175.3
175.3
175.3
117.6
117.6 | Constr
El
Pueblo
14
3D
Distance
(ft.)
193
175.5
175.5
175.5
175.5
175.5
175.5
175.5
175.5
175.5
175.5
175.5
175.5
175.5
175.5
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175.5
175.5
175.5
175.5
175.5
175.5
175.5
175.5
175.5
175.5
175.5
175.5 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
82.0
63.9
61.8
59.4
72.0
63.6
79.7 | Station (Wi
NSR 2B
Elevation:
2D
Distance
(ft)
17.5.3
175.3
191.0
175.3
191.0
175.3
117.6
117.6
117.6 | h Mitigatio
El Pueblo I
11
3D
Distance
(ft.)
18.1
175.4
191.1
175.4
191.1
175.4
191.1
175.4
191.1
175.4
191.1
175.4
191.1
175.4
191.1
175.4
192.1 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.
 | Leq
82.5
63.9
61.0
59.4
72.0
63.6
77.9 | NSR 2C
Bevation:
2D
Distance
(ft)
17.1
175.3
213.7
175.3
213.7
175.3
117.6
117.6
117.6
86.6 | El Pueblo I
14
3D
Distance
(tt.)
19.3
175.5
213.9
175.5
213.9
175.5
117.9
117.9
107.7 | Plaza (Fount a
Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0 | Leq
82.0
63.9
60.0
59.4
72.0
63.6
75.5 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
 | Mozaic Ap
5
3D
Distance
(ft.)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
75.2 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leq
72.5
59.5
57.8
55.0
78.2
69.8
78.6 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1 | Mozaic Apa
35
3D
Distance
(ft.)
35.0
96.8
96.8
92.2
96.8
92.2
96.8
35.0
25.0
25.0
25.0
 | shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
76.8
69.1
67.3
64.6
82.5
74.1
82.8 |
| Equipment
Compressor (air)
Concrete Miser Truck
Concrete Miser Truck
Crane
Rat Bed Truck
Brakup Truck
Pheamatic Tools
Pheamatic Tools | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
5.0
78.0
78.0 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7
85.3
85.3
209.1
85.3
85.1
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245.5
245.5 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
85.3
209.1
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85.1
256.1
256.1 | 5hielding
4.0
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0.0 | Leq
58.5
70.2
70.2
56.5
65.7
64.8
56.4
68.0
68.0
 | NSR 1B
Elevation:
2D
Distance
(ft)
361.1
386.3
386.3
365.3
365.3
361.1
361.1
467.8 | First Five
5
3D
0istance
(ft.)
366.1
386.3
386.3
361.1
361.1
361.1
473.5 | Shielding
5.0
6.5
5.0
6.5
10.0
10.0
5.0
5.0 | Leq
51.5
50.6
50.6
47.4
46.1
52.2
43.8
57.7
57.7 | NSR 2A
Elevation:
2D
Distance
(ħ)
17.1
175.3
175.3
175.3
177.5
117.6
117.6
117.6
17.1 | Constr
El
Pueblo
14
3D
Distance
(ft.)
19.3
175.5
175.5
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175.5
1 | Shielding
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0.0
0. | Leq
82.0
63.9
61.8
59.4
72.0
63.6
79.7
79.7 | Station (Wi
NSR 28
Elevation:
2D
Distance
(ft)
17.1
175.3
191.0
175.3
191.0
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10 | h Mitigatio
El Pueblo I
11
3D
Distance
(ft.)
18.1
175.4
175.4
191.1
175.4
191.1
175.4
117.8
817.8
82.1
82.1 | Maxa (Grass)
Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.
 | Leq
82.5
63.9
61.0
59.4
72.0
63.6
77.9
77.9 | NSR 2C
Elevation:
2D
Distance
(ft)
17.5.3
175.3
213.7
175.3
117.6
117.6
86.6
86.6 | El Pueblo I
14
30
Distance
(ft.)
19.3
175.5
213.9
175.5
117.9
117.9
107.7 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
82.0
63.9
60.0
59.4
72.0
63.6
75.5
75.5 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
18.1
 | Mozaic Ap
5
30
Distance
(ft.)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
18.1
18.1
75.2
75.2 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leq
72.5
59.5
59.5
57.8
55.0
78.2
69.8
78.6
78.6 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
18.1 | Mozaic Apa
35
3D
Distance
(ft.)
35.0
96.8
96.8
92.2
96.8
35.0
35.0
35.0
46.7
46.7
 | artments Toy
Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
76.8
69.1
69.1
67.3
64.6
82.5
74.1
82.8
82.8 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Rait Bed Truck
Gradall
Pickup Truck
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
78.0
78.0
78.0
5.0 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7
85.3
85.3
85.1
85.1
85.1
245.5
85.3 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
209.1
85.3
85.1
85.1
256.1
256.1
256.1
256.1
85.3 | Shielding
4.0
0.0
3.7
10.0
10.0
10.0
0.0
0.0
0.0 | Leq
58.5
70.2
56.5
65.7
64.8
56.4
68.0
68.0
68.0
67.0
 | NSR 1B
Elevation:
2D
Distance
(ft)
361.1
386.3
386.3
386.3
361.1
361.1
467.8
386.3 | First Five
5
3D
Distance
(ft.)
361.1
386.3
386.3
366.3
365.3
365.3
361.1
361.1
473.5
386.3 | Shielding
5.0
6.5
5.0
10.0
10.0
5.0
6.5 | Leq
51.5
50.6
50.6
47.4
46.1
52.2
43.8
57.7
57.7
47.4 | NSR 2A
Elevation:
2D
Distance
(#)
17.1
175.3
175.3
175.3
175.3
117.6
117.6
117.6
117.1
175.3 | Constr
El Pueblo
14
3D
Distance
(ft.)
19.3
175.5
175.5
173.3
175.5
173.3
175.5
117.9
117.9
66.2
175.5
 | Ution Area /
Rsza (Mural)
Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
82.0
63.9
61.8
59.4
72.0
63.8
79.7
79.7
79.7
60.7 | Station (Wi
NSR 28
Elevation:
2D
Distance
(ft)
17.1
175.3
191.0
175.3
191.0
175.3
117.6
117.6
117.6
47.5
175.3 | h Mitigatio
El Pueblo I
11
3D
Jostance
(ft.)
18.1
175.4
175.4
19.1
175.4
117.8
117.8
117.8
22.1
175.4 | Phaza (Grass)
Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
82.5
63.9
61.0
59.4
72.0
63.6
77.9
77.9
60.7 | NSR 2C
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3
213.7
175.3
117.6
117.6
86.6
86.6
175.3
 | El Pueblo I
14
Distance
(ft.)
19.3
175.5
175.5
213.9
175.5
117.9
117.9
107.7
107.7 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
82.0
63.9
60.0
59.4
72.0
63.6
75.5
75.5
60.7 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
18.1
18.1
18.1
92.0
 | Mozaic Ap
5
3D
Distance
(ft.)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
18.1
75.2
92.0 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leq
72.5
59.5
57.8
55.0
78.2
69.8
78.6
78.6
56.3 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
18.1
18.1
18.1
92.0 | Mozaic Aps
35
3D
Distance
(ft.)
35.0
96.8
92.2
96.8
92.2
96.8
35.0
35.0
35.0
46.7
96.8 | artments Toy
Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
76.8
69.1
67.3
64.6
82.5
74.1
82.8
82.8
82.8
65.9
 |
| Equipment
Compressor (air)
Concrete Miser Truck
Crane
Flat Bed Truck
Gradall
Pickup Truck
Pneumatic Tools
Pneumatic Tools
Vacuum Street Sweeper
Vacuum Street Sweeper
Vensilation Fan | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
78.0
78.0
5.0
78.0
27.6 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7
85.3
209.1
85.3
209.1
85.3
85.1
245.5
245.5
245.5 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
209.1
85.3
256.1
256.1
256.1
256.3
85.3
246.5 | Shielding
4.0
0.0
3.7
0.0
10.0
10.0
0.0
0.0
0.0
0.0 | Leq
58.5
70.2
56.5
65.7
64.8
56.4
68.0
68.0
67.0
65.0
 | NSR 1B
Elevation:
20
Distance
(ft)
361.1
36.3
515.8
386.3
361.1
361.1
467.8
467.8
366.3
361.1 | First Five
5
3D
Distance
(ft.)
361.1
366.3
366.3
366.3
361.1
473.5
365.3
365.3
361.1
473.5
386.3
365.3
365.4
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3 | Shielding
5.0
6.5
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5.0 | Leq
51.5
50.6
50.6
47.4
46.1
52.2
43.8
57.7
57.7
47.4
54.5 | NSR 2A
Elevation:
2D
Distance
(t)
17.1
175.3
173.1
175.3
117.6
117.6
117.6
17.1
175.3
17.1 | Constr
E Pueblo
14
3D
Distance
(ft.)
19.3
175.5
175.5
175.5
175.5
175.5
177.9
117.9
66.2
66.2
66.2
175.5
21.8
 | uction Area .
Plaza (Mural)
Shielding
0.0
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0.0
0.0
0.0
0. | Leq
82.0
63.9
63.9
63.9
63.9
63.6
79.7
79.7
60.7
86.1 | Station (Wi
NSR 28
Elevation:
2D
Distance
(ft)
17.1
175.3
191.0
175.3
191.0
175.3
117.6
47.5
117.6
47.5
175.3
47.5 | h Mitigatio
El Pueblo I
3D
Distance
(ft.)
18.1
175.4
175.4
191.1
175.4
191.1
175.4
191.1
175.4
195.4
175.8
117.8
82.1
82.1
175.4
50.3 | n)
Plaza (Grass)
Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
82.5
63.9
61.0
59.4
72.0
63.6
77.9
60.7
78.8 | NSR 2C
Elevation:
2D
Distance
(ft)
17.1
175.3
213.7
175.3
213.7
175.3
117.6
86.6
86.6
175.3
86.6
 | El Pueblo
14
3D
Distance
(ft.)
19.3
175.5
213.9
175.5
213.9
175.5
117.9
107.7
107.7
107.7
175.5
87.7 | Shielding
0.0
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0.0
0. | Leq
82.0
63.9
63.9
63.0
59.4
72.0
63.6
75.5
60.7
74.0 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
18.1
18.1
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18.1
18.1
18
 | Mozaic Ap
5
3D
Distance
(ft.)
18.1
92.0
87.2
92.0
18.1
75.2
92.0
18.1
75.2
92.0
29.0
29.0
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2 | Shielding
10.0
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10. | Leq
72.5
59.5
57.8
55.0
78.2
69.8
78.6
78.6
56.3
73.6 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
18.1
18.1
18.1
92.0
18.1 | Mozaic Aps
35
3D
Distance
(ft.)
35.0
96.8
92.2
96.8
35.0
46.7
46.7
96.8
19.6 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
76.8
69.1
67.3
64.6
82.5
74.1
82.8
82.8
85.9
87.1
 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Rait Bed Truck
Gradall
Pickup Truck
Pneumatic Tools
Vacuum Street Sweeper
Ventaliation Fan
Warning Horn | Source
Elevation
5.0
5.0
5.0
5.0
5.0
78.0
78.0
27.6
5.0
27.6
5.0 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7
85.3
85.3
209.1
85.3
85.1
85.1
245.5
245.5
245.5
85.3
245.5
85.3
245.5
85.1 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
85.3
209.1
85.3
85.1
256.1
256.1
256.1
256.1
85.3
246.5
85.1 | Shielding
4.0
0.0
10.0
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10.0
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0. | Leq
58.5
70.2
56.5
65.7
64.8
56.4
68.0
68.0
68.0
67.0
55.6
 | NSR 1B
Elevation: 2D
Distance
(ft)
386.3
386.3
361.1
361.1
361.1
467.8
386.3
467.8
386.3
467.8 | First Five
5
3D
Distance
(ft.)
366.1
386.3
386.3
361.1
361.1
473.5
473.5
386.3
468.4
463.4
61.1 | Shielding
5.0
6.5
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5.0
10.0 | Leq
51.5
50.6
50.6
47.4
46.1
52.2
43.8
57.7
57.7
47.4
54.5
43.0 | NSR 2A
Elevation:
2D
Distance
(ħ)
175.3
175.3
175.3
175.3
177.6
117.6
117.6
117.1
17.1
17.1
17.1 | Constr
El
Pueblo
14
3D
Distance
(ft.)
19.3
175.5
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175.5 | uction Area :
Plaza (Mural)
Shielding
0.0
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0.0
0. | Leq
82.0
63.9
61.8
59.4
72.0
63.6
79.7
79.7
79.7
86.1
62.7 | Station (Wi
NSR 28
Elevation:
2D
Distance
(ft)
17.1
175.3
191.0
175.3
191.0
175.3
117.6
117.6
117.6
117.5
47.5
175.3
47.5
117.5 | h Mitigatio
E Pueblo I
3D
Distance
(ft.)
18.1
175.4
191.1
175.4
197.5
117.8
117.8
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Plaza (Grass)
Shielding
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 | Leq
82.5
63.9
61.0
59.4
72.0
63.6
77.9
77.9
77.9
77.9
78.8
60.7
78.8
62.7 | NSR 2C
Elevation:
2D
Distance
(ft)
17.1
175.3
213.7
175.3
213.7
175.3
117.6
86.6
86.6
86.6
175.3
86.6
117.6 | El Pueblo
14
30
Distance
(fL)
19.3
175.5
175.5
213.9
175.5
117.9
117.9
107.7
107.7
107.7
107.7
107.7
117.9 | Shielding
0.0
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0.0
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0.0
0. | Leq
82.0
63.9
60.9
63.9
60.0
59.4
72.0
63.6
75.5
75.5
75.5
75.5
60.7
74.0
62.7 | NSR 3
Elevation:
20
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
18.1
18.1
18.1
18.1
 | Mozaic Ap
5
3D
Distance
(ft.)
18.1
18.1
18.1
75.2
92.0
29.0
29.0
29.0
29.0
29.0
29.0
29 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leq
72.5
59.5
57.8
55.0
78.6
78.6
78.6
78.6
56.3
73.6
69.0 | NSR 3
Elevation:
2D
Distance
(ft)
92.0
92.0
92.0
87.2
92.0
18.1
18.1
18.1
18.1
18.1
18.1 | Mozaic Apa
35
3D
Distance
(ft.)
35.0
96.8
96.8
96.8
95.8
35.0
35.0
35.0
46.7
46.7
96.8
19.6.8
19.6.8
19.6.8
 | Shielding
0.0
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0.0
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0.0
0. | Leq
76.8
69.1
67.1
67.3
64.6
82.5
74.1
82.8
82.8
82.8
85.9
87.1
73.3 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Gradal
Pickup Truck
Preumatic Tools
Preumatic Tools
Preumatic Tools
Preumatic Tools
Venillation Fan
Warning Horn
Warning Horn | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
78.0
78.0
78.0
78.0
78.0
5.0
5.0
5.0 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7
85.3
85.3
85.1
85.1
85.1
85.1
85.1
245.5
85.3
245.5
85.3
245.5
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245.5
85.1
209.1 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
85.3
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85.1
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85.1
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85.3
246.5
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| Equipment
Compressor (air)
Concrete Mixer Truck
Crane Fruck
Grade Truck
Gradell
Pickup Truck
Pneumatic Tools
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66.2
66.2
66.2
175.5
21.8
117.9
173.3
117.5
21.8
 | uction Area (Mural)
Plaza (Mural)
0.0
0.0
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0.0
0.0
0.0
0. | Leq
82.0
63.9
61.8
59.4
72.0
63.6
79.7
79.7
60.7
86.1
62.7
59.4
62.7 | Station (Wi
NSR 2B
Elevation:
2D
Distance
(ft)
17.1
175.3
191.0
175.3
191.0
175.3
191.0
175.3
19.1
17.6
117.6
47.5
47.5
175.3
175.3
17.5
117.6
191.0
117.6 | h Mitigatio
El Pueblo I
11
3D
Distance
(ft.)
18.1
175.4
191.1
175.4
117.8
117.8
82.1
82.1
82.1
82.1
175.4
50.3
117.8
91.1
117.8 | m) Plaza (Grass) Shielding 0.0 | Leq
82.5
63.9
61.0
59.4
72.0
63.6
77.9
60.7
78.8
62.7
58.5
62.7 | NSR 2C
Elevation:
2D
Distance
(t)
17.1
175.3
175.3
117.6
117.6
86.6
86.6
86.6
117.6
117.5
86.6
117.5
86.6
117.5
213.7
117.5
 | E Pueblo
14
3D
Distance
(ft.)
19.3
175.5
175.5
213.9
175.5
117.9
107.7
107.7
107.7
107.7
175.5
87.7
117.9
213.9
213.9
117.9 | Shielding
0.0
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0.0
0.0
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0.0
0. | Leq
82.0
63.9
60.0
59.4
72.0
63.6
75.5
75.5
75.5
60.7
74.0
62.7
62.7 | NSR
3
Elevation:
20
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
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18. | Mozaic Ap
5
3D
Distance
(ft.)
18.1
18.1
18.1
18.1
75.2
75.2
92.0
18.1
18.1
18.1
18.1
18.1
18.1 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leq
72.5
59.5
59.5
57.8
55.0
78.2
69.8
78.6
56.3
73.6
69.0
55.4
69.0 | NSR 3
Elevation:
2D
Distance
(t)
18.1
92.0
92.0
92.0
18.1
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18.1
18.1
18.1
18 | Mozaic Aps
35
3D
Distance
(ft.)
35.0
96.8
96.8
92.2
96.8
35.0
46.7
46.7
46.7
46.7
96.8
19.6
35.0
92.2
35.0
 | artments To
Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
76.8
69.1
69.1
67.3
64.6
82.5
74.1
82.8
65.9
87.1
73.3
64.9
73.3 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Fait Bed Truck
Gradall
Pickup Truck
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Vacuum Street Sweeper
Ventilation Fan
Warning Horn
Warning Horn
Warning Horn | Source
Elevation
5.0
5.0
5.0
5.0
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78.0
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5 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7
85.3
209.1
85.3
209.1
85.1
245.5
85.1
245.5
85.3
245.5
85.1
209.1
85.1
85.1
85.1 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
209.1
85.3
256.1
85.1
256.1
85.3
246.5
85.1
209.1
85.1
85.1
85.1 | Shielding
4.0
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10.0
10.0
10.0
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0. | Leq
58.5
70.2
56.5
56.7
64.8
56.4
68.0
68.0
67.0
65.0
55.6
54.1
55.6
55.6
55.6
 | NSR 1B
Elevation:
20
Distance
(ft)
361.1
386.3
363.3
361.1
361.1
361.1
361.1
361.1
361.1
361.1
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361.1
361.1
361.1 | First Five
5
3D
0istance
(ft.)
361.1
386.3
386.3
361.1
361.1
361.1
473.5
386.3
361.1
361.1
515.8
365.3
468.4
361.1
515.1
361.1 | Shielding
5.0
6.5
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10.0
5.0
10.0
10.0 | Leq
51.5
50.6
47.4
46.1
52.2
43.8
57.7
57.7
57.7
47.4
54.5
43.0
44.9
43.0
43.0 | NSR 2A
Elevation:
2D
Distance
(#)
17.1
175.3
173.1
175.3
117.6
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17.1
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17.1
117.6
17.1
117.6
173.1
117.6 | Constr
I
Pueblo
14
3D
Distance
(ft.)
19.3
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175.9 | uction Area .
Plaza (Mural)
Shielding
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0. | Leq
82.0
63.9
61.8
59.4
72.0
63.6
79.7
79.7
60.7
86.1
62.7
59.4
62.7
62.7 | Station (Wi
NSR 2B
Bevation:
2D
Distance
(ft)
17:1
175:3
175:3
175:3
17:6
17:6
17:6
17:5
47:5
47:5
17:5
17:5
17:5
17:5
117:6
117:6
117:6 | h Mitigatic
El Pueblo I
3D
Distance
(ft.)
18.1
175.4
175.4
175.4
175.4
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175.4
175.8
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175.5
50.3
117.8
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11 | m)
Maza (Grass)
Shielding
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 | Leq
82.5
63.9
61.0
59.4
72.0
63.6
77.9
77.9
60.7
78.8
62.7
58.5
62.7
62.7
62.7 | NSR 2C
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3
117.6
117.6
117.6
117.6
86.6
86.6
86.6
117.5
3 86.6
117.6
117.6
117.6
117.6 | E Pueblo 1
14
30
Distance (ft.)
19.3
175.5
213.9
175.5
213.9
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117.9
107.7
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117.9
213.9 | Shielding
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0. | Leq
82.0
63.9
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63.6
75.5
60.7
74.0
62.7
74.0
62.7
62.7
62.7 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
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18.1
18.
 | Mozaic Ap
5
30
Distance
(ft.)
18.1
92.0
92.0
92.0
87.2
92.0
18.1
18.1
18.1
75.2
92.0
29.0
29.0
29.0
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18.1
18 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leq
72.5
59.5
57.8
55.0
78.2
69.8
78.6
78.6
78.6
78.6
78.6
69.0
55.4
69.0
69.0
69.0
69.0 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
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18.1
18 | Mozaic Aps
35
3D
(ft.)
35.0
96.8
92.2
96.8
95.9
35.0
35.0
35.0
46.7
96.8
19.6
35.0
35.0
92.2
95.8
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| Equipment
Compressor (air)
Concrete Miser Truck
Concrete Miser Truck
Crane
Rat Bed Truck
Presumatic Todis
Presumatic Todis
Presumatic Todis
Presumatic Todis
Vacuum Street Sweeper
Venilation Foun
Warning Horn
Warning Horn
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Elevation
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Elevation:
2D
Distance
(ft)
180.7
85.3
209.1
85.3
85.1
245.5
85.3
245.5
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85.1
209.1
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25.1
85.1 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
209.1
85.3
85.1
256.1
256.1
85.3
246.5
209.1
85.1
256.1
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265.1
265.1 | Shielding
4.0
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0 | Leq
58.5
70.2
565.7
64.8
56.4
68.0
67.0
65.6
55.6
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 | NSR 1B
Elevation:
20
Distance
(ft)
361.1
386.3
361.3
361.1
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Distance
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51.5
50.6
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47.4
46.1
52.2
43.8
57.7
57.7
47.4
54.5
43.0
44.9
43.0
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45.6 | NSR 2A
Elevation:
2D
Distance
(h)
17.1
175.3
173.1
175.3
177.1
175.6
117.6
177.1
175.3
177.1
177.6
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173.1
117.6
173.1 | Constr
El
Pueblo
14
3D
Distance
(ft.)
19.3
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175. | uction Area (Mural)
Plaza (Mural)
Shielding
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0. | Leq
82,0
63,9
61,9
61,9
63,9
61,9
63,9
61,8
59,4
72,0
63,6
79,7
60,7
86,1
62,7
59,4
62,7
59,4
62,7
59,4
62,7
77,2 | Station (Wi
NSR 28
Elevation:
2D
Distance
(ft)
17.1
175.3
175.3
175.3
117.6
47.5
117.6
47.5
117.6
191.0
117.6
191.0
117.6
191.0 | h Mitigatio
El Pueblo I
II
3D
Distance
(ft.)
18.1
175.4
191.1
175.4
191.1
175.4
117.8
82.1
175.4
117.8
82.1
175.4
50.3
117.8
191.1
117.8
191.1 | Shielding 0.0
 | Leq
82.5
63.9
61.9
63.9
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63.9
63.9
63.6
77.9
77.9
60.7
78.5
62.7
58.5
62.7
70.0
62.7
70.0 | NSR 2C
Elevation:
2D
Distance
(ft)
17.1
175.3
213.7
175.3
117.6
86.6
86.6
117.6
86.6
117.5
86.6
117.6
213.7
117.6
213.7 | E Pueblo 1
14
30
0istance
(ft.)
19.3
175.5
213.9
175.5
213.9
175.5
117.9
107.7
107.7
107.7
107.7
107.7
107.5
87.7
117.9
213.9
117.9
213.9
117.9
213.9 | Plaza (Fount a
Shielding
0.0
0.0
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0.0
0.0
0.0
0.0
0. | Leq
82.0
63.9
63.9
63.9
63.9
63.9
63.9
63.7
75.5
75.5
75.5
75.5
60.7
74.0
62.7
62.7
62.7
62.7
62.7 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18.
 | Mozaic Ap
5
3D
Distance
(ft.)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
18.1
75.2
75.2
92.0
18.1
18.1
18.7,2
18.1
18.7,2
18.1
18.7,2
18.1 | Shielding
10.0
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1 | Leq
12, 5
59, 5
59, 5
55, 0
78, 2
69, 8
78, 6
78, 6
78, 6
78, 6
78, 6
78, 6
78, 6
55, 3
73, 6
55, 4
69, 0
55, 4
69, 0
69, 0
69, 0
64, 8 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
87.2
92.0
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18 | Mozaic Apa
35
3D
Distance
(ft.)
35.0
96.8
96.8
96.8
96.8
35.0
35.0
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35.0
 | Shielding
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0. | P Floor
76.8
69.1
67.3
64.6
82.5
74.1
82.8
82.8
82.8
85.9
87.1
73.3
64.9
73.3
64.9
73.3
73.3
78.2 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Rist Bed Truck
Gradall
Pickup Truck
Pneumatic Tools
Vauum Street Sweeper
Ventalation Fan
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Weider / Torch | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
5.0
27.6
5.0
5.0
5.0
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5.0
5.0
27.6
27.6
27.6 | NSR 1A
Elevation:
2D
Distance
(ft)
180.7
85.3
269.1
85.3
269.1
85.1
85.1
245.5
245.5
85.3
245.5
85.1
265.1
85.1
85.1
85.1
245.5
245.5 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
209.1
85.3
256.1
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245.5 | Shielding
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58.5
70.2
76.5
65.7
64.8
68.0
68.0
65.0
65.0
65.0
65.0
55.6
55.4
55.6
55.6
55.2
56.2
56.2
 | NSR 1B
Elevation:
20
Distance
(ft)
361.1
386.3
361.1
361.1
361.1
361.1
467.8
386.3
467.8
361.1
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3 | First Five
5
3D
Distance
(ft.)
366.3
386.3
386.3
366.1
361.1
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365.3
366.3
473.5
386.3
473.5
386.3
468.4
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4 | Shielding
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10.0
5.0
5.0
5.0
5.0
5.0 | Leq
51.5
50.6
50.6
47.4
46.1
52.2
43.8
57.7
47.4
54.5
43.0
43.0
43.0
43.0
45.6
45.6 | NSR 2A
Elevation:
2D
Distance
(ft)
175.3
175.3
175.3
175.3
177.5
117.6
117.6
117.6
177.1
177.1
117.6
177.6
177.6
177.6 | Constr
E Pueblo
14
3D
Distance
(ft.)
19.3
175.5
173.3
175.5
117.9
66.2
66.2
66.2
66.2
175.5
21.8
117.9
117.9
173.3
117.9
173.3
117.9
117.9
21.8
21.8
21.8
 | uction Area (Mural)
Plaza (Mural)
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
82.0
63.9
63.9
63.9
63.9
63.9
63.9
63.6
79.7
79.7
60.7
86.1
79.7
60.7
86.7
59.4
62.7
59.4
62.7
77.2
77.2 | Station (Wi
NSR 28
Elevation:
2D
Distance
(ft)
17.1
175.3
191.0
175.3
197.0
175.3
117.6
117.6
117.6
117.6
117.6
117.6
117.6
117.6
117.6
117.6
117.6
117.6
117.6
117.6 | h Mitigatio
E Pueblo I
11
3D
Distance
(ft.)
175.4
175.4
175.4
175.4
1175.4
1175.8
82.1
82.1
82.1
175.4
50.3
117.8
19.1
117.8
19.1
117.8
117.8
117.8
19.1 | m)
Plaza (Grass)
Shielding
0.0
0.0
0.0
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0.0
0.0
0.0
0. | Leq
82.5
63.9
61.0
59.4
77.9
60.7
78.8
62.7
58.5
62.7
58.5
62.7
70.0
70.0 | NSR 2C
Elevation:
2D
Distance
(ft)
175.3
175.3
175.3
117.6
117.6
86.6
86.6
117.6
86.6
117.6
213.7
117.6
117.6
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117.6
117.6
86.6
 | E Pueblo I
14
3D
Distance (ft.)
19.3
175.5
213.9
175.5
117.9
107.7
107.7
107.7
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107.7 | Shielding 00 0.0 | Leq
82.0
63.9
60.0
59.4
72.0
63.6
75.5
60.7
74.0
62.7
62.7
62.7
62.7
62.7
62.7
62.7
62.1
65.1
65.1 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18
 | Mozaic Ap
5
3D
Distance
(ft.)
18.1
92.0
87.2
92.0
18.1
18.1
18.1
75.2
92.0
18.1
87.2
92.0
18.1
87.2
92.0
18.1
87.2
92.0
18.1
92.0
29.0
18.1
92.0
29.0
29.0
29.0
29.0
29.0
29.0
29.0 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leq
72.5
59.5
57.8
55.0
78.6
78.6
78.6
78.6
56.3
73.6
69.0
65.4
69.0
64.8
64.8 | NSR 3
Elevation:
2D
Distarce (ft)
18.1
92.0
87.2
92.0
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18 | Mozaic Aps
35
3D
Distance
(ft.)
35.0
96.8
92.2
96.8
92.2
96.8
95.0
35.0
35.0
35.0
19.6
35.0
35.0
35.0
19.6
35.0
19.6 | shielding
0.0
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0.0
0.0
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0. | P Floor
Leq
76.8
69.1
69.1
69.1
64.6
82.5
74.1
82.8
65.9
87.1
73.3
64.9
73.3
64.9
73.3
73.3
73.3
74.2
78.2
78.2
 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Riat Bed Truck
Gradall
Pickup Truck
Preumatic Tools
Preumatic Tools
Preumatic Tools
Preumatic Tools
Ventilation Fan
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Welder / Torch | Source
Elevation
5.0
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2 | NSR 1A
Devation:
20
Distance
(ft)
180.7
85.3
85.3
269.1
85.1
245.5
245.5
245.5
245.5
265.1
209.1
85.1
265.1
265.5
245.5
245.5
245.5 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
209.1
85.1
256.1
256.1
256.1
256.1
256.1
256.1
256.1
26.5
246.5
246.5
246.5 | Shielding
4.0
0.0
0.0
10.0
10.0
0.0
0.0
0.0
0.0
0.0 | Leq
58.5
70.2
70.2
56.5
65.7
64.8
56.4
68.0
68.0
65.0
55.6
55.6
55.6
55.6
55.6
55.6
55
 | NSR 1B
Elevation:
2D
Distance
(ft)
361.1
386.3
386.3
361.1
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3 | First Five
5
3D
Distance
(ft.)
361.1
386.3
386.3
365.3
361.1
473.5
386.3
361.1
473.5
386.3
361.1
515.8
366.3
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4 | Shielding
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5.0
5.0
5.0 | Leq
51.5
50.6
50.6
47.4
46.1
52.2
43.8
57.7
57.7
47.4
54.5
43.0
43.0
43.0
43.0
43.0
43.0
43.0
43.0 | NSR 2A
Elevation:
2D
Distance
(ħ)
175.3
175.3
175.3
177.6
117.6
177.1
177.1
177.6
177.1
177.6
173.1
117.6
173.1
117.6
173.1
117.6
173.1
117.6
117.1
17.7 | Constr
El Pueblo
14
3D
Distance
(ft.)
19.3
175.5
175.5
175.5
175.5
177.3
175.5
117.9
66.2
175.5
21.8
66.2
175.5
21.7
117.9
117.9
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117.9
117.9
21.8
21.8
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21.8
 | uction Area (Mural) Plaza (Mural) Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0. | Leq
82.0
63.9
63.9
63.9
63.9
63.9
63.9
63.9
63.9 | Station (Wi
NSR 28
Elevation:
2D
Distance
(ft)
17.1
175.3
191.0
175.3
191.0
175.3
117.6
47.5
175.3
47.5
117.6
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3D
Distance
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175.4
191.1
175.4
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175.4
117.8
82.1
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Maxa (Grass)
Shielding
0.0
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0.0
0.0
0.0
0. | Leq
82.5
63.9
61.0
59.4
77.9
77.9
77.9
77.9
77.9
77.9
78.8
62.7
78.8
62.7
62.7
62.7
70.0
70.0
70.0 | NSR 2C
Elevation:
2D
Distance
(ft)
17.1
175.3
213.7
175.3
213.7
175.3
213.7
175.6
117.6
86.6
175.3
86.6
117.6
213.7
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8
 | El Pueblo I
14
30
Distance
(ft.)
19.3
175.5
175.5
213.9
175.5
175.5
175.5
117.9
107.7
107.7
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107.7
175.5
87.7
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2 | Shielding
0.0
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0.0
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0.0
0. | Leq
82.0
63.9
63.9
63.0
59.4
75.5
75.5
75.5
75.5
75.5
75.5
75.5
75 | NSR 3
Elevation:
20
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18
 | Mozaic Ap
5
3D
Distance
(ft)
18.1
92.0
92.0
92.0
92.0
18.1
18.1
18.1
75.2
75.2
92.0
29.0
18.1
18.1
87.2
18.1
87.2
18.1
18.1
92.0
29.0
29.0
29.0
29.0
29.0
29.0
29.0 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leq
72.5
59.5
57.8
55.0
78.2
69.8
78.6
56.3
73.6
55.4
69.0
55.4
69.0
55.4
69.0
64.8
64.8
64.8
64.8 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
92.0
92.0
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18 | Mozaic Apa
35
3D
Distance
(ft.)
35.0
96.8
95.2
96.8
35.0
46.7
46.7
46.7
46.7
46.8
19.6
35.0
92.2
35.0
92.2
35.0
19.6
19.6 | Shielding
0.0
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0. | Leq
76.8
69.1
67.3
64.6
82.5
74.1
82.8
82.8
87.1
73.3
64.9
87.1
73.3
73.3
73.3
73.3
73.3
78.2
78.2
78.2
 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Gradell
Pickup Truck
Preumatic Tools
Preumatic Tools
Vacuum Street Sweeper
Venilation Fan
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Weider / Torch | Source
Elevation
5.0
5.0
5.0
5.0
5.0
78.0
78.0
78.0
78.0
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78.0
78 | NSR 1A
Bevation:
2D
Distance
(ft)
180.7
85.3
85.3
265.5
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5
3D
Distance
(ft.)
180.7
85.3
209.1
85.1
256.1
256.1
256.1
256.3
246.5
85.1
85.1
85.1
246.5
246.5
246.5
246.5
246.5 | Shielding
4.0
0.0
10.0
10.0
10.0
10.0
0.0
0.0
0.0
0 | Leq
58.5
70.2
56.5
56.7
64.8
56.4
68.0
65.0
55.6
55.6
55.6
55.6
55.6
55.6
55
 | NSR 1B
Elevation:
2D
Distance
(ft)
361.1
386.3
386.3
361.1
361.1
361.1
361.1
361.1
361.1
361.1
361.1
361.1
361.1
361.1
361.3
467.8
361.1
361.1
467.8
467.8 | First Five
5
3D
Distance
(ft.)
366.3
366.3
366.3
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NSR 2B
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175.9 | Shielding
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0. | Leq
82.0
63.9
60.0
59.4
60.0
59.4
63.6
75.5
60.7
74.0
62.7
57.6
62.7
62.7
62.1
65.1
65.1
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65.1 | NSR 3
Elevation:
20
Distance
(ft)
92.0
92.0
87.2
92.0
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18
 | Mozaic Ap
5
3D
Distance
(ft.)
18.1
18.1
75.2
92.0
28.0
29.0
18.1
18.1
87.2
92.0
18.1
87.2
92.0
29.0
29.0
29.0
29.0
29.0 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leq
72.5
59.5
57.8
55.0
78.2
69.8
78.6
56.3
73.6
56.3
73.6
56.3
73.6
56.4
69.0
55.4
69.0
69.0
64.8
64.8
64.8
64.8
64.8 | NSR 3
Elevation:
2D
Distance (ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18 | Mozaic Apa
35
30
Distance
(ft.)
35.0
96.8
96.8
92.2
96.8
92.2
96.8
35.0
35.0
35.0
46.7
96.8
19.6
35.0
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35.0
92.2
35.0
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35.0
19.6
19.6
 | Shielding
0.0
0.0
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0.0
0.0
0.0
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0. | Leq
768
691
673
649
825
741
828
659
871
733
649
733
649
733
733
782
782
782
782
782
782 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Fait Bed Truck
Gradall
Pickup Truck
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Vanning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Welder / Torch
Welder / Torch
Welder / Torch | Source
Elevation
5.0
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78.0
78.0
78.0
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27.6
27.6
27.6 | NSR 1A
Bevation:
20
Distance
(ft)
180.7
85.3
85.3
209.1
85.1
245.5
85.3
245.5
85.1
245.5
85.1
245.5
85.1
245.5
85.1
245.5
245.5
245.5
245.5 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
85.3
209.1
85.3
256.1
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266.5
246.5
246.5 | Shielding
4.0
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Leq
58.5
70.2
56.5
70.2
56.5
64.8
56.4
68.0
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5 | NSR 1B
Elevation:
2D
Distance
(ft)
361.1
386.3
386.3
365.8
366.3
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3 | First Five
5
3D
Distance
(ft.)
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386.3
366.3
366.3
361.1
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361.4
468.4
468.4 | Shielding
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51.5
50.6
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63.8 | NSR 2A
Elevation:
2D
Distance
(ħ)
17.1
175.3
175.3
177.6
117.6
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 | Consti
El Pueblo
14
3D
Distance
(ft.)
19.3
175.5
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Plaza (Mural)
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82.0
63.9
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63.9
63.6
59.4
72.0
63.6
79.7
79.7
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86.1
62.7
62.7
62.7
77.2
77.2
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77.2 | Station (Wi
NSR 28
Elevation:
2D
Distance
(ft)
17.1
175.3
191.0
175.3
191.0
175.3
117.6
47.5
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191.0
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82.5
63.9
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76.0
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86.5 | NSR 2C
Bevation:
2D
Distance
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17.1
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175.3
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14
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Distance
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19.3
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107.7
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87.7 | Shielding
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59.4
75.5
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75 | NSR 3
Elevation:
20
Distance
(ft)
92.0
87.2
92.0
18.1
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18
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5
3D
Distance
(ft.)
18.1
92.0
92.0
92.0
87.2
92.0
18.1
18.1
75.2
92.0
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72.5
59.5
57.8
78.2
69.8
78.6
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69.0
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64.8
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64.8 | NSR 3
Elevation:
2D
Distance
(ft)
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18. | Mozaic
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35
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Distance
(ft.)
35.0
96.8
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87.1
74.1
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87.1
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| Equipment
Compressor (air)
Concrete Mixer Truck
Crane
Fait Bed Truck
Gradall
Pickup Truck
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Vacuum Street Sweeper
Venilation Fords
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Welder / Torch
Welder / Torch
Welder / Torch | Source
Elevation
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Elevation:
20
Distance
(ft)
180.7
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Distance
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85.3
85.3
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5 | NSR 18
El evation:
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Distance
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467.8 | First Five
5
3D
Distance
(ft.)
366.1
366.3
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3866.3
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468.4 | Shielding
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63.8
61.1 | NSR 2A
Elevation:
2D
Distance
(ħ)
17.1
175.3
173.1
175.5
117.6
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 | Constr
El Pueblo
14
3D
Distance
(ft.)
19.3
175.5
175.5
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177.9
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77 | Station (Wi
NSR 28
Elevation:
2D
Distance
(ft)
175.3
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El Pueblo I
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3D
Distance
(ft.)
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7 | NSR 2C
Elevation:
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Distance
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Distance
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6 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
87.2
92.0
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18
 | Mozaic Ap
5
30
Distance
(ft.)
18.1
92.0
92.0
92.0
18.1
18.1
18.1
75.2
92.0
18.1
18.1
18.1
18.1
29.0
29.0
29.0
29.0
29.0
29.0
29.0
29.0 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leq
72.5
59.5
57.8
55.0
78.2
78.6
78.6
78.6
78.6
78.6
78.6
78.6
78.6 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
92.0
92.0
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18 | Moraic Apa
35
30
Distance
(ft.)
36.8
96.8
96.8
92.2
96.8
92.2
96.8
35.0
35.0
35.0
46.7
96.8
19.6
19.6
19.6
19.6
19.6
 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
768
691
673
646
652
741
825
741
828
659
871
733
733
733
733
733
782
782
782
782
782
782
782 |
| Equipment
Compressor (air)
Concrete Miser Truck
Concrete Miser Truck
Crane
Rist Bed Truck
Gradall
Pickup Truck
Pneumatic Tools
Vauum Street Sweeper
Ventilation Fan
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Welder / Torch
Welder / Torch
Welder / Torch
Welder / Torch
Welder / Torch | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0 | NSR 1A
Elevation:
2D
Distance
(ft)
85.3
85.1
265.5
85.1
245.5
85.1
245.5
85.1
265.5
245.5
245.5
245.5
245.5
245.5
245.5
245.5 | Union Stat
5
3D
Distance
(ft.)
85.3
85.3
85.1
256.1
85.1
256.1
85.1
256.1
85.1
256.1
85.1
256.1
85.1
266.5
246.5
246.5
246.5 | Shielding
4.0
0.0
10.0
10.0
10.0
0.0
0.0
0.0
0.0
0. | Leq
58-5
70.2
70.2
56-5
56-4
68.0
68.0
68.0
68.0
65.6
55.6
55.6
55.6
55.5
55.2
55.2
55.2
 | NSR 18
El evation:
20
Distance
(ft)
36.1.1
36.3
36.3
36.1.1
36.1.1
467.8
36.3
36.1.1
36.1.1
467.8
36.1.1
36.1.1
51.5.8
36.1.1
36.1.1
467.8
467.8
467.8 | First Five
5
3D
Distance
(ft.)
36(.1)
366.3
366.3
366.3
366.3
366.3
366.1
361.1
361.1
361.1
361.1
361.1
361.1
361.1
366.4
468.4
468.4 | Shielding
5.0
6.5
5.0
6.5
5.0
5.0
5.0
5.0
5.0
10.0
5.0
10.0
5.0
5.0
5.0
5.0
5.0
5.0 | Leq
51.5
50.6
47.4
46.1
52.2
43.8
57.7
47.4
43.0
43.0
43.0
43.0
43.0
43.0
43.0
43 | NSR 2A
Elevation:
2D
Distance
(ft)
17.1
175.3
1773.1
175.3
1773.1
175.3
177.1
175.3
177.1
175.3
177.1
177.6
177.1
177.6
177.1
177.1
177.1
177.1
177.1 | Constr
El Pueblo
14
30
193
175.5
175.5
177.5
117.9
66.2
66.2
175.5
117.9
66.2
175.5
117.9
66.2
175.5
117.9
117.9
21.8
21.8
21.8
 | uction Area :
Plaza (Mural)
Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
82.0
63.9
61.8
63.9
61.8
63.9
61.8
63.9
63.6
63.6
63.6
63.6
63.6
63.6
63.6 | Station (We
NSR 28
Elevation:
2D
Distance
(ft)
175.3
191.0
175.3
195.3
117.6
47.5
175.3
47.5
117.6
191.0
117.6
117.6
117.6
117.6
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117.6
117.5
17.5
17.5
17.5
17.5
17.5
17.5
17. | h Mitigatic
El Pueblo I
11
3D
Distance
(ft.)
175.4
175.4
175.4
191.1
175.4
117.8
82.1
82.1
175.4
117.8
82.1
175.4
117.8
82.1
175.4
50.3
50.3
50.3 | Shielding
0.0 | Leq
82.5
63.9
63.9
63.0
63.6
77.9
77.9
77.9
60.7
77.8
62.7
62.7
70.0
70.0
70.0
86.5
70.0
86.5 | NSR 2C
Bevation:
2D
Distance
(ft)
17.1
175.3
175.3
117.6
86.6
117.6
86.6
117.6
86.6
117.6
117.6
86.6
117.6
86.6
86.6
86.6
86.6
86.6
86.6
86.6
86.6
86.6
86.6
 | El Pueblo I
14
30
Distance
(ft.)
19.3
175.5
213.9
175.5
117.9
107.7
107.7
107.7
107.7
107.7
107.7
107.7
117.9
213.9
213.9
117.9
213.9
117.9
213.7
87.7
87.7 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
82.0
63.9
63.9
63.9
63.6
75.5
75.5
75.5
74.0
62.7
74.0
62.7
62.7
62.7
62.1
65.1
65.1
65.1
84.8
84.8
65.5 | NSR 3
Elevation:
20
0 istance
18:1
92:0
92:0
92:0
18:1
18:1
18:1
18:1
18:1
18:1
18:1
18
 | Mozaic Ap
5
30
Distance
(ft.)
18.1
18.1
18.1
18.1
18.1
18.1
87.2
92.0
29.0
29.0
29.0
29.0
29.0
29.0
29 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leq
72.5
59.5
57.8
73.6
69.0
69.0
69.0
69.0
69.0
69.0
64.8
64.8
64.8
64.8
84.8
84.8
84.8
55.5 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18. | Mozaic Apa
35
30
Distance
(ft.)
96.8
96.8
96.8
96.8
96.8
96.8
96.8
96.8 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
768
691
691
671
646
828
828
828
828
828
828
828
828
828
82
 |
| Equipment
Compressor (air)
Concrete Miser Truck
Concrete Miser Truck
Crane
Rat Bed Truck
Arabit
Pickup Truck
Pneumatic Todis
Pneumatic Todis
Pneumatic Todis
Pneumatic Todis
Vacuum Street Sweeper
Venilation Fordis
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Weider / Torch
Weider / Torch
Weider / Torch
Weider / Torch
Weider / Torch
Weider / Torch
Weider / Torch | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
78.0
78.0
78.0
78.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5 | NSR 1A
Elevation:
2D
Distance
(ft)
85.3
85.3
85.1
85.1
245.5
245.5
245.5
245.5
245.5
245.5
245.5
245.5
245.5
245.5
245.5 | Union Stat
5
3D
Distance
(ft.)
180.7
85.3
85.3
209.1
85.3
85.1
256.1
256.1
85.3
246.5
85.1
209.1
85.1
85.1
209.5
246.5
246.5
246.5 | Shielding
4.0
0.0
10.0
10.0
10.0
0.0
0.0
0.0
10.0
10.0
10.0
0.0 | Leq
58.5
70.2
70.2
55.5
55.7
64.8
60.0
65.0
55.6
55.6
55.6
55.2
55.2
55.2
56.2
56.2
 | NSR 18
El evation:
2D
Distance
(ft)
361.1
366.3
366.3
361.1
361.1
361.1
361.1
361.1
361.1
361.1
361.1
361.1
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467.8
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467.8
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467.8
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467.8
361.1
467.8 | First Five
5
3D
Distance
(ft.)
366.1
366.3
366.3
366.1
366.1
366.1
366.1
366.1
366.1
366.1
366.1
366.1
366.1
366.1
366.1
473.5
366.3
366.4
468.4
468.4 | Shielding
5.0
6.5
5.0
10.0
10.0
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10.0
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10.0
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5.0
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5.0
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5.0
5.0
5.0
5.0 | Leq
51.5
50.6
47.4
43.0
43.0
43.0
43.0
43.0
43.0
43.0
43 | NSR 2A
Elevation:
2D
Distance
(ħ)
17.1
175.3
173.1
175.3
173.1
175.6
117.6
177.1
177.1
177.6
177.1
117.6
173.1
117.6
173.1
117.6
173.1
117.6
173.1
177.1 | Constat
I Pueblo
of
14
30
Distance
(ft.]
175.5
175.5
175.3
175.5
177.3
177.5
177.5
177.5
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177.9
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177.9
177.9
177.9
177.9
177.9
177.9
177. | uction Area :
Plaza (Mural)
Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
82.0
61.9
61.9
61.9
61.8
55.4
72.0
63.6
63.6
63.6
63.6
63.6
63.6
63.6
63 | Station (We
NSR 28
Bevation:
2D
Distance
(ft)
17.1
175.3
191.0
175.3
191.0
175.3
191.0
175.3
117.6
117.6
117.6
191.0
117.6
191.0
117.6
191.0
117.6
191.0
117.6
191.0
117.6
191.0
17.5
47.5
47.5
47.5 | h Mitigatio
El Pueblo I
11
3
Distance
(ft)
18.1
175.4
191.1
175.4
191.1
175.4
191.1
175.4
117.8
82.1
175.4
50.3
117.8
191.1
117.8
191.1
117.8
50.3
117.8
191.1
117.8
50.3
50.3
50.3
50.3 | Shielding 0.0
 | Leg
82.5
63.9
63.9
63.9
63.6
77.9
77.9
60.7
77.9
60.7
70.0
70.0
70.0
70.0
70.0
86.5
66.5
impact | NSR 2C
Elevation:
2D
Distance
(ft)
17.1
175.3
117.6
86.6
86.6
117.6
86.6
117.6
86.6
213.7
117.6
86.6
86.6
213.7
117.6
86.6
86.6
86.6
86.6
86.6
86.6
86.6 | E Pueblo I
14
30
Distance
(ft.)
19.3
175.5
175.5
175.5
117.9
107.7
107.7
107.7
107.7
107.7
107.7
117.9
213.9
117.9
117.9
117.9
117.9
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117.9
117.9
117.9
117.9
117.9 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
82.0
63.9
63.9
63.9
63.6
75.5
75.5
75.5
75.5
75.5
75.5
75.5
75 | NSR 3
Elevation:
20
(ft)
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18.1
 | Mozaic Ap
5
3D
Distance
(ft.)
18.1
18.1
18.1
15.2
75.2
92.0
18.1
18.1
18.1
18.1
29.0
29.0
18.1
18.1
18.1
29.0
29.0
29.0
29.0
29.0
29.0
29.0 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leq
72.5
59.5
57.8
55.0
78.2
55.0
78.6
55.4
69.0
64.8
64.8
64.8
64.8
64.8
64.8
64.8
64.8 | NSR 3
Elevation:
2D
Distance
(ft)
18.1
18.1
18.1
18.1
18.1
18.1
18.1
18. | Mozaic Apa
35
30
Distance
(ft.)
96.8
96.8
92.2
96.8
92.2
96.8
35.0
35.0
35.0
35.0
35.0
35.0
35.0
35.0
 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
76.8
69.1
69.1
69.1
67.3
64.6
82.5
87.1
73.3
78.2
78.2
78.2
78.2
78.2
78.2
91.8
68.4
65.5
Impact |

											Const	ruction Area	Alameda	Station (W	ith Mitigatic	on)													
		NSR 1A	Union Sta	tion		NSR 1B	First Five			NSR 2A	El Pueblo	Plaza (Mural		NSR 2B	El Pueblo	Plaza (Grass)		NSR 2C	El Pueblo	Plaza (Founta	in)	NSR 3	Mozaic Ap	artments		NSR 3	Mozaic Ap	artments Top	Floor
		Elevation	5			Elevation:	5			Elevation:	14			Elevation	: 11			Elevation:	14			Elevation:	S			Elevation:	35		
		2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2D	3D		
	Source	Distance	Distance	a		Distance	Distance	2 • • • • •		Distance	Distance	a		Distance	Distance	a		Distance	Distance	a		Distance	Distance	a		Distance	Distance	a	
Equipment	Elevation	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(#)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq
Compressor (air)	5.0	180.7	180.7	0.0	62.6	361.1	361.1	5.0	51.5	17.1	19.3	0.0	82.0	17.1	18.1	0.0	82.5	17.1	19.3	0.0	82.0	18.1	18.1	10.0	72.5	18.1	35.0	0.0	76.8
Concrete Mixer Truck	5.0	85.3	85.3	0.0	70.2	386.3	386.3	6.5	50.6	175.3	175.5	0.0	63.9	175.3	175.4	0.0	63.9	175.3	175.5	0.0	63.9	92.0	92.0	10.0	59.5	92.0	96.8	0.0	69.1
Concrete Mixer Fruck	5.0	85.3	200.1	0.0	/0.2	386.3	385.3	6.5	50.6	1/5.3	175.5	0.0	63.9	1/5.3	1/5.4	0.0	63.9	1/5.3	1/5.5	0.0	63.9	92.0	92.0	10.0	59.5	92.0	96.8	0.0	69.1
Crane Elet Red Truck	5.0	209.1	209.1	0.0	60.2	315.8	200.2	5.0	47.4	175.3	175.5	0.0	61.8	175.2	175.4	0.0	50.4	175.3	175.5	0.0	60.0	87.2	87.2	10.0	57.8	87.2	92.2	0.0	646
Geodell	5.0	03.3	05.1	0.0	74.9	360.3	360.3	10.0	52.2	117.6	117.0	0.0	33.4	117.6	117.0	0.0	39.4	117.5	117.0	0.0	39.4	10.1	10.1	10.0	20.00	10.1	25.0	0.0	04.0
Bickup Truck	5.0	85.1	85.1	0.0	74.0 66.4	361.1	361.1	10.0	43.8	117.6	117.9	0.0	63.6	117.0	117.8	0.0	63.6	117.6	117.9	0.0	63.6	18.1	18.1	10.0	60.8	18.1	35.0	0.0	74.1
Presumatic Tools	79.0	2.45.5	256.1	0.0	68.0	467.9	473.5	5.0	577	17.1	66.2	0.0	70.7	47.5	82.1	0.0	77.0	86.6	107.7	0.0	75.5	18.1	75.2	0.0	78.6	18.1	46.7	0.0	92.9
Preumatic Tools	78.0	245.5	256.1	0.0	68.0	407.0	473.5	5.0	577	17.1	66.2	0.0	79.7	47.5	92.1	0.0	77.0	86.6	107.7	0.0	75.5	10.1	75.2	0.0	78.6	10.1	40.7	0.0	92.0
Vacuum Street Sweeper	5.0	85.3	250.1	0.0	67.0	386.3	396.3	6.5	47.4	175.3	175.5	0.0	60.7	175.3	175.4	0.0	60.7	175.3	175.5	0.0	60.7	92.0	92.0	10.0	56.3	92.0	96.8	0.0	65.9
Vacuum Street Sweepen	27.6	2/5 5	246.5	0.0	65.0	467.8	168.4	5.0	5/ 5	17.1	21.8	0.0	86.1	17 5	50.3	0.0	78.8	86.6	87.7	0.0	74.0	18.1	20.0	10.0	83.6	18.1	10.6	0.0	871
Warning Horn	50	85.1	85.1	0.0	65.6	361.1	361.1	10.0	43.0	117.6	117.9	0.0	62.7	117.6	117.8	0.0	62.7	117.6	117.9	0.0	62.7	18.1	18.1	10.0	69.0	18.1	35.0	0.0	733
Warning Horn	5.0	209.1	209.1	0.0	57.8	515.8	515.8	5.0	44.9	173.1	173.3	0.0	59.4	191.0	191.1	0.0	58.5	213.7	213.9	0.0	57.6	87.2	87.2	10.0	55.4	87.2	92.2	0.0	64.9
Warning Horn	5.0	85.1	85.1	0.0	65.6	361.1	361.1	10.0	43.0	117.6	117.9	0.0	62.7	117.6	117.8	0.0	62.7	117.6	117.9	0.0	62.7	18.1	18.1	10.0	69.0	18.1	35.0	0.0	73.3
Warning Horn	5.0	85.1	85.1	0.0	65.6	361.1	361.1	10.0	43.0	117.6	117.9	0.0	62.7	117.6	117.8	0.0	62.7	117.6	117.9	0.0	62.7	18.1	18.1	10.0	69.0	18.1	35.0	0.0	73.3
Welder / Torch	27.6	245.5	246.5	0.0	56.2	467.8	468.4	5.0	45.6	17.1	21.8	0.0	77.2	47.5	50.3	0.0	70.0	86.6	87.7	0.0	65.1	18.1	29.0	0.0	74.8	18.1	19.6	0.0	78.2
Welder / Torch	27.6	245.5	246.5	0.0	56.2	467.8	468.4	5.0	45.6	17.1	21.8	0.0	77.2	47.5	50.3	0.0	70.0	86.6	87.7	0.0	65.1	18.1	29.0	0.0	74.8	18.1	19.6	0.0	78.2
Welder / Torch	27.6	245.5	246.5	0.0	56.2	467.8	468.4	5.0	45.6	17.1	21.8	0.0	77.2	47.5	50.3	0.0	70.0	86.6	87.7	0.0	65.1	18.1	29.0	0.0	74.8	18.1	19.6	0.0	78.2
Welder / Torch	27.6	245.5	246.5	0.0	56.2	467.8	468.4	5.0	45.6	17.1	21.8	0.0	77.2	47.5	50.3	0.0	70.0	86.6	87.7	0.0	65.1	18.1	29.0	0.0	74.8	18.1	19.6	0.0	78.2
Total					79.8				63.8				90.0				86.5				84.8				87.9				91.8
Existing-day					61.1				61.1				69.0				69.0				69.0				68.4				68.4
Existing-night					57.7				57.7				65.5				65.5				65.5				65.5				65.5
Day Impact					Impact	1			lo impaci				Impad				Impact	t			Impact				Impac				Impact
Night Impact					Impact	:			Impact	1			Impad	t			Impact	t			Im pact				Impac	t			Impact

Construction Noise Calculations, Alameda Station (Decking and Shoring Mitigation)

Construction Noise Calculations, Alameda Station (Deck Removal Mitigation)

											Constr	uction Area	Alameda	Station (Wi	th Mitigatio	n)													
		NSR 1A	Union Stat	tion		NSR 1B	First Five			NSR 2A	El Pueblo	Plaza (Mural)		NSR 2B	El Pueblo i	Plaza (Grass)		NSR 2C	El Pueblo I	Plaza (Founta	in)	NSR 3	Mozaic Ap	partments		NSR 3	Mozaic Ap	artments Top	p Floor
		Elevation	: 5			Elevation:	2			Elevation:	14			Elevation:	11			Elevation:	14			Elevation:	5			Elevation:	35		
	£	ZU	3U Distance			ZU	3U Distance			2U Distance	3U Distance			ZU	3U Distance			ZU	3U Notemas			ZU	3U Distance			20	3U Distance		
Equipment	Elevation	(f+)	(F+)	Chielding	Len	(fe)	(F+)	Chieldine	lea	(A)	/F+ 1	Chieldine	lea	(5+)	(f+)	Chielding	lea	(fe)	(f+)	Chielding	Len	(f+)	(#)	Chielding	Len	(fe)	(f+)	Chielding	Lea
Compress or (sir)	50	190.7	180.7	Snielding	62.6	361.1	(FL) 361.1	5 nieding	51 S	17.1	10.3	Snielding	22 Q	17.1	18.1	on	122 Q	17.1	10.3	Snielding	22.0	19.1	(nL) 19.1	10.0	72.5	10.1	(nL) 35.0	Snielding	26.9
Congrete Mixer Truck	50	95.3	100.7	0.0	20.2	206.2	395.3	5.5	50.6	175.3	175.5	0.0	63.0	175.3	175.4	0.0	62.0	175.3	175.5	0.0	63.0	02.0	02.0	10.0	50.5	02.0	05.9	0.0	60.1
Contracte Mixer Truck	5.0	95.3	05.3	0.0	70.2	300.3	396.3	6.5	50.6	175.3	175.5	0.0	63.0	175.3	175.4	0.0	63.9	175.3	175.5	0.0	63.9	92.0	92.0	10.0	50.5	92.0	0.00	0.0	60.1
Crane	5.0	209.1	209.1	0.0	60.2	515.8	515.8	5.0	47.4	173.1	173.3	0.0	61.8	191.0	191.1	0.0	61.0	213.7	213.9	0.0	60.0	87.2	87.2	10.0	57.8	87.2	92.2	0.0	67.3
Flat Bed Truck	5.0	85.3	85.3	0.0	65.7	386.3	386.3	6.5	46.1	175.3	175.5	0.0	59.4	175.3	175.4	0.0	59.4	175.3	175.5	0.0	59.4	92.0	92.0	10.0	55.0	92.0	96.8	0.0	64.6
Gradall	5.0	85.1	85.1	0.0	74.8	361.1	361.1	10.0	52.2	117.6	117.9	0.0	72.0	117.6	117.8	0.0	72.0	117.6	117.9	0.0	72.0	18.1	18.1	10.0	78.2	18.1	35.0	0.0	82.5
PickupTruck	5.0	85.1	85.1	0.0	66.4	361.1	361.1	10.0	43.8	117.6	117.9	0.0	63.6	117.6	117.8	0.0	63.6	117.6	117.9	0.0	63.6	18.1	18.1	10.0	69.8	18.1	35.0	0.0	74.1
Pneumatic Tools	78.0	245.5	256.1	0.0	68.0	457.8	473.5	5.0	57.7	17.1	66.2	0.0	79.7	47.5	82.1	0.0	77.9	86.6	107.7	0.0	75.5	18.1	75.2	0.0	78.6	18.1	45.7	0.0	82.8
Pneumatic Tools	78.0	245.5	256.1	0.0	68.0	467.8	473.5	5.0	57.7	17.1	66.2	0.0	79.7	47.5	82.1	0.0	77.9	86.6	107.7	0.0	75.5	18.1	75.2	0.0	78.6	18.1	46.7	0.0	82.8
Vacuum Street Sweeper	5.0	85.3	85.3	0.0	67.0	386.3	386.3	6.5	47.4	175.3	175.5	0.0	60.7	175.3	175.4	0.0	60.7	175.3	175.5	0.0	60.7	92.0	92.0	10.0	56.3	92.0	96.8	0.0	65.9
Ventilation Fan	27.6	245.5	246.5	0.0	65.0	467.8	468.4	5.0	54.5	17.1	21.8	0.0	86.1	47.5	50.3	0.0	78.8	86.6	87.7	0.0	74.0	18.1	29.0	10.0	73.6	18.1	19.6	0.0	87.1
Warning Horn	5.0	85.1	85.1	0.0	65.6	361.1	361.1	10.0	43.0	117.6	117.9	0.0	62.7	117.6	117.8	0.0	62.7	117.6	117.9	0.0	62.7	18.1	18.1	10.0	69.0	18.1	35.0	0.0	73.3
Warning Horn	5.0	209.1	209.1	0.0	57.8	515.8	515.8	5.0	44.9	173.1	173.3	0.0	59.4	191.0	191.1	0.0	58.5	213.7	213.9	0.0	57.6	87.2	87.2	10.0	55.4	87.2	92.2	0.0	64.9
Warning Horn	5.0	85.1	85.1	0.0	65.6	361.1	361.1	10.0	43.0	117.6	117.9	0.0	62.7	117.6	117.8	0.0	62.7	117.6	117.9	0.0	62.7	18.1	18.1	10.0	69.0	18.1	35.0	0.0	73.3
Warning Horn	5.0	85.1	85.1	0.0	65.6	361.1	361.1	10.0	43.0	117.6	117.9	0.0	62.7	117.6	117.8	0.0	62.7	117.6	117.9	0.0	62.7	18.1	18.1	10.0	69.0	18.1	35.0	0.0	73.3
Welder / Torch	27.6	245.5	246.5	0.0	56.2	467.8	468.4	5.0	45.6	17.1	21.8	0.0	77.2	47.5	50.3	0.0	70.0	86.6	87.7	0.0	65.1	18.1	29.0	10.0	64.8	18.1	19.6	0.0	78.2
Welder / Torch	27.6	245.5	246.5	0.0	56.2	467.8	468.4	5.0	45.6	17.1	21.8	0.0	77.2	47.5	50.3	0.0	70.0	86.6	87.7	0.0	65.1	18.1	29.0	10.0	64.8	18.1	19.6	0.0	78.2
Welder / Torch	27.6	245.5	246.5	0.0	56.2	467.8	468.4	5.0	45.6	17.1	21.8	0.0	77.2	47.5	50.3	0.0	70.0	86.6	87.7	0.0	65.1	18.1	29.0	10.0	64.8	18.1	19.6	0.0	78.2
Welder / Torch	27.6	245.5	246.5	0.0	56.2	467.8	468.4	5.0	45.6	17.1	21.8	0.0	77.2	47.5	50.3	0.0	70.0	86.6	87.7	0.0	65.1	18.1	29.0	10.0	64.8	18.1	19.6	0.0	78.2
Total					79.8				63.8				90.0				86.5				84.8				84.8				91.8
Existing-day					61.1				61.1				69.0				69.0				69.0				68.4				68.4
Existing-night					57.7				57.7				65.5				65.5				65.5				65.5				65.5
Day Impact					Impact	1		1	lo impact				Impad	1			Impact	t			Impact	t			Impact	t			Impact
Night Impact					Impact				Impact				Impad	t			Impact	t			Impact	t			Impact	t			Impact

Construction Noise Calculations, Alpine Tower and Alameda Tower (Structural Steel)

| | | | |
 | | | Const | truction Area | Alpine To | wer (Witho
 | ut Mitigatio | n) | | |
 | | | |
 | | | Construction | Area Alameda | Tower (Wit | hout Mitiga | tion)
 | |
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		NSR 5	Future Ho	meboy Indus
 | tries | NSR 5 | Future Hor | meboy Indust | ries | NSR 6
 | Chinatow | n Senior Loft: | \$ | NSR 6 | Chinatowr
 | n Senior Loft: | sTop | NSR 7 | Homeboy
 | Industries | | | | NSR 4 | CAEndow | ment
 | |
| | | | Residentia | 1
 | | | Reside ntia | l Top Floor | |
 | | | | | Floor
 | | | |
 | | | | | | |
 | |
| | | Elevation: | 5 |
 | | Elevation: | 45 | | | Elevation:
 | 15 | | | Elevation: | 115
 | | | Elevation: | 5
 | | | | | Elevation: | 7 |
 | |
| | | 2D | 3D |
 | | 2D | 3D | | | 2D
 | 3D | | | 2D | 3D
 | | | 2D | 3 D
 | | | | | 2D | 3D |
 | |
| | Source | Distance | Distance |
 | | Distance | Distance | | | Distance
 | Distance | | | Distance | Distance
 | | | Distance | Distance
 | | | | Source | Distance | Distance |
 | |
| Equipment | Elevation | (ft) | (8.) | Shielding
 | Lea | (ft) | (ft.) | Shie Iding | Leg | (ft)
 | (ft.) | Shielding | Lea | (ft) | (ft.)
 | Shielding | Lea | (ft) | (ft.)
 | Shielding | Lea | Equipment | Elevation | (ft) | (ft.) | Shielding
 | Leg |
| Compressor (aid) | 5.0 | 122.2 | 122.2 | 0.0
 | 66.0 | 122.2 | 128.6 | 0.0 | 65.5 | 132.7
 | 122.1 | 0.0 | 65.7 | 132.7 | 172.4
 | 0.0 | 63.0 | 100.2 | 100.2
 | 0.0 | 67.7 | Compressor (air) | 5.0 | 100.9 | 100.9 | 0.0
 | 67.6 |
| Contrate Mixer Truck | 5.0 | 152.0 | 152.0 | 0.0
 | 65.7 | 152.0 | 157.2 | 0.0 | 64.0 | 122.5
 | 177.0 | 0.0 | 67.0 | 177.5 | 164.6
 | 0.0 | 645 | 99.1 | 00 1
 | 0.0 | 60.0 | Concrete Mixer Truck | 5.0 | 79.9 | 79.9 | 0.0
 | 70.7 |
| Concrete Mixer Truck | 5.0 | 152.0 | 152.0 | 0.0
 | 65.2 | 152.0 | 157.2 | 0.0 | 64.9 | 122.5
 | 122.9 | 0.0 | 67.0 | 122.5 | 164.6
 | 0.0 | 64.5 | 88.1 | 88.1
 | 0.0 | 69.9 | Concrete Mixer Truck | 5.0 | 79.9 | 79.9 | 0.0
 | 70.7 |
| Crane | 5.0 | 85.8 | 85.8 | 0.0
 | 68.0 | 85.8 | 94.7 | 0.0 | 67.1 | 275.8
 | 277.0 | 0.0 | 57.8 | 276.8 | 297.9
 | 0.0 | 571 | 256.0 | 256.0
 | 0.0 | 58.5 | Crane | 5.0 | 218.8 | 218.8 | 0.0
 | 59.8 |
| Elat Red Touck | 5.0 | 152.0 | 152.0 | 0.0
 | 60.7 | 152.0 | 157.7 | 0.0 | 60.4 | 177.5
 | 177.0 | 0.0 | 67.5 | 177.5 | 164.6
 | 0.0 | 60.0 | 00 1 | 00 1
 | 0.0 | 65.4 | Elat Bod Truck | 5.0 | 79.9 | 79.9 | 0.0
 | 66.2 |
| Gradall | 5.0 | 57.7 | 577 | 0.0
 | 79.2 | 57.7 | 20.0 | 0.0 | 76.5 | 91.2
 | 91.0 | 0.0 | 75.1 | 91.2 | 126.0
 | 0.0 | 70.7 | 116.0 | 116.0
 | 0.0 | 77.1 | Gradal | 5.0 | 93.7 | 93.7 | 0.0
 | 74.0 |
| Pickup Truck | 5.0 | 57.2 | 572 | 0.0
 | 69.9 | 57.2 | 69.8 | 0.0 | 68.1 | 81.3
 | 81.9 | 0.0 | 66.7 | 81.3 | 136.8
 | 0.0 | 623 | 116.0 | 116.0
 | 0.0 | 63.7 | Pickup Truck | 5.0 | 93.7 | 93.7 | 0.0
 | 65.6 |
| Procumatic Tools | 64.8 | 170.5 | 180.7 | 0.0
 | 71.0 | 170.5 | 171.6 | 0.0 | 71.5 | 160.2
 | 167.8 | 0.0 | 71.7 | 160.2 | 167.9
 | 0.0 | 717 | 155.4 | 166.5
 | 0.0 | 71.7 | Preumatic Tools | 74.6 | 304.2 | 311.6 | 0.0
 | 66.3 |
| Pre-umatic Tools | 24.0 | 170.5 | 190.7 | 0.0
 | 71.0 | 170.5 | 171.0 | 0.0 | 71.5 | 160.2
 | 167.0 | 0.0 | 71.7 | 160.2 | 167.0
 | 0.0 | 717 | 155.4 | 166.5
 | 0.0 | 71.7 | Preumatic Tools | 74.6 | 304.2 | 311.6 | 0.0
 | 66.3 |
| Variante Street Susseen | 5.0 | 152.0 | 152.0 | 0.0
 | 61.0 | 152.0 | 157.7 | 0.0 | 61 7 | 132.5
 | 107.0 | 0.0 | 23.9 | 122.5 | 164.6
 | 0.0 | 61.7 | 200.1 | 200.3
 | 0.0 | 66.7 | Vacuum Street Sweener | 5.0 | 70.0 | 70.0 | 0.0
 | 67.5 |
| Vacturin Successive open | 64.9 | 170.5 | 190.7 | 0.0
 | 67.7 | 1 70 5 | 171.6 | 0.0 | 69.7 | 160.7
 | 167.9 | 0.0 | 0.00 | 160.7 | 167.0
 | 0.0 | 204 | 155.4 | 166.5
 | 0.0 | 60.7
60 5 | Ventilation Fan | 74.6 | 304.2 | 311.6 | 0.0
 | 63.0 |
| Wareing Hore | 5.0 | 57.2 | 577 | 0.0
 | 69.0 | 57.7 | 20.0 | 0.0 | 67.2 | 21.2
 | 207.0 | 0.0 | 45.0 | 2100.2 | 126.9
 | 0.0 | 61.4 | 116.0 | 116.0
 | 0.0 | 67.0 | Warning Horn | 5.0 | 03.7 | 93.7 | 0.0
 | 64.7 |
| Warning Horn | 5.0 | 37.4 | 37.2 | 0.0
 | 03.0 | 37.4 | 03.5 | 0.0 | 07.3 | 375.0
 | 377.0 | 0.0 | 65.5 | 375.0 | 100.0
 | 0.0 | 01.4 | 220.0 | 110.0
 | 0.0 | 04.3 | Wassing Horn | 5.0 | 210.0 | 210.0 | 0.0
 | 57.4 |
| warning Horn | 5.0 | 83.8 | 83.8 | 0.0
 | 63.3 | 83.8 | 94.7 | 0.0 | 64.6 | 2/6.8
 | 277.0 | 0.0 | 33.3 | 2/6.8 | 297.9
 | 0.0 | 34./ | 236.0 | 236.0
 | 0.0 | 36.0 | Warning Horn | 5.0 | 03.7 | 218.8 | 0.0
 | 64.7 |
| warning Horn | 5.0 | 37.2 | 37.2 | 0.0
 | 69.0 | 57.2 | 69.8 | 0.0 | 67.3 | 81.3
 | 81.9 | 0.0 | 63.9 | 81.3 | 136.8
 | 0.0 | 61.4 | 116.0 | 116.0
 | 0.0 | 62.9 | Warning Horn | 5.0 | 03.7 | 93.7 | 0.0
 | 64.7 |
| Warning Horn | 5.0 | 37.2 | 37.4 | 0.0
 | 50.0 | 37.2 | 69.8 | 0.0 | 67.3 | 81.3
 | 81.9 | 0.0 | 63.9 | 21.3 | 130.8
 | 0.0 | 50.5 | 116.0 | 116.0
 | 0.0 | 64.9 | Warning Horn | 3.0 | 204.2 | 93.7 | 0.0
 | 64.7 |
| Weider/ Iorch | 64.8 | 1/0.5 | 180.7 | 0.0
 | 38.9 | 170.5 | 1/1.6 | 0.0 | 39.3 | 160.2
 | 167.8 | 0.0 | 39.3 | 160.2 | 167.9
 | 0.0 | 29.2 | 133.4 | 166.5
 | 0.0 | 39.6 | Welder / Torch | 74.0 | 304.2 | 311.6 | 0.0
 | 54.1 |
| weider/ lorch | 64.8 | 1/0.5 | 180.7 | 0.0
 | 38.9 | 170.5 | 1/1.6 | 0.0 | 39.3 | 160.2
 | 167.8 | 0.0 | 29.2 | 160.2 | 167.9
 | 0.0 | 29.2 | 133.4 | 166.5
 | 0.0 | 39.6 | weider/ fordi | 74.6 | 304.2 | 311.6 | 0.0
 | 54.1 |
| Welder/Torch | 64.8 | 170.5 | 180.7 | 0.0
 | 58.9 | 170.5 | 171.6 | 0.0 | 59.3 | 160.Z
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 | 0.0 | 39.6 | Welder / Torch | 74.6 | 304.2 | 311.6 | 0.0
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| weider/ iorch | 64.5 | 1/0.5 | 180.7 | 0.0
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 | | 69.8 | Existing-day | | | |
 | 0.3.0 |
Existing night					
 | 64.9 | | | | 64.9 |
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 | | 65.1 | Existing-night | | | |
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Elevation:
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(ft)
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Reside ntial
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3D
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(ft.)
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Concrete Mixer Truck
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Hat Bed Truck
Gradell
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| Equipment
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Concrete MakerTruck
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Flat Bod Truck
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Pickup Truck
Pickup Truck
Pickup Truck | Source
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Concrete Miker Truck
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| Equipment
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Concrete Mixer Truck
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Pneum atic Tools | on Area Alamed
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56.3 |
| Equipment
Compressor (air)
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Concrete MakerTruck
Grandel
Pickup Truck
Preumate Tools
Pneumate Tools
Pneumate Tools | Source
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Compressor (air)
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Concrete Miker Truck
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| Equipment
Compressor (air)
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Crane
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1 | Leq
56.0
65.2
65.2
58.0
60.7
68.3
59.9
61.0
61.0
61.0
61.9
57.7 | NSR 5
Elevation:
20
Distance
(ft)
152.0
85.8
152.0
85.8
152.0
85.8
152.0
57.2
57.2
170.5
170.5
170.5
170.5
170.5 | Com
Future Hor
Residential
45
30
Distance
(ft.)
128.6
157.2
94.7
157.2
94.7
157.2
94.7
157.2
94.8
157.6
171.6
171.6
157.2
171.6 | struction Are
meboy indust
i Top Floor
Shielding
0.0
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10.0
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10.0
10.0
10.0
1 | Leq
65.5
64.9
67.5
64.9
57.1
60.4
76.5
68.1
61.5
61.5
61.7
58.2
 | ower (With
NSR 6
2D
Distance
(tt)
132.7
122.5
276.8
122.5
276.8
122.5
276.8
122.5
276.8
122.5
276.8
122.5
21.3
81.3
160.2
160.2 | Mitigation
Chinatowi
3D
Distance
(ft.)
132.9
122.9
277.0
122.9
277.0
122.9
277.0
122.9
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277.0
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122.9
277.0
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167.8 |)
Shielding
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10.0 | Leq
55.2
67.0
67.0
57.8
62.5
75.1
66.7
61.7
61.7
61.8
58.4 | NSR 6
Elevation:
2D
Distance
(ft)
132.7
122.5
276.8
122.5
81.3
160.2
160.2
122.5
160.2
 | Chinatown
Floor
115
30
Distance
(ft.)
172.4
164.6
164.6
164.6
164.6
164.6
164.8
166.8
166.8
166.9
167.9
164.6
167.9 | Shielding
0.0
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0.0
10.0
10.0 | Leq
63.0
64.5
64.5
57.1
60.0
70.7
62.3
61.7
61.7
61.2
58.4 | NSR 7
Elevation:
2D
Distance
(ft)
100.2
88.1
256.0
88.1
116.0
116.0
115.4
155.4 | 5
3D
Distance
(ft.)
100.2
88.1
256.0
88.1
116.0
116.5
166.5
88.1
116.5
 | Industries
Shielding
10.0
0.0
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10.0
10.0
10.0
10 | Leq
57.7
69.9
51.4
65.4
72.1
63.7
61.7
61.7
66.7
58.5 | Construction
Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Pneum atic Tools
Pneum atic Tools
Pneum atic Tools
Vacuum Street Sweeper
Ventilation Fan | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
74.6
74.6
5.0
74.6 | a Tower (W
NSR 4
Elevation :
2D
Distance
(ft)
100.9
79.9
218.8
79.9
93.7
93.7
304.2
304.2
79.9
304.2
 | /ath Mitigadi
CA Endowr
7
3D
Distance
(ftn.)
100.9
79.9
79.9
79.9
79.9
79.9
79.9
79.9 | shielding
10.0
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10. | Leq
57.6
70.7
70.7
57.8
66.2
74.0
65.6
56.3
56.3
56.3
56.3
57.5
53.0 |
| Equipment
Compressor (air)
Concrete MakerTruck
Concrete MakerTruck
Grandel
Pickup Truck
Pickup Truck
Pickup Truck
Pineumatic Tools
Pineumatic Tools
Pineumatic Tools
Pineumatic Tools
Versillation Rin
Warning Horn | Source
Elevation
5.0
5.0
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64.8
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64.8
5.0
64.8
5.0 | NSR 5
Elevation:
20
Distance
(t)
122.2
152.0
152.0
152.0
57.2
57.2
57.2
170.5
170.5
152.0
57.2 | Future Ho
Residentia
5
3D
Distance
(ft.)
122.2
152.0
152.0
152.0
57.2
57.2
57.2
180.7
180.7
180.7
152.0
28.07
180.7
57.2 | meboy
Indus
Shielding
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58.0
60.7
68.3
59.9
61.0
61.0
61.0
61.0
57.7
59.0 | NSR 5
Elevation:
2D
Distance
(ft)
122.2
152.0
152.0
85.8
152.0
57.2
57.2
170.5
170.5
170.5
152.0
170.5
152.0
170.5
57.2 | Con
Future Hor
Residentia
45
3D
Distance
(ft.)
128.6
157.2
157.2
94.7
157.2
69.8
69.8
171.6
157.2
171.6
157.2
171.6
69.8 | struction Are
meboy indust
i Top Floor
Shielding
0.0
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0.0
0. | Leq
65.5
64.9
64.9
57.1
60.4
76.5
68.1
61.5
61.5
61.5
61.5
61.5
58.2
67.3
 | ower (With
NSR 6
2D
Distance
(ft)
132.7
122.5
276.8
122.5
276.8
122.5
81.3
160.2
160.2
160.2
120.5
81.3 | Mitigation
Chinatown
15
3D
Distance
(ft.)
133.1
122.9
277.0
122.9
81.9
167.8
167.8
167.8
125.9
81.9
167.8
125.9
81.9
167.8
125.9
81.9 | Shielding
10.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
10.0
10.0
10.0
0.0 | Leq
55.2
67.0
57.8
62.5
75.1
66.7
61.7
61.7
63.8
8.4
65.9 | NSR 6
Elevation:
2D
Distance
(ft)
132.7
122.5
276.8
122.5
81.3
81.3
160.2
160.2
160.2
120.5
81.3
 | Chinatown
Floor
115
30
Dktance
(ft.)
172,4
164,6
164,6
164,6
164,6
164,6
164,6
164,6
164,6
166,8
166,9
167,9
167,9
166,6
167,9
166,6 | Shielding
0.0
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0.0
0.0
0.0
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0.0
0.0
0.0
10.0
10.0
10.0
10.0
0.0 | Leq
63.0
64.5
57.1
60.0
70.7
62.3
61.7
61.7
61.7
61.4
58.4
61.4 | NSR 7
Elevation:
2D
Distance
(ft)
288.1
88.1
256.0
88.1
116.0
1165.4
155.4
88.1
155.4
88.1
155.4
88.1
155.4 | Homeboy
5
3D
Distance
(ft.)
100.2
88.1
88.1
116.0
116.0
166.5
166.5
88.1
166.5
166.5
116.0
 | Shielding
10.0
0.0
0.0
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0.0
0.0
10.0
10.0
10. | Leq
57.7
69.9
51.4
65.4
72.1
63.7
61.7
61.7
61.7
58.5
58.5
62.9 | Construction
Equipment
Compressor (air)
Concrete Miker Truck
Concrete Miker Truck
Concrete Miker Truck
Concrete Miker Truck
Crane
Flat Bed Truck
Gradell
Prickup Truck
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Ventilation Fan
Warning Horn | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
74.6
74.6
5.0
74.6
5.0 | a Tower (W
NSR 4
Elevation :
2D
Distance
(ft)
79.9
79.9
79.9
218.8
79.9
93.7
93.7
304.2
304.2
79.9
304.2
304.2
93.7
 | /ith Mitigati
CA Endown
7
3D
Distance
(ft.)
100.9
79.9
79.9
79.9
218.8
79.9
93.7
93.7
311.6
311.6
311.6
311.6
93.7 | shielding
10.0
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10 | Leq
57.6
70.7
70.7
57.8
66.2
74.0
65.6
56.3
56.3
56.3
56.3
56.3
56.3
56.3 |
| Equipment
Compressor (air)
Concrete Miker Truck
Crane
Flat Bod Truck
Gradall
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Truck
Vacuum Street Sweeper
Vacuum Street Sweeper
Vacuum Street Sweeper
Varining Horn
Warning Horn | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
64.8
5.0
64.8
5.0
64.8
5.0
5.0 | NSR 5
Elevation:
2D
Distance
(ft)
122.2
152.0
152.0
152.0
152.0
57.2
57.2
57.2
170.5
152.0
170.5
152.0
170.5
152.8
152.0
25.8 | Future Ho
Residentia
5
3D
Distance
(ft.)
1222
1520
1520
1520
1520
572
572
572
572
572
180.7
1520
180.7
1520
180.7
152.0
180.7
152.0 | meboy Indus
I
Shielding
10.0
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 | Leq
56.0
65.2
58.0
60.7
68.3
59.9
61.0
61.0
61.0
61.0
51.0
51.0
53.5 | NSR 5
Elevation: 20
Distance
(ft)
152.0
152.0
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57.2
170.5
152.0
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Elevation:
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Distance
(ft)
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Chinatown
Floor
115
3D
Distance
(ft.)
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Elevation:
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Distance
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49.0 | Construction
Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Riat Bed Truck
Gradall
Pickup Truck
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Vacuum Struet Sweeper
Ventilation Fan
Warning Horn
Warning Horn | Source
Elevation
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NSR 4
Elevation :
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53.0
64.7
55.3 |
| Equipment
Compressor (air)
Concrete MakerTruck
Concrete MakerTruck
Crane
FlatBed Truck
Meradall
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Stock
Ventilation Rin
Warning Horn
Warning Horn
Warning Horn | Source
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(ft.)
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al
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NSR 6
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Elevation:
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Distance
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63.0
64.5
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57.1
60.0
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61.7
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61.4 | NSR 7
Elevation:
2D
Distance
(ft)
100.2
88.1
88.1
116.0
115.4
115.4
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256.0
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Homeboy
5
3D
Distance
(ft.)
100.2
88.1
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166.0 | Shielding
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10.0 | Leq
57.7
69.9
51.4
65.4
72.1
61.7
61.7
61.7
66.7
58.5
62.9
49.0
62.9 | Construction
Equipment
Compressor (air)
Connerts Miker Truck
Connerts Miker Truck
Connerts Miker Truck
Connerts Miker Truck
Connerts Miker Truck
Connerts Miker Truck
Connerts Miker Truck
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Sweper
Ventilation Fan
Warning Horn
Warning Horn
Warning Horn | Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 74.6 5.0 74.6 5.0 5.0 5.0 5.0 74.6 5.0 5.0 5.0 | a Tower (W
NSR 4
Elevation :
2D
Distance
(ft)
100.9
79.9
79.9
218.8
79.9
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218.8
79.9
31.7
304.2
304.2
304.2
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93.7
218.8
93.7
 | /ith Mitigati
CA Endown
7
3D
Distance
(ft.)
100.9
79.9
218.8
79.9
93.7
93.7
93.7
93.7
311.6
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93.7
218.8
93.7
218.8
93.7 | Shielding 10.0 0.0 2.1 0.0 0.0 10.0 0.0 0.0 10.0 0.0 10.0 0.0 10.0 10.0 10.0 10.0 10.0 10.0 0.0 10.0 0.0 2.1 0.0 | Leq
57.6
70.7
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57.8
66.2
74.0
65.6
56.3
56.3
56.3
56.3
67.5
53.0
64.7
55.3
64.7 |
| Equipment
Compressor (air)
Concrete Miker Truck
Concrete Miker Truck
Crane
Flat Bed Truck
Gradall
Pickup Truck
Pickup Truc | Source
Elevation
5.0
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64.8
64.8
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Elevation:
2D
Distance
(ft)
152.0
85.8
152.0
57.2
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170.5
152.0
170.5
152.0
170.5
57.2
85.8
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57.2 | Future Ho
Residentia
5
30
Distance
(ft.)
122.2
152.0
55.2
57.2
180.7
152.0
152.0
152.0
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Shielding
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68.3
59.9
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59.0
53.3
59.0 | NSR 5
Elevation:
20
Distance
(ft)
122.2
152.0
85.8
152.0
57.2
57.2
170.5
152.0
170.5
152.0
170.5
152.0
170.5
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85.8
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 | Con
Future Hor
Residentia
45
30
Distance
(ft.)
128.6
157.2
157.2
94.7
157.2
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157.2
94.7
157.2
157.6
9.8
171.6
157.2
171.6
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9.8
94.7
69.8
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meboy Indust
I Top Floor
Shie Iding
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57.1
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61.5
63.7
38.2
67.3
34.6
67.3
54.6 | ower (With
NSR 6
Elevation:
2D
Distance
(ft)
132.7
122.5
122.5
81.3
81.3
81.3
160.2
160.2
160.2
160.2
81.3
276.8
81.3
81.3 | Mitigation
Chinatowi
30
Distance
(ft.)
133.1
122.9
127.9
127.9
81.9
81.9
81.9
167.8
167.8
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127.0
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Shielding
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55-2
67.0
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62.5
75.1
66.7
61.7
61.7
61.7
61.7
63.8
58.4
65.9
55.3
65.9 | NSR 6
Elevation:
2D
Distance
(ft)
122.5
122.5
122.5
81.3
81.3
160.2
160.2
160.2
160.2
81.3
276.8
81.3
276.8
81.3 | Chinatown
Floor
115
3D
Dktance
(ft.)
172,4
164,6
267,9
164,6
136,8
136,8
167,9
164,6
167,9
164,6
167,9
164,6
167,9
136,8
297,9
136,8
297,9
136,8 | s Senior Loft:
Shielding
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63.0
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57.1
60.7
61.7
61.7
61.7
61.7
61.2
58.4
61.4
54.7
61.4
 | NSR 7
Elevation:
2D
Distance
(ft)
100.2
88.1
256.0
88.1
116.0
115.4
155.4
88.1
155.4
88.1
155.4
116.0
256.0
116.0 | Homeboy
5
3D
Distance
(ft.)
100.2
88.1
186.0
186.5
186.5
186.5
186.5
186.5
116.0
256.0
116.0
116.0 |
Industries
Shielding
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57.7
69.9
51.4
65.7
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61.7
58.5
62.9
49.0
62.9 | Construction
Equipment
Compressor (air)
Concrete Miker Truck
Concrete Miker Truck
Crane
Flat Bed Truck
Gradell
Pickup Truck
Presumatic Tools
Presumatic Tools
Presumatic Tools
Presumatic Tools
Presumatic Tools
Presumatic Tools
Presumatic Tools
Warning Horn
Warning Horn
Warning Horn
Warning Horn | Source
Elevation
5.0
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5.0 | a Tower (W
NSR 4
Elevation :
2D
Distance
(ft)
100.9
79.9
218.8
79.9
218.8
79.9
33.7
304.2
79.9
304.2
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30.7 | 7 Ath Mitigadi
CA Endown
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3D
Distance
(ft.)
100.9
79.9
218.8
79.9
218.8
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317.6
311.6
79.9
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93.7
218.8
93.7
315.8 | shielding
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 | Leq
57.6
70.7
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57.8
66.2
74.0
65.6
56.3
56.3
56.3
56.3
56.3
56.3
56.4
57.5
53.0
64.7
55.3
64.7
64.7 |
| Equipment
Compressor (air)
Concrete MakerTruck
Concrete MakerTruck
Crane
FlatBed Truck
Michael Truck
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Stock
Ventilation Rin
Warring Viorn
Warring Viorn
Warring Viorn
Warring Viorn
Warring Viorn
Warring Viorn | Source
Elevation
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Elevation:
2D
Distance
(ft)
122.2
152.0
85.8
152.0
57.2
57.2
170.5
170.5
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170.5
57.2
152.0
170.5
5.7.2
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Residentia
5
3D
Distance
(ft.)
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Elevation:
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57 | Con
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Residentia
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3D
Distance (ft.)
128.6
(ft.)
127.2
157.2
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94.7
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171.6
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 | ower (With
NSR 6
Elevation:
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Distance
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122.5
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276.8 | Mitigation
Chinatows
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Distance
(ft.)
133.1
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Elevation:
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49.5 | NSR 7
Elevation:
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Distance
(ft)
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Distance
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66.7
58.5
62.9
49.0
62.9
49.6 | Construction
Compressor (air)
Compressor (air)
Concrete Miker Truck
Concrete Miker Truck
Concrete Miker Truck
Concrete Miker Truck
Crane
Hat Bed Truck
Gradull
Prickup Truck
Pneumatic Tools
Pneumatic Ren
Warning Kern
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Elevation
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NSR 4
Elevation :
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CA Endown
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67.5
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55.3
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64.7
64.7 |
| Equipment
Compressor (air)
Concrete MikerTruck
Concrete MikerTruck
Crane
Flat Bed Truck
Bradull
Pickup Truck
Pickup Truck
Pickup Truck
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Pickup Truck
Pickup Truck
Varuing Vion
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Warning Vion | Source
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170.5 | Future Ho
Residentia
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Distance
(ft.)
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48.9 | NSR 5
Elevation:
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Distance
(ft]
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170.5
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170.5 | Con
Future Hor
Residential
45
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Distance
(ft.)
128.6
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61.7
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67.3
54.6
67.3
54.6
67.3
67.3
49.3
 | ower (With
NSR 6
Elevation:
2D
Distance
(#1)
132.7
122.5
276.8
122.5
276.8
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122.5
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122.5
160.2
160.2
122.5
160.2
81.3
276.8
81.3
216.8
81.3
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21.5 | Mitigation
Chinatowo
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3D
Distance
(#1.)
133.1
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Shielding
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55.2
67.0
67.0
57.8
62.5
75.1
66.7
61.7
61.7
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61.7
61.7
61 | NSR 6
Elevation:
2D
Distance
(ft)
132.7
122.5
122.5
122.5
81.3
81.3
160.2
160.2
122.5
160.2
81.3
276.8
81.3
276.8
81.3
216.2
160.2
 | Chinatowi
Floor
115
30
Distance
(ft.)
172.4
164.6
164.6
164.6
166.8
166.8
166.8
166.9
167.9
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166. | Shielding
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63.0
64.5
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57.1
60.0
70.7
62.3
61.7
61.7
61.7
61.2
58.4
61.4
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9.5 | NSR 7
Elevation:
2D
Distance
(#1)
100.2
88.1
256.0
88.1
116.0
116.0
1155.4
88.1
1155.4
88.1
1155.4
116.0
116.0
116.0
116.0
116.0
116.0 | 5
3D
Distance
(ft.)
100.2
88.1
256.0
88.1
116.0
116.5
166.5
166.5
116.0
116.0
116.0
116.0
116.0
116.0
 | Shielding
10.0
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0.0
0.0
0.0
10.0
10.0
10. | Leq
57.7
69.9
69.9
51.4
63.7
61.7
66.7
58.5
62.9
62.9
62.9
62.9
62.9
49.6 | Construction
Equipment
Compressor (air)
Concrete Miker Truck
Concrete Miker Truck
Concrete Miker Truck
Crane
Flat Bed Truck
Gradell
Pickup Truck
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Vacuum Strees Sweeper
Ventilation Fan
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Welder / Torch | Source
Elevation
5.0
5.0
5.0
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74.6
74.6
74.6
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74.6
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74.6 | a Tower (W
NSR 4
Elevation :
2D
Distance (ft)
100.9
79.9
218.8
79.9
93.7
93.7
304.2
304.2
93.7
218.8
93.7
304.2
93.7
23.7
23.7
304.2
304.2
 | /ith Mitigati
CA Endown
3D
Distance
(ft.)
100.9
79.9
79.9
79.9
79.9
79.9
79.9
79.9 | Shielding
10.0
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10.0
0.0 | Leq
57.6
70.7
75.7
66.2
74.0
65.6
56.3
56.3
56.3
56.3
56.3
56.3
56.3 |
| Equipment
Compressor (air)
Concrete MakerTruck
Concrete MakerTruck
Crane
FlatBied Truck
Michael Truck
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Stock
Ventilation Rin
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Weider / Torch | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
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5.0
5.0
5.0 | NSR 5
Elevation:
2D
Distance
(#t)
122.2
152.0
85.8
152.0
57.2
57.2
57.2
170.5
170.5
152.0
170.5
152.0
257.2
57.2
170.5
152.2
170.5
152.2
170.5
170.5 | Future Ho
Residentia
5
3D
Distance
(ft.)
1222
152.0
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152.0
57.2
57.2
57.2
180.7
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5hielding
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1 | Leq
56.0
65.2
65.2
65.3
58.0
61.0
61.0
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61.0
61.0
57.7
59.0
55.5
59.0
48.9
48.9 | NSR 5
Elevation:
20
Distance
(ft)
122.2
152.0
85.8
152.0
57.2
57.2
57.2
170.5
170.5
170.5
152.0
170.5
25.7
2
85.8
57.2
57.2
170.5
170.5
170.5
170.5
170.5 | Con
Fittum Hor
Residentia
45
3D
Distance
(ft.)
128.6
(ft.)
128.6
(ft.)
128.6
(ft.)
157.2
157.2
157.2
94.7
69.8
94.7
69.8
94.7
69.8
94.7
69.8
171.6
171.6
171.6 | struction Are
meboy Indust
I Top Floor
0.0
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0.0
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0.0
0. | a Alpine 1
ries
Leq
65.5
64.9
64.9
64.9
57.1
60.4
76.5
68.1
61.5
61.5
61.5
61.5
61.5
61.5
61.5
61
 | ower (With
NSR 6
Elevation:
2D
Distance
(ft)
132.7
122.5
276.8
122.5
81.3
160.2
122.5
160.2
122.5
160.2
122.5
160.2
122.5
160.2
122.5
160.2
160.2 | Mitigation
Chinatown
15
30
Distance
(ft.)
133.1
122.9
277.0
122.9
277.0
122.9
81.9
167.8
167.8
127.0
81.9
167.8
81.9
167.8
167.8
167.8 | Shielding
10.0
0.0
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0.0
0.0
0.0
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0.0
10.0
10.0
10.0
0.0 | Leq
55.2
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67.7
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61.7 | NSR 6
Elevation:
2D
Distance
(ft)
132.7
122.5
276.8
122.5
276.8
122.5
276.8
122.5
160.2
160.2
160.2
160.2
81.3
81.3
276.8
81.3
81.3
160.2
160.2
160.2
 | Chinatown
Floor
115
3D
Distance
(ft.)
172.4
164.6
164.6
164.6
164.6
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164.6
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Elevation:
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58.5
62.9
49.6
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49.6 | Construction
Compressor (air)
Compressor (air)
Connerte Miker Truck
Connerte Miker Truck
Connerte Miker Truck
Connerte Miker Truck
Crane
Flat Bed Truck
Gradull
Pickup Truck
Pineumatic Tools
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Warning Horn
Warning Horn
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Weilder / Torch | Source
Elevation
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74.6 | a Tower (W
NSR 4
Elevation :
2D
Distance
(ft)
100.9
79.9
218.8
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304.2
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 | /th Mitigati
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7
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0istance
(ft.)
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67.5
53.0
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55.3
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44.1
44.1 |
| Equipment
Compressor (air)
Concrete MikerTruck
Concrete MikerTruck
Crane
FlatBed Truck
Bradall
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Truck
Warning Horn
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Welder / Torch | Source
Elevation
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Elevation:
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Distance
(ft)
122.2
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48.9
48.9 | NSR 5
Elevation:
20
Distance
(ft)
122.2
152.0
85.8
152.0
57.2
57.2
170.5
152.0
170.5
152.0
170.5
170.5
57.2
85.8
57.2
57.2
57.2
57.2
57.2
170.5
170.5
170.5 | Con
Future Hor
Residential
45
Distance
(ft.)
128.6
157.2
94.7
157.2
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meboy Indust
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ries
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67.3
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NSR 6
Elevation:
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216.2
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160.2 | Mitigation
Chinatowi
15
3D
Distance
(ft.)
133.1
133.1
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122.9
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167.8 | Shielding
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Elevation:
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Distance
(#1)
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 | Chinatown
Floor
115
3D
Distance
(ft.)
172.4
164.6
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Elevation:
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Distance
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62.9
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649.6
49.6
49.6 | Construction
Equipment
Compressor (air)
Concrete Miker Truck
Concrete Miker Truck
Concrete Miker Truck
Crane
Flat Bed Truck
Gradall
Pickup Truck
Pneumatic Tools
Pneumatic Tools
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Weidler / Torch | Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 74.6 5.0 5.0 5.0 5.0 74.6 74.6 74.6 74.6 74.5 | a Tower (W
NSR 4
Elevation :
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304.2
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CA Endown
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Distance
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44.1
44.1 |
| Equipment
Compressor (air)
Concrete MakerTruck
Concrete MakerTruck
Crane
FlatBied Truck
Michael Truck
Preumatic Tools
Preumatic Tools
Preumatic Tools
Preumatic Tools
Preumatic Tools
Marring Horn
Warring Horn
Warring Horn
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Warring Horn
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Warring Horn
Weider / Torch
Weider / Torch | Source
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Residentia
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NSR 6
Elevation :
2D
Distance (tt)
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160.2
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276.8
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276.8
81.3
160.2
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160.2 | Mitigation
Chinatown
15
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Distance
(†t.)
133.1
122.9
127.9
127.9
81.9
167.8
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167.8 | Shielding
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55.2
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78.4 | NSR 6
Elevation:
2D
Distance
(ft)
132.7
122.5
276.8
122.5
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122.5
81.3
160.2
160.2
122.5
160.2
81.3
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 | Chinatown
Floor
115
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Distance
(ft.)
1724
164.6
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146.9
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167.9 | Shielding
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64.5
57.1
60.7
70.7
61.7
61.7
61.7
61.4
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61.4
61.4
49.5
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7.5.1 | NSR 7
Elevation:
2D
Distance
(#t)
100.2 88.1
88.1
116.0
155.4
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155.4 | 5
3D
Distance
(ft.)
100.2 88.1
88.1
116.0
166.5
166.5
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 | Shielding
20.0
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57.7
69.9
69.9
51.4
65.7
61.7
61.7
61.7
58.5
62.9
62.9
62.9
49.6
49.6
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49.6
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77.6 | Construction
Compressor (air)
Compressor (air)
Connerte Miker Truck
Connerte Miker Truck
Connerte Miker Truck
Connerte Miker Truck
Connerte Miker Truck
Connerte Miker Truck
Pracum Struck
Pracum Struck
Pracum Struck
Pracum Struck
Vanning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Weidler / Turch
Weidler / Turch
Weidler / Turch | Source Elevation 5.0 < | a Tower (W
NSR 4
Elevation:
2D
Distance
(ft)
100.9
79.9
79.9
93.7
304.2
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93.7
304.2
93.7
304.2
33.7
304.2
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 | /#h Mitigati
CA Endown
7
3D
Distance
(ft)
100.9
79.9
93.7
93.7
93.7
93.1
311.6
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311.6 | Shielding
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66.2
74.0
65.6
56.3
67.5
53.0
64.7
55.3
64.7
64.7
44.1
44.1
44.1
44.1
78.7 |
| Equipment
Compressor (air)
Concrete MikerTruck
Concrete MikerTruck
Crane
FlatBed Truck
Gradall
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Steeper
Ventilation flat
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Welder / Torch
Welder / Torch
Welder / Torch
Welder / Torch | Source
Elevation
5.0
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64.8
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5.0 | NSR 5
Elevation:
20
Distance
(rt)
122.2
152.0
152.0
152.0
57.2
57.2
170.5
170.5
170.5
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57 | Future Ho
Residentia
5
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122.2
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1 | Leq
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61.0
61.9
57.7
59.0
61.0
53.5
59.0
48.9
48.9
48.9
48.9
48.9
73.8 | NSR 5
Elevation:
20
Distance
(ft)
122.2
152.0
152.0
152.0
152.0
170.5
170.5
170.5
170.5
57.2
85.8
57.2
170.5
57.2
85.7
2
57.2
170.5
170.5
170.5
170.5
170.5 | Con
Future Hor
Residentia
45
Distance
(ft.)
122.6
94.7
157.2
94.7
157.2
94.7
157.2
94.7
157.2
94.7
157.2
94.7
157.6
171.6
171.6
171.6
171.6
171.6
171.6 | struction Are
meboy Indust
I Top Floor
Shielding
0.0
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0. | a Alpine 1
ries
65.5
64.9
57.1
60.4
61.5
61.5
61.5
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61.5
61.5
61.7
58.2
64.9
61.5
61.5
61.5
61.7
58.4
61.4
83.4
49.3
49.3
49.3
49.3
 | ower (With
NSR 6
Elevation:
2D
Distance
(ft)
132.7
122.5
276.8
122.5
122.5
122.5
122.5
122.5
122.5
160.2
122.5
160.2
81.3
81.3
81.3
81.3
81.3
81.3
81.3
81.3 | Mitigation
Chinatowi
15
30
Distance
(ft.)
132.9
277.0
122.9
277.0
122.9
167.8
167.8
167.8
167.8
167.8
167.8
167.8
167.8
167.8
167.8 | Shielding
10.0
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10.0
10.0
0.0 | Leq
55.2
7.0
57.8
75.1
75.1
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75.1
75.1
61.7
61.7
61.7
61.7
61.7
61.7
61.7
61 | NSR 6
Elevation:
2D
Distance
(ft)
132.7
122.5
122.5
122.5
122.5
81.3
81.3
81.3
160.2
160.2
122.5
160.2
81.3
81.3
81.3
81.3
81.3
81.3
81.3
81.3
 | Chinatown
Floor
115
3D
Dktance
(ft.)
172,4
164,6
164,6
164,6
164,6
164,6
164,8
166,8
167,9
166,8
166,8
166,8
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690 | NSR 7
Elevation:
2D
Distance
(ft)
100.2
88.1
88.1
256.0
88.1
156.0
155.4
155.4
155.4
155.4
155.4
155.4 | Homeboy
5
3D
Distance
(ft.)
200.2
88.1
88.1
256.0
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61 | Construction Equipment Compressor (air) Connrete Miker Truck Concrete Miker Truck Concrete Miker Truck Concrete Miker Truck Concrete Miker Truck Gradell Pickup Truck Pneumatic Tools Warning Hern Warning Hern Warning Hern Warning Hern Weider / Torch Weider / Torch Weider / Torch Total Exking-day | Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 74.6 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 74.6 74.6 74.6 74.6 74.6 74.6 | a Tower (W
NSR 4
Elevation:
20
Distance
(ft)
100.9
79.9
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CA Endown
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3D
Distance
(ft.)
100.9
79.9
218.8
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93.7
93.7
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311.6
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55.3
64.7
44.1
44.1
44.1
78.7
63.6 |
| Equipment
Compressor (air)
Conprete MakerTruck
Concrete MakerTruck
Crane
FlatBed Truck
Meriden
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Struck
Verstlation Rin
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Walder / Torch
Welder / Torch
Welder / Torch
Welder / Torch
Welder / Torch | Source
Elevation
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Elevation:
2D
Distance
(ft)
122.2
152.0
152.0
85.8
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57.2
57.2
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170.5
170.5
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170.5
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170.5 | Future Ho
Residentis
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Distance
(ft)
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Elevation:
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Distance
(ff)
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152.0
152.0
85.8
152.0
57.2
170.5
170.5
170.5
170.5
170.5
57.2
170.5
170.5
57.2
170.5
170.5
170.5
170.5
170.5 | Con
Future Hor
Residential
35
Distance
(ft.)
128.6
157.2
157.2
157.2
157.2
94.7
157.2
157.2
94.7
157.2
157.6
94.7
69.8
94.7
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171.6 | struction Are
meboy indust
ii Top Floor
Shielding
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 | ower (Witt
NSR 6
Elevation:
20
0(tt)
132.7
122.5
122.5
122.5
81.3
160.2
160.2
160.2
81.3
81.3
276.8
81.3
160.2
160.2
160.2
160.2 | Mitigation
Chinatown
30
Distance
(ft.)
133.1
122.9
122.9
122.9
81.9
167.8
167.8
81.9
167.8
81.9
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69.8
55.1 | Construction
Compressor (air)
Compressor (air)
Connerte Miker Truck
Connerte Miker Truck
Connerte Miker Truck
Connerte Miker Truck
Crane
Flat Bed Truck
Gradull
Pickup Truck
Pickup Truck
Pickup Truck
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Warning Horn
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Exkingeday | Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 74.6 74.6 74.6 74.6 74.6 74.6 74.6 74.6 74.6 74.6 74.6 74.6 74.6 74.6 74.6 74.6 74.6 74.6 74.6 | a Tower (W
NSR 4
Elevation:
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Distance
(ft)
100.9
79.9
93.7
93.7
304.2
304.2
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| Equipment
Compressor (air)
Concrete MikerTruck
Concrete MikerTruck
Crane
FlatBed Truck
Bradall
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Truck
Pickup Stock
Ventilation Ran
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Elevation:
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Distance
(ft)
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170.5
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170.5
170.5
170.5 | Con
Future Hor
Residentia
3D
Distance
(ft)
128.6
157.2
157.2
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94.7
69.8
97.6
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64.9
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 | ower (Witt)
NSR 6
Elevation:
20
Distance
(ft)
132.7
122.5
276.8
122.5
276.8
122.5
276.8
122.5
126.2
160.2
160.2
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160.2 | Mitigation
Chinatowi
30
Distance
(ft.)
133.1
122.9
122.9
277.0
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81.9
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Equipment
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Concrete Miker Truck
Concrete Miker Truck
Crane
Flat Bed Truck
Gradall
Pickup Truck
Pneumatic Tools
Pneumatic Tools
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Warning Horn
Warning Horn
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Existing day
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NSR 4
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Construction Noise Calculations, Chinatown/State Park Station (Structural Steel)

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 | | | Construct | ion Area C | hinatown /St | ate Park S | tation (Wi
 | hout Mitig | ation)

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 | NSR8 B | College Stati | ion Residenti | al 1 | ISR9 B | losson Pa
 | 1.01 | N | SR 9 | Blossom Pl
 | aza Top Floc | br | N5R10 | Harmonyl | kesidential | 1 | NSR 10
 | Harmony | tasidantial

 | | NSR 11 | Capitol | Milling
 | | NSR12 | High St | eet Resident
 | ial | NSR 12 | HighStree | ıt Residenti | ial 👘 | NSR135 | Riboli Re-
 | ádential | | NSR 14 S | Los Angel | les State Hi | storial
 |
| | | Elevation: | 70.7 | | 8
 | Bevation | 5 | | E | levation | 26
 | | Ek | avation: | 70
 | | | Elevation: | 25 | | 1 | Elevation:
 | 265 |

 | | Elevation | t: 9 |
 | | Elevation | t: 5 |
 | | Elevation: | 35 | | | Elevation | r 35
 | | | Elevation: | : 5 | |
 |
| | | 2D | 3D | |
 | ZD | 3D | | | 2D | 30
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 | | | 2D | 30 | | | 20
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 | | 2D | 30 |
 | | 2D | 30 |
 | | 20 | 30 | | | 2D | 30
 | | | 20 | 30 | |
 |
| | Source | Distance | Distance | 61.5.1.F |
 | Distance | Distance | 48-1-8-F | | Distance | Distance
 | an | | ostance (N) | Distance
 | 685 M | | Distance | Distance | 61 - 1 - F | | Distance
 | Distance | 49-7-147-c-

 | | Distance | a Distan | 108
 | | Distance | Distant | 8
 | | Distance | Distance | a | | Distance | Distance
 | 61.5.1.F. | | Distance | Distance | 49.7.1.87 |
 |
| Equipment | Elevation . | (11) | (8.) | Snailang | Leg
 | 0.0 | (0.) | Shielding | Leq | 6.0 | farth -
 | shialding | uq (| (10) | (0.)
 | Shading | Lag | (m) | (11) | Shialding | Lag | 6.6
 | (8.) | Shielding

 | Luq | (11) | (11) |
 | ig Ling | (a) | (nL) | Shaliding
 | Laq | 6.6 | (11) | Shialding | Leg | (01) | 647
 | Shalding | Luq | 610 | (it) | Shiatding | Leg
 |
| Compressor (arr) | 5.0 | 22.0 | 919 | 0.0 | 60.0
 | 32.0 | 72.0 | 0.0 | 71.5 | 346.9 | 349.5
 | 0.0 | 50.0 | 348.9 | 354.9
 | 0.0 | 51.0 | 249.9 | 2507 | 5.0 | 54.7 | 240.9
 | 360.0 | 5.0

 | 51.0 | 122.0 | 10.4 | 0 00
 | 66.2 | 250.2 | 200.4 | 0.0
 | 51.5 | 206.2 | 259.9 | 0.0 | 51.4 | 2362 | 238.0
 | 5.0 | 34.5 | 192.5 | 193.5 | 0.0 | 635
 |
| Concrete Mixer Truck | 5.0 | 73.0 | 98.2 | 0.0 | 69.0
 | 73.0 | 73.0 | 0.0 | 715 | 348.2 | 340.0
 | 0.0 | 57.9 | 340.4 | 354.2
 | 0.0 | 57.8 | 366.4 | 366.9 | 5.0 | 525 | 366.4
 | 440.3 | 5.0

 | 50.7 | 133.9 | 134 | 0 00
 | 663 | 244.4 | 244.4 | 0.0
 | 61.0 | 244.4 | 246.2 | 0.0 | 61.0 | 512.9 | 513.8
 | 5.0 | 40.6 | 183.5 | 183.5 | 0.0 | 63.5
 |
| Grane | 5.0 | 162.9 | 175.6 | 0.0 | 617
 | 162.9 | 162.9 | 0.0 | 62.4 | 416.0 | 416.5
 | 0.0 | 54.2 | 416.0 | 421.0
 | 0.0 | 54.1 | 3147 | 315.3 | 5.0 | 516 | 314.7
 | 408.2 | 5.0

 | 49.4 | 132.3 | 137 | 4 0.0
 | 63.9 | 275.5 | 275.5 | 0.0
 | 57.8 | 225.5 | 277.1 | 0.0 | 57.8 | 612.9 | 613.6
 | 5.0 | 45.9 | 327.8 | 327.8 | 0.0 | 563
 |
| Ext Red Touck | 5.0 | 28.0 | 98.2 | 0.0 | 64.5
 | 78.0 | 28.0 | 0.0 | 67.0 | 348.2 | 3.42.2
 | 0.0 | 52.4 | 2.42.2 | 35.4.2
 | 0.0 | 633 | 366.4 | 366.0 | 5.0 | 48.0 | 366.4
 | 4.40.3 | 5.0

 | 45.2 | 122.0 | 12.4 | 0 00
 | 61.8 | 244.4 | 244.4 | 0.0
 | 56.5 | 344.4 | 346.2 | 0.0 | 56.5 | 512.9 | 512.8
 | 5.0 | 45.1 | 1935 | 1935 | 0.0 | 59.0
 |
| Gradall | 5.0 | 50.9 | 83.1 | 0.0 | 25.0
 | 50.9 | 50.9 | 0.0 | 79.3 | 293.1 | 793.4
 | 0.0 | 55.4 | 798.1 | 295.8
 | 0.0 | 55.4 | 5914 | 591.7 | 5.0 | 53.0 | 591.4
 | 646.0 | 5.0

 | 52.2 | 489.4 | 489 | 4 0.0
 | 59.6 | 218.1 | 218.1 | 0.0
 | 66.6 | 218.1 | 220.1 | 0.0 | 66.5 | 478.3 | 479.2
 | 5.0 | 54.8 | 126.6 | 126.6 | 0.0 | 71.4
 |
| Pickup Truck | 5.0 | 50.9 | 83.1 | 0.0 | 66.6
 | 50.9 | 50.9 | 0.0 | 70.9 | 793.1 | 798.4
 | 0.0 | 47.0 | 798.1 | 795.8
 | 0.0 | 47.0 | 591.4 | 591.7 | 5.0 | 44.6 | 591.4
 | 646.0 | 5.0

 | 43.8 | 489.4 | 483 | 4 0.0
 | 51.2 | 218.1 | 218.1 | 0.0
 | 58.2 | 218.1 | 220.1 | 0.0 | 58.1 | 478.3 | 479.2
 | 5.0 | 46.4 | 126.6 | 126.6 | 0.0 | 63.0
 |
| Pneumatic Tools | 98.0 | 192.1 | 194.0 | 0.0 | 70.4
 | 192.1 | 213.4 | 0.0 | 69.6 | 482.9 | 488.2
 | 5.0 | 57.4 | 482.9 | 483.7
 | 5.0 | 57.5 | 303.2 | 311.9 | 5.0 | 61.3 | 303.2
 | 346.1 | 5.0

 | 60.4 | 176.2 | 197. | 4 5.0
 | 65.3 | 342.4 | 354.8 | 0.0
 | 65.2 | 342.4 | 348.1 | 0.0 | 65.3 | 492.4 | 496.4
 | 5.0 | 57.3 | 260.2 | 276.3 | 0.0 | 67.3
 |
| Pneumatic Tools | 98.0 | 192.1 | 194.0 | 0.0 | 70.4
 | 192.1 | 213.4 | 0.0 | 69.6 | 482.9 | 488.2
 | 5.0 | 57.4 | 482.9 | 483.7
 | 5.0 | 57.5 | 303.2 | 311.9 | 5.0 | 61.3 | 303.2
 | 346.1 | 5.0

 | 60.4 | 176.2 | 197. | 4 5.0
 | 65.3 | 342.4 | 354.8 | 0.0
 | 65.2 | 342.4 | 348.1 | 0.0 | 65.3 | 492.4 | 496.4
 | 5.0 | 57.3 | 260.2 | 276.3 | 0.0 | 67.3
 |
| Vacuum Street Sweeper | 5.0 | 73.0 | 98.2 | 0.0 | 65.7
 | 73.0 | 73.0 | 0.0 | 68.3 | 348.2 | 348.8
 | 0.0 | 54.7 | 348.2 | 354.2
 | 0.0 | 54.6 | 366.4 | 366.9 | 5.0 | 49.3 | 366.4
 | 449.3 | 5.0

 | 47.5 | 133.9 | 134 | 0 0.0
 | 63.0 | 244.4 | 244.4 | 0.0
 | 57.8 | 244.4 | 246.2 | 0.0 | 57.8 | 512.9 | 513.8
 | 5.0 | 46.4 | 183.5 | 183.5 | 0.0 | 60.3
 |
| Ventilation Fain | 55.0 | 192.1 | 192.7 | 0.0 | 67.2
 | 192.1 | 198.5 | 0.0 | 66.9 | 482.9 | 483.8
 | 5.0 | 54.2 | 482.9 | 483.1
 | 5.0 | 54.2 | 303.2 | 304.7 | 5.0 | 58.2 | 303.2
 | 368.8 | 5.0

 | 56.5 | 176.2 | 182 | 1 5.0
 | 62.7 | 342.4 | 346.0 | 0.0
 | 62.1 | 342.4 | 343.0 | 0.0 | 62.2 | 492.4 | 492.8
 | 5.0 | 54.0 | 260.2 | 265.0 | 0.0 | 64.4
 |
| Warning Hom | 5.0 | 50.9 | 83.1 | 0.0 | 65.8
 | 50.9 | 50.9 | 0.0 | 70.0 | 793.1 | 793.4
 | 0.0 | 46.2 | 798.1 | 795.8
 | 0.0 | 46.2 | 591.4 | 591.7 | 5.0 | 43.7 | 591.4
 | 646.0 | 5.0

 | 43.0 | 489.4 | 489. | 4 0.0
 | 50.4 | 218.1 | 218.1 | 0.0
 | 57.4 | 218.1 | 220.1 | 0.0 | 57.3 | 478.3 | 479.2
 | 5.0 | 45.6 | 126.6 | 126.6 | 0.0 | 62.1
 |
| Warning Hom | 5.0 | 162.9 | 175.6 | 0.0 | 59.3
 | 162.9 | 162.9 | 0.0 | 59.9 | 416.0 | 416.5
 | 0.0 | 51.8 | 416.0 | 421.0
 | 0.0 | 51.7 | 314.7 | 315.3 | 5.0 | 49.2 | 314.7
 | 408.2 | 5.0

 | 47.0 | 137.3 | 137. | 4 0.0
 | 61.4 | 275.5 | 275.5 | 0.0
 | 55.4 | 275.5 | 277.1 | 0.0 | 55.3 | 612.9 | 613.6
 | 5.0 | 43.4 | 327.8 | 327.8 | 0.0 | 53.9
 |
| Warning Hom | 5.0 | 50.9 | 83.1 | 0.0 | 65.8
 | 50.9 | 50.9 | 0.0 | 70.0 | 793.1 | 793.4
 | 0.0 | 46.2 | 798.1 | 795.8
 | 0.0 | 46.2 | 591.4 | 591.7 | 5.0 | 43.7 | 591.4
 | 646.0 | 5.0

 | 43.0 | 489.4 | 489. | 4 0.0
 | 58.4 | 218.1 | 218.1 | 0.0
 | 57.4 | 218.1 | 220.1 | 0.0 | 57.3 | 478.3 | 479.2
 | 5.0 | 45.6 | 126.6 | 126.6 | 0.0 | 62.1
 |
| Warning Hom | 5.0 | 50.9 | 83.1 | 0.0 | 65.8
 | 50.9 | 50.9 | 0.0 | 70.0 | 793.1 | 798.4
 | 0.0 | 46.2 | 798.1 | 795.8
 | 0.0 | 46.2 | 591.4 | 591.7 | 5.0 | 43.7 | 591.4
 | 646.0 | 5.0

 | 43.0 | 489.4 | 489. | 4 0.0
 | 50.4 | 218.1 | 218.1 | 0.0
 | 57.4 | 218.1 | 220.1 | 0.0 | 57.3 | 478.3 | 479.2
 | 5.0 | 45.6 | 126.6 | 126.6 | 0.0 | 62.1
 |
| Welder / Torch | 55.0 | 192.1 | 192.7 | 0.0 | 58.3
 | 192.1 | 198.5 | 0.0 | 58.0 | 482.9 | 483.8
 | 5.0 | 45.3 | 482.9 | 483.1
 | 5.0 | 45.3 | 303.2 | 304.7 | 5.0 | 49.3 | 303.2
 | 368.8 | 5.0

 | 47.7 | 176.2 | 182 | 1 5.0
 | 53.8 | 342.4 | 346.0 | 0.0
 | 53.2 | 342.4 | 343.0 | 0.0 | 53.3 | 492.4 | 492.8
 | 5.0 | 45.1 | 260.2 | 265.0 | 0.0 | 55.5
 |
| Welder / Torch | 55.0 | 192.1 | 192.7 | 0.0 | 58.3
 | 192.1 | 198.5 | 0.0 | 58.0 | 482.9 | 483.8
 | 5.0 | 45.3 | 482.9 | 483.1
 | 5.0 | 45.3 | 303.2 | 304.7 | 5.0 | 49.3 | 303.2
 | 368.8 | 5.0

 | 47.7 | 176.2 | 182 | 1 5.0
 | 53.8 | 342.4 | 346.0 | 0.0
 | 53.2 | 342.4 | 343.0 | 0.0 | 53.3 | 492.4 | 492.8
 | 5.0 | 45.1 | 260.2 | 265.0 | 0.0 | 55.5
 |
| Welder / Torch | 55.0 | 192.1 | 192.7 | 0.0 | 58.3
 | 192.1 | 198.5 | 0.0 | 28.0 | 482.9 | 483.8
 | 5.0 | 45.3 | 482.9 | 463.1
 | 2.0 | 45.3 | 303.2 | 304.7 | 5.0 | 49.3 | 303.2
 | 368.8 | 5.0

 | 47.7 | 176.2 | 18.2 | 1 5.0
 | 53.8 | 342.4 | 346.1 | 0.0
 | 53.2 | 342.4 | 343.0 | 0.0 | 533 | 492.4 | 492.8
 | 2.0 | 45.1 | 260.2 | 265.0 | 0.0 | 222
 |
| Welder / Torch | 220 | 192.1 | 192.7 | 0.0 | 58.3
 | 192.1 | 198.5 | 0.0 | 58.0 | 482.9 | 483.8
 | 5.0 | 45.3 | 482.9 | 483.1
 | 5.0 | 45.3 | 303.2 | 304.7 | 5.0 | 493 | 303.2
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| Total | | | | | 80.4
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635
 |
| Equipment
Compressor (er)
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Concrete Misour Truck | Source
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98.2 | tion Residen
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levation:
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 | Shielding
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57.9 | SR 9
avation:
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348.2 | Blossom Pi
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354.2
 | Shielding | Laq
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57.8
57.8 | Construe
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Elevation:
2D
Distance
(R)
249.9
366.4
366.4 | tion Area
Harmony
25
30
Distance
(RL)
250.7
366.9
366.9 | Chinatown /S
tesidential
Shielding
10.0
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49.7
52.5
52.5 | Station (V
NSR 10
Elevation:
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(Ft)
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 | lah Mitiga
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tesidential
Shielding
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Elevation
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Elevation:
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| Equipment
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Gamente Misor Truck
Gamente Misor Truck
Game | Source
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avation:
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54.1 | Construe
NSR10
Elevation:
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Harmony
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Distance
(ft.)
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315.3 | China town /S
Residential
Shielding
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NSR 10
Elevation:
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Distance
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Elevation
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Elevation:
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Elevation
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 | áðential
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Elevation:
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Distance
(ft)
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327.8 | Shielding
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 |
| Equipment
Compresso (air)
Concrete Misser Truck
Concrete Misser Truck
Concrete Misser Truck
Concrete Misser Truck
Concrete Misser Truck | Source
Elevation
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Elevation:
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Distance
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64.3
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162.9
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Bevation:
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Elevation:
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(R)
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366.4
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Harmony
25
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Distance
(ft.)
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366.9
366.9
315.3
366.9 | China town /S
Residential
Shielding
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NSR 10
Elevation:
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366.4
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Harmony
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Distance
(R.)
360.6
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tesidential
Shielding
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Elevation
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Distance
(h)
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59.9
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Elevation
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244.4 | High St
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(RL)
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Elevation:
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± 35
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(ft)
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| Equipment
Compressor (air)
Connorte Motor Truck
Connorte Motor Truck
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Grane Truck
Grane Truck
Grane Truck | Source
Elevation
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Elevation:
2D
Distance
(h)
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348.2
348.2 | Ilossom Ma
26
3D
Distance
(h.)
348.8
348.8
348.8
416.5
348.8
793.4
 | Shielding
100
0.0
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0.0
100 | N:
Ei
46.8
57.9
57.9
53.5
53.4
45.4 | SR 9
20
36tance
(N)
348.9
348.2
348.2
348.2
416.0
348.2
793.1 | Biossom Pi
70
3D
Distance
(h.)
354.9
354.2
354.2
354.2
421.0
354.2
795.8
 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0 | Len;
56.7
57.8
57.8
54.1
53.3
55.4 | Construe
NSR10
Elevation:
2D
Distance
(h)
249.9
366.4
366.4
314.7
366.4
591.4 | tion Area
Harmony
25
30
Distance
(fL)
250.7
366.9
315.3
366.9
315.3
366.9
591.7 | China town /S
te sidential
Shielding
10.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0 | Leig
49.7
52.5
51.6
48.0
48.0 | Station (M
NSR 10
Elevation:
20
Distance
(Ft)
249.9
366.4
366.4
314.7
366.4
591.4
 | (h Mitiga
Hanmonyi
265
3D
Distance
(h.)
360.6
440.3
440.3
408.2
440.3
646.0 | ion)
Shielding
S.0
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S.0
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S.0
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S.0
S.0

 | Leq
51.6
50.7
50.7
40.4
46.2
52.2 | NSR 11
Elevation
2D
Distance
(h)
95.2
133.9
137.3
137.3
133.9
489.4 | Capitol
t: 9
8 Distan
(ft.)
953
134
134
134
137
134 | Milling
Shieldi
Shieldi
0 00
0 00
4 3.9
0 0.0
4 100
 | 18 Laq
58.1
66.3
59.9
61.8
49.6 | NSR 12
Elevation
2D
Distance
(h)
258.2
244.4
244.4
275.5
244.4
275.5
244.4
218.1 | High St
5
30
Distant
(RL)
258.3
244.4
244.4
275.5
244.4
275.5
244.4
218.1 | e et Resident
Shielding
10.0
0.0
10.0
10.0
0.0
0.0
 | ial
49.5
61.0
61.0
47.8
56.5
66.6 | NSR 12
Elevation:
20
Distance
(Ft)
258.2
244.4
244.4
275.5
244.4
275.5 | High Stree
35
30
Distance
(FL)
2599
2462
2462
2462
277.1
2462
220.1 | Shielding
0.0
0.0
0.0
10.0
10.0
0.0
10.0
0.0 | Leg
59.4
61.0
61.0
47.8
56.5
66.5 | NSR135
Elevation
2D
Distance
(N)
256.2
512.9
512.9
612.9
512.9
512.9
512.9
478.3 | Ribeli Re:
± 35
30
Distance
(h.)
258.0
513.8
513.8
613.6
513.8
479.2
 | Shielding
So
So
So
So
So
So
So
So
So | Lan;
54.5
49.6
49.6
45.9
45.1
54.8 | NSR 145
Elevation:
20
Distance
(ft)
66.7
1835
1835
1835
327.8
1835
126.6 | Los Angeli
5
30
Distance
(fL)
66.7
1835
1835
1835
327.8
1835
126.6 | Shielding
10.0
0.0
2.7
0.0
0.0 | Leg
612
635
536
590
714
 |
| Equipment
Compressor (dr)
Compressor (dr)
Commete Misser Truck
Come
Comerte Misser Truck
Comerte
Misse Struck
Constall
Rickup Truck | Source
Elevation
5.0
5.0
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Elevation:
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| Equipment
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Elevention:
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Elevation:
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Distance
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714
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Construction Noise Calculations, Broadway Junction (Structural Steel)

| | | | | | | |
 | | | | Construct | tion Area Br
 | oa dway Ju | nction (Wit | hout Mitiga | rtion)
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		NSR 13 S	Riboli Resi
 | idential Devel | opment | NSR 14 N | Los Angele | es State Histo
 | orical Park | NSR15 | St Peter's (| Church
 | | NSR 16 | Cathedral | HS | | NSR 17 N
 | Low Rise R | esidential | | NSR 17 S
 | Low Rise R | esidential | |
| | | | | | | | -
 | | | | | |
 | | - | |
 | | | | | |
 | | | | -
 | | | |
| | | Elevation: | -10 | | | Elevation: | 20
 | | | Elevation: | -30 |
 | | Elevation: | 20 |
 | | Elevation: | 15 | | | Elevation:
2D
 | 25 | | | Elevation:
2D
 | 15 | | |
| | Source | Distance | Distance | | | Distance | Distance
 | | | Distance | Distance |
 | | Distance | Distance |
 | | Distance | Distance | | | Distance
 | Distance | | | Distance
 | Distance | | |
| Equipment | Elevation | (#) | (ft.) | Shielding | Lea | (ft) | (ft.)
 | Shielding | Lea | (ft) | (ft.) | Shielding
 | lea | (ft) | (ft.) | Shielding
 | lea | (ft) | (ft.) | Shielding | lea | (ft)
 | (ft.) | Shielding | Lea | (#)
 | (ft.) | Shielding | Lea |
| Compressor (air) | 5.0 | 620.0 | 620.2 | 0.0 | 51.8 | 715.3 | 715.3
 | 0.0 | 50.6 | 268.0 | 270.3 | 0.0
 | 59.1 | 459.1 | 459.1 | 0.0
 | 54.5 | 151.7 | 152.0 | 0.0 | 64.1 | 161.2
 | 162.4 | 0.0 | 63.5 | 43.3
 | 44.4 | 0.0 | 74.7 |
| Concrete Mixer Truck | 5.0 | 706.8 | 707.0 | 0.0 | 51.8 | 597.0 | 597.0
 | 0.0 | 53.3 | 318.2 | 320.1 | 0.0
 | 58.7 | 602.5 | 602.5 | 0.0
 | 53.2 | 433.3 | 433.7 | 0.0 | 56.1 | 305.1
 | 306.4 | 0.0 | 59.1 | 162.8
 | 163.8 | 0.0 | 64.5 |
| Concrete Mixer Truck | 5.0 | 706.8 | 707.0 | 0.0 | 51.8 | 597.0 | 597.0
 | 0.0 | 53.3 | 318.2 | 320.1 | 0.0
 | 58.7 | 602.5 | 602.5 | 0.0
 | 53.2 | 433.3 | 433.7 | 0.0 | 56.1 | 305.1
 | 306.4 | 0.0 | 59.1 | 162.8
 | 163.8 | 0.0 | 64.5 |
| Crane | 5.0 | 848.0 | 848.1 | 0.0 | 48.1 | 728.3 | 728.3
 | 0.0 | 49.4 | 451.2 | 452.6 | 0.0
 | 53.5 | 731.0 | 731.0 | 0.0
 | 49.3 | 390.5 | 390.9 | 0.0 | 54.8 | 302.2
 | 303.5 | 0.0 | 57.0 | 136.1
 | 137.3 | 0.0 | 63.9 |
| Flat Bed Truck | 5.0 | 706.8 | 707.0 | 0.0 | 47.3 | 597.0 | 597.0
 | 0.0 | 48.8 | 318.2 | 320.1 | 0.0
 | 54.2 | 602.5 | 602.5 | 0.0
 | 48.7 | 433.3 | 433.7 | 0.0 | 51.6 | 305.1
 | 306.4 | 0.0 | 54.6 | 162.8
 | 163.8 | 0.0 | 60.0 |
| Gradall | 5.0 | 859.2 | 859.3 | 0.0 | 54.7 | 637.8 | 637.8
 | 0.0 | 57.3 | 453.9 | 455.2 | 0.0
 | 60.2 | 751.2 | 751.2 | 0.0
 | 55.9 | 355.8 | 356.1 | 0.0 | 62.4 | 230.6
 | 232.0 | 0.0 | 66.1 | 85.4
 | 86.7 | 0.0 | 74.6 |
| Pickup Truck | 5.0 | 859.2 | 859.3 | 0.0 | 46.3 | 637.8 | 637.8
 | 0.0 | 48.9 | 453.9 | 455.2 | 0.0
 | 51.8 | 751.2 | 751.2 | 0.0
 | 47.5 | 355.8 | 356.1 | 0.0 | 54.0 | 230.6
 | 232.0 | 0.0 | 57.7 | 85.4
 | 86.7 | 0.0 | 66.2 |
| Pneumatic Tools | 98.0 | 620.0 | 629.3 | 0.0 | 60.2 | 766.0 | 771.6
 | 0.0 | 58.4 | 268.0 | 297.0 | 0.0
 | 66.7 | 459.1 | 468.4 | 0.0
 | 62.8 | 296.3 | 307.7 | 0.0 | 66.4 | 347.1
 | 354.7 | 0.0 | 65.2 | 173.9
 | 192.7 | 0.0 | 70.5 |
| Pneumatic Tools | 98.0 | 620.0 | 629.3 | 0.0 | 60.2 | 766.0 | 771.6
 | 0.0 | 58.4 | 268.0 | 297.0 | 0.0
 | 66.7 | 459.1 | 468.4 | 0.0
 | 62.8 | 296.3 | 307.7 | 0.0 | 66.4 | 347.1
 | 354.7 | 0.0 | 65.2 | 173.9
 | 192.7 | 0.0 | 70.5 |
| Vacuum Street Sweeper | 5.0 | 706.8 | 707.0 | 0.0 | 48.6 | 597.0 | 597.0
 | 0.0 | 50.1 | 318.2 | 320.1 | 0.0
 | 55.5 | 602.5 | 602.5 | 0.0
 | 50.0 | 433.3 | 433.7 | 0.0 | 52.8 | 305.1
 | 306.4 | 0.0 | 55.9 | 162.8
 | 163.8 | 0.0 | 61.3 |
| Ventilation Fan | 27.5 | 620.0 | 621.1 | 0.0 | 57.0 | /66.0 | /66.3
 | 0.0 | 55.Z | 268.0 | 2/4.1 | 0.0
 | 64.1 | 459.1 | 459.7 | 0.0
 | 59.6 | 296.3 | 296.6 | 0.0 | 63.4 | 347.1
 | 34/.1 | 0.0 | 62.1 | 1/3.9
 | 1/4.4 | 0.0 | 68.1 |
| Warning Horn | 5.0 | 859.2 | 839.3 | 0.0 | 45.5 | 229.3 | 229.2
 | 0.0 | 48.1 | 453.9 | 453.2 | 0.0
 | 51.0 | 731.2 | 731.2 | 0.0
 | 40.7 | 300.5 | 330.1 | 0.0 | 523 | 230.0
 | 232.0 | 0.0 | 2078 | 136.1
 | 137.3 | 0.0 | 61.4 |
| Warning Horn | 5.0 | 950.2 | 850.3 | 0.0 | 45.5 | 637.8 | 637.8
 | 0.0 | 40.5 | 451.2 | 432.0 | 0.0
 | 51.0 | 751.0 | 751.2 | 0.0
 | 40.9 | 355.8 | 356.3 | 0.0 | 531 | 230.6
 | 222.3 | 0.0 | 568 | 130.1
 | 873 | 0.0 | 65.4 |
| Warning Horn | 5.0 | 859.2 | 859.3 | 0.0 | 45.5 | 637.8 | 637.8
 | 0.0 | 48.1 | 453.9 | 455.2 | 0.0
 | 51.0 | 751.2 | 751.2 | 0.0
 | 46.7 | 355.8 | 356.3 | 0.0 | 531 | 230.0
 | 232.3 | 0.0 | 568 | 85.4
 | 873 | 0.0 | 65.4 |
| Welder / Tarch | 27.6 | 620.0 | 621.1 | 0.0 | 48.1 | 766.0 | 766.3
 | 0.0 | 45.3 | 268.0 | 274.1 | 0.0
 | 55.2 | 459.1 | 459.7 | 0.0
 | 50.8 | 296.3 | 296.6 | 0.0 | 54.6 | 3471
 | 347.1 | 0.0 | 53.2 | 173.9
 | 174.4 | 0.0 | 59.2 |
| Welder / Tarch | 27.6 | 620.0 | 621.1 | 0.0 | 48.1 | 766.0 | 766.3
 | 0.0 | 46.3 | 268.0 | 274.1 | 0.0
 | 55.2 | 459.1 | 459.7 | 0.0
 | 50.8 | 296.3 | 296.6 | 0.0 | 54.6 | 347.1
 | 347.1 | 0.0 | 53.2 | 173.9
 | 174.4 | 0.0 | 59.2 |
| Welder / Tarch | 27.6 | 620.0 | 621.1 | 0.0 | 48.1 | 766.0 | 766.3
 | 0.0 | 46.3 | 268.0 | 274.1 | 0.0
 | 55.2 | 459.1 | 459.7 | 0.0
 | 50.8 | 296.3 | 296.6 | 0.0 | 54.6 | 347.1
 | 347.1 | 0.0 | 53.2 | 173.9
 | 174.4 | 0.0 | 59.2 |
| Welder / Tarch | 27.6 | 620.0 | 621.1 | 0.0 | 48.1 | 766.0 | 766.3
 | 0.0 | 46.3 | 268.0 | 274.1 | 0.0
 | 55.2 | 459.1 | 459.7 | 0.0
 | 50.8 | 296.3 | 296.6 | 0.0 | 54.6 | 347.1
 | 347.1 | 0.0 | 53.2 | 173.9
 | 174.4 | 0.0 | 59.2 | | | | |
| Total | | | | | 66.0 | |
 | | 65.5 | | |
 | 72.6 | | |
 | 68.3 | | | | 72.8 |
 | | | 73.1 |
 | | | 80.7 |
| Existing-day | | | | | 67.7 | |
 | | 65.8 | | |
 | 53.6 | | |
 | 65.8 | | | | 58.7 |
 | | | 56.1 |
 | | | 56.1 |
| Existing-night | | | | | 63.6 | |
 | | 60.9 | | |
 | 48.7 | | |
 | 60.9 | | | | 53.8 |
 | | | 51.2 |
 | | | 51.2 |
| Day Impact | | | | 1 | No impact | |
 | 1 | Noimpact | | |
 | Impact | | | 1
 | Noimpact | | | | Impact | | |
 | | | Impact |
 | | | Impact |
| Night Im pact | | | | | No impact | |
 | 1 | No impact | | |
 | Impact | | |
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 | | | | Constru | uction Area E
 | sroadway. | lunction (W | ith Mitigati | on)
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 | | | |
| | | NSR 13 S | Riboli Resi | dential Deve | sopment | NSR 13 N | Riboli Resi
 | idential Devel | opment | NSR 14 N | Constru
Los Angele | uction Area E
es State Histo
 | Broadway
prical Park | lunction (W
NSR15 | ith Mitigati
St Peter's (| ion)
Dhurch
 | | NSR 16 | Cathedral | HS | | NSR 17 N
 | Low Rise R | esidential | | NSR 17 S
 | Low Rise R | esidential | |
| | | NSR 13 S | Riboli Resi | dential Deve | lopment | NSR 13 N | Riboli Resi
 | idential Devel | opment | NSR 14 N | Constru
Los Angele | uction Area E
es State Histo
 | Broadway
prical Park | NSR15 | ith Mitigati
St Peter's (| on)
Dhurch
 | | NSR 16 | Cathedral | HS | | NSR 17 N
 | Low Rise R | lesidential | | NSR 17 S
 | Low Rise R | esidential | |
| | | NSR 13 S
Elevation:
2D | Riboli Resi
-10
3D | dential Deve | sopment | NSR 13 N
Elevation:
2D | Riboli Resi
5
3D
 | idential Devel | opment | NSR 14 N
Elevation:
2D | Constru
Los Angele
-30
3D | uction Area E
es State Histo
 | sroadway
prical Park | lunction (W
NSR15
Elevation:
2D | ith Mitigati
St Peter's (
5
3D | on)
Dhurch
 | | NSR 16
Elevation:
2D | Cathedral | HS | | NSR 17 N
Elevation:
2D
 | Low Rise R
25
3D | tesidential | | NSR 17 S
Elevation:
2D
 | Low Rise R
15
3D | esidential | |
| | Source | NSR 13 S
Elevation:
2D
Distance | Riboli Resi
-10
3D
Distance | dential Deve | lopment | NSR 13 N
Elevation:
2D
Distance | Riboli Resi
5
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Distance
 | idential Devel | opment | NSR 14 N
Elevation:
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Los Angele
-30
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Distance | uction Area E
es State Histo
 | Broadway
prical Park | lunction (W
NSR15
Elevation:
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St Peter's (
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Distance | on)
Dhurch
 | | NSR 16
Elevation:
2D
Distance | Cathedral
15
3D
Distance | HS | | NSR 17 N
Elevation:
2D
Distance
 | Low Rise R
25
3D
Distance | tesidential | | NSR 17 S
Elevation:
2D
Distance
 | Low Rise R
15
3D
Distance | esidential | |
| Equipment | Source
Elevation | NSR 13 S
Elevation:
2D
Distance
(ft) | Riboli Resi
-10
3D
Distance
(ft.) | dential Deve
Shielding | dopment
Leg | NSR 13 N
Elevation:
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(ft) | Riboli Resi
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(ft.)
 | idential Devel | opment | NSR 14 N
Elevation:
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(ft) | Constru
Los Angele
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(ft.) | uction Area E
es State Histo
Shielding
 | Broadway.
prical Park | Lunction (W
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Elevation:
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Distance
(ft) | ith Mitigati
St Peter's (
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Distance
(ft.) | on)
Dhurch
Shielding
 | Leg | NSR 16
Elevation:
2D
Distance
(ft) | Cathedral
15
3D
Distance
(ft.) | HS | Leg | NSR 17 N
Elevation:
2D
Distance
(ft)
 | Low Rise R
25
3D
Distance
(ft.) | Shielding | Leg | NSR 17 S
Elevation:
2D
Distance
(ft)
 | Low Rise R
15
3D
Distance
(ft.) | esidential | Leq |
| Equipment
Compressor (air) | Source
Elevation
5.0 | NSR 13 S
Elevation:
2D
Distance
(ft)
620.0 | Riboli Resi
-10
3D
Distance
(ft.)
620.2 | dential Deve
Shielding
0.0 | lopment
Leq
51.8 | NSR 13 N
Elevation:
2D
Distance
(ft)
715.3 | Riboli Resi
3D
Distance
(ft.)
715.3
 | idential Devel
Shielding
0.0 | Leq
50.6 | NSR 14 N
Elevation:
2D
Distance
(ft)
268.0 | Constru
Los Angele
-30
3D
Distance
(ft.)
270.3 | shielding
 | Broadway.
prical Park
Leq
49.1 | Lunction (W
NSR15
Elevation:
2D
Distance
(ft)
459.1 | ith Mitigati
St Peter's (
3D
Distance
(ft.)
459.1 | on)
Church
Shielding
0.0
 | Leq
54.5 | NSR 16
Elevation:
2D
Distance
(ft)
151.7 | Cathedral
15
3D
Distance
(ft.)
152.0 | HS
Shielding
10.0 | Leq
54.1 | NSR 17 N
Elevation:
2D
Distance
(ft)
161.2
 | Low Rise R
25
3D
Distance
(ft.)
162.4 | Shielding | Leq
53.5 | NSR 17 S
Elevation:
2D
Distance
(ft)
43.3
 | Low Rise R
15
3D
Distance
(ft.)
44.4 | esidential
Shielding
10.0 | Leq
64.7 |
| Equipment
Compressor (air)
Concrete Mixer Truck | Source
Elevation
5.0
5.0 | NSR 13 S
Elevation:
2D
Distance
(ft)
620.0
706.8 | Riboli Resi
-10
3D
Distance
(ft.)
620.2
707.0 | dential Deve
Shielding
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51.8 | NSR 13 N
Elevation:
2D
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(ft)
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597.0 | Riboli Resi
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Distance
(ft.)
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597.0
 | idential Devel
Shielding
0.0
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50.6
53.3 | NSR 14 N
Elevation:
2D
Distance
(ft)
268.0
318.2 | Constru
Los Angele
-30
3D
Distance
(ft.)
270.3
320.1 | Shielding
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10.0
 | Leq
49.1
48.7 | Lunction (W
NSR15
Elevation:
2D
Distance
(ft)
459.1
602.5 | ith Mitigati
St Peter's (
3D
Distance
(ft.)
459.1
602.5 | on)
Dhurch
Shielding
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54.5
53.2 | NSR 16
Elevation:
2D
Distance
(ft)
151.7
433.3 | Cathedral
15
3D
Distance
(ft.)
152.0
433.7 | HS
Shielding
10.0
5.8 | Leq
54.1
50.3 | NSR 17 N
Elevation:
2D
Distance
(ft)
161.2
305.1
 | Low Rise R
25
3D
Distance
(ft.)
162.4
306.4 | Shielding
10.0
10.0 | Leq
53.5
49.1 | NSR 17 S
El evation:
2D
Distance
(ft)
43.3
162.8
 | 15
3D
Distance
(ft.)
44,4
163.8 | sidential
Shielding
10.0
10.0 | Leq
64.7
54.5 |
| Equipment
Campressar (air)
Camprete Miser Truck
Campete Miser Truck | Source
Elevation
5.0
5.0
5.0
5.0 | NSR 13 S
Elevation:
2D
Distance
(ħ)
620.0
706.8
706.8 | Riboli Resi
-10
3D
Distance
(ft.)
620.2
707.0
707.0 | Shielding
0.0
0.0
0.0
0.0 | lopment
Leq
51.8
51.8
51.8
51.8 | NSR 13 N
Elevation:
2D
Distance
(ft)
715.3
597.0
597.0 | Riboli Resi
5
3D
Distance
(ft.)
715.3
597.0
597.0
 | idential Devel
Shielding
0.0
0.0
0.0 | Leq
50.6
53.3
53.3 | NSR 14 N
Elevation:
2D
Distance
(ft)
268.0
318.2
318.2 | Constru
Los Angele
-30
3D
Distance
(ft.)
270.3
320.1
320.1 | Shielding
10.0
10.0
10.0
 | Leq
49.1
48.7
48.7 | Lunction (W
NSR15
Elevation:
2D
Distance
(ft)
459.1
602.5
602.5 | ith Mitigati
St Peter's (
3D
Distance
(ft.)
459.1
602.5
602.5 | Shielding
0.0
0.0
0.0
0.0
 | Leq
54.5
53.2
53.2 | NSR 16
Elevation:
2D
Distance
(ft)
151.7
433.3
433.3 | Cathedral
15
3D
Distance
(ft.)
152.0
433.7
433.7 | HS
Shielding
10.0
5.8
5.8 | Leq
54.1
50.3
50.3 | NSR 17 N
Elevation:
2D
Distance
(ft)
161.2
305.1
305.1
 | Low Rise R
25
3D
Distance
(ft.)
162.4
306.4
306.4 | Shielding
10.0
10.0
10.0 | Leq
53.5
49.1
49.1 | NSR 17 S
Elevation:
2D
Distance
(ft)
43.3
162.8
162.8
 | 15
3D
Distance
(ft.)
44.4
163.8
163.8 | Shielding
10.0
10.0
10.0 | Leq
64.7
54.5
54.5 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane | Source
Elevation
5.0
5.0
5.0
5.0
5.0 | NSR 13 S
Elevation:
2D
Distance
(ft)
620.0
706.8
706.8
848.0 | Riboli Resi
-10
3D
Distance
(ft.)
620.2
707.0
707.0
848.1 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0 | Leq
51.8
51.8
51.8
51.8
48.1 | NSR 13 N
Elevation:
2D
Distance
(ft)
715.3
597.0
597.0
597.0
728.3 | Riboli Resi
3D
Distance
(ft.)
715.3
597.0
597.0
728.3
 | Shielding
0.0
0.0
0.0
0.0
0.0 | Leq
50.6
53.3
53.3
49.4 | NSR 14 N
Elevation:
2D
Distance
(ft)
268.0
318.2
318.2
451.2 | Constru
-30
3D
Distance
(ft.)
270.3
320.1
320.1
452.6 | Shielding
10.0
10.0
10.0
10.0
10.0
 | Leq
49.1
48.7
43.5 | kunction (W
NSR15
Elevation:
2D
Distance
(ft)
459.1
602.5
602.5
731.0 | ith Mitigati
St Peter's (
3D
Distance
(ft.)
459.1
602.5
602.5
731.0 | Shielding
0.0
0.0
0.0
0.0
1.9
 | Leq
54.5
53.2
53.2
47.4 | NSR 16
Elevation:
2D
Distance
(ft)
151.7
433.3
433.3
390.5 | Cathedral
15
3D
Distance
(ft.)
152.0
433.7
433.7
390.9 | HS
Shielding
10.0
5.8
5.8
0.0 | Leq
54.1
50.3
50.3
54.8 | NSR 17 N
Elevation:
2D
Distance
(ft)
161.2
305.1
305.1
302.2
 | Low Rise R
25
3D
Distance
(ft.)
162.4
306.4
306.4
303.5 | Shielding
10.0
10.0
10.0
10.0
10.0 | Leq
53.5
49.1
49.1
47.0 | NSR 17 S
Elevation:
2D
Distance
(ft)
43.3
162.8
162.8
136.1
 | Low Rise R
15
3D
Distance
(ft.)
44.4
163.8
163.8
137.3 | sidential
Shielding
10.0
10.0
10.0
10.0
10.0 | Leq
64.7
54.5
54.5
53.9 |
| Equipment
Compressor (air)
Concrete Miser Truck
Crane
Flat Bed Truck | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0 | NSR 13 S
Elevation:
2D
Distance
(ft)
620.0
706.8
706.8
848.0
706.8 | Riboli Resi
-10
3D
Distance
(ft.)
620.2
707.0
707.0
848.1
707.0 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0 | Leq
51.8
51.8
51.8
51.8
48.1
47.3 | NSR 13 N
Elevation:
2D
Distance
(ft)
715.3
597.0
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728.3
597.0 | Riboli Resi
5
3D
Distance
(ft.)
715.3
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728.3
597.0
 | Shielding
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53.3
49.4
48.8 | NSR 14 N
Elevation:
2D
Distance
(ft)
268.0
318.2
318.2
451.2
318.2 | Constru
Los Angele
-30
3D
Distance
(ft.)
270.3
320.1
320.1
452.6
320.1 | Shielding
10.0
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10.0
10.0
10.0
 | leq
49.1
48.7
43.5
44.2 | kunction (W
NSR15
Elevation:
2D
Distance
(ft)
459.1
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602.5
731.0
602.5 | ith Mitigati
St Peter's (
3D
Distance
(ft.)
459.1
602.5
602.5
731.0
602.5 | Shielding
0.0
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1.9
0.0
 | Leq
54.5
53.2
53.2
47.4
48.7 | NSR 16
Elevation:
2D
Distance
(ft)
151.7
433.3
433.3
390.5
433.3 | Cathedral
15
3D
Distance
(ft.)
152.0
433.7
433.7
390.9
433.7 | Shielding
10.0
5.8
5.8
0.0
5.8 | Leq
54.1
50.3
54.8
45.8 | NSR 17 N
Elevation:
2D
Distance
(ft)
161.2
305.1
305.1
305.1
302.2
305.1
 | Low Rise R
25
3D
Distance
(ft.)
162.4
306.4
306.4
306.4
306.4 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0 | Leq
53.5
49.1
49.1
47.0
44.6 | NSR 17 S
Elevation:
2D
Distance
(ft)
43.3
162.8
162.8
136.1
162.8
 | Low Rise R
15
3D
Distance
(ft.)
44.4
163.8
163.8
137.3
163.8 | shielding
10.0
10.0
10.0
10.0
10.0 | Leq
64.7
54.5
54.5
53.9
50.0 |
| Equipment
Compressor (air)
Comprete Misser Truck
Conneret Misser Truck
Crane
Fate Bed Truck
Gradall | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0 | NSR 13 5
Elevation:
2D
Distance
(ft)
620.0
706.8
706.8
848.0
706.8
848.0
706.8
848.0 | Riboli Resi
-10
3D
Distance
(ft.)
620.2
707.0
707.0
848.1
707.0
859.3 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0 | Leq
51.8
51.8
51.8
48.1
47.3
54.7 | NSR 13 N
Elevation:
2D
Distance
(ft)
715.3
597.0
597.0
597.0
728.3
597.0
637.8 | Riboli Resi
5
3D
Distance
(ft.)
715.3
597.0
597.0
728.3
597.0
637.8
637.8
 | Shielding
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50.6
53.3
49.4
48.8
57.3 | NS R 14 N
Elevation:
2D
Distance
(ft)
268.0
318.2
318.2
451.2
318.2
451.2
318.2
453.9 | Constru
Los Angele
-30
3D
Distance
(ft.)
270.3
320.1
320.1
452.6
320.1
455.2 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10.
 | Leq
49.1
48.7
43.5
44.2
50.2 | Unction (W
NSR15
Elevation:
2D
Distance
(ft)
459.1
602.5
731.0
602.5
731.0
602.5
751.2 | ith Mitigati
St Peter's (
3D
Distance
(ft.)
459.1
602.5
731.0
602.5
731.0
602.5
731.0 | Shielding
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0.0
0.0
1.9
0.0
1.8
1.8
 | Leq
54.5
53.2
53.2
47.4
48.7
54.1 | NSR 16
Elevation:
2D
Distance
(ft)
151.7
433.3
390.5
433.3
390.5
433.3
355.8 | Cathedral
15
3D
Distance
(ft.)
152.0
433.7
390.9
433.7
356.1 | HS
Shielding
10.0
5.8
5.8
0.0
5.8
0.0
5.8
9.7 | Leq
54.1
50.3
54.8
45.8
52.7 | NSR 17 N
Elevation:
2D
Distance
(ft)
161.2
305.1
305.1
302.2
305.1
230.6
 | Low Rise R
25
3D
Distance
(ft.)
162.4
306.4
306.4
303.5
306.4
232.0 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leq
53.5
49.1
47.0
44.6
56.1 | NSR 17 S
Elevation:
2D
Distance
(ft)
43.3
162.8
162.8
136.1
162.8
85.4
85.4
 | Low Rise R
15
3D
Distance
(ft.)
44.4
163.8
163.8
137.3
163.8
86.7 | sidential
Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10.0 | Leq
64.7
54.5
54.5
53.9
50.0
64.6 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Flat Bed Truck
Gradall
Rickup Truck | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0 | NSR 13 5
Elevation:
2D
Distance
(ft)
620.0
706.8
848.0
706.8
848.0
706.8
859.2
859.2
859.2 | Riboli Resi
-10
3D
Distance
(ft.)
620.2
707.0
848.1
707.0
848.1
707.0
859.3
859.3 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | Leq
51.8
51.8
51.8
48.1
47.3
54.7
46.3 | NSR 13 N
Elevation:
2D
Distance
(ft)
715.3
597.0
597.0
597.0
597.0
637.8
637.8
637.8 | Riboli Resi
3D
Distance
(ft.)
715.3
597.0
597.0
728.3
597.0
637.8
637.8
 | Shielding
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0.0
0. | opment
50.6
53.3
49.4
48.8
57.3
48.9
57.3 | NSR 14 N
Elevation:
2D
Distance
(ft)
268.0
318.2
451.2
451.2
318.2
453.9
453.9
269.0 | Constru
Los Angele
-30
3D
Distance
(ft.)
270.3
320.1
320.1
452.6
320.1
455.2
455.2 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10.
 | Leq
49.1
48.7
43.5
44.2
50.2
41.8 | unction (W
NSR15
Elevation:
2D
Distance
(ft)
459.1
602.5
602.5
731.0
602.5
731.0
602.5
731.0
602.5
731.2
751.2 | ith Mitigati
St Peter's (
3D
Distance
(ft.)
459.1
602.5
731.0
602.5
731.0
602.5
751.2
751.2 | Shielding
0.0
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0.0
1.9
0.0
1.8
1.8
0.0
 | Leq
54.5
53.2
53.2
47.4
48.7
54.1
45.7 | NSR 16
Elevation:
2D
Distance
(ft)
151.7
433.3
433.3
390.5
433.3
355.8
355.8
355.8 | Cathedral
15
3D
Distance
(ft.)
152.0
433.7
390.9
433.7
356.1
356.1
356.1 | HS
Shielding
10.0
5.8
5.8
0.0
5.8
9.7
9.7
9.7 | Leq
54.1
50.3
54.8
45.8
52.7
44.3
56.4 | NSR 17 N
Elevation:
2D
Distance
(ft)
161.2
305.1
302.2
305.1
302.2
305.1
230.6
230.6
230.6
 | Low Rise R
25
3D
Distance
(ft.)
162.4
306.4
306.4
303.5
306.4
232.0
232.0
232.0
232.0 | Shielding
10.0
10.0
10.0
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10.0
10.0
10. | Leq
53.5
49.1
47.0
44.6
56.1
47.7 | NSR 17 S
El evation:
2D
Distance
(ħ)
43.3
162.8
136.1
162.8
85.4
85.4
132.4
 | Low Rise R
15
30
Distance
(ft.)
44.4
163.8
163.8
137.3
163.8
86.7
86.7
86.7 | esidential
Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10.0 | Leq
64.7
54.5
54.5
53.9
50.0
64.6
56.2
705 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Crane
Flat Bed Truck
Gradoll
Flat Bed Truck
Gradoll
Pickup Truck
Preumatic Tools
Preumatic Tools | Source
Elevation
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
98.0 | NSR 13 S
Elevation:
2D
Distance
(#)
620.0
706.8
706.8
848.0
706.8
859.2
859.2
859.2
620.0
706.8 | Riboli Resi
-10
3D
Distance
(ft.)
620.2
707.0
848.1
707.0
859.3
859.3
859.3
859.3
629.3 | Shielding
0.0
0.0
0.0
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0.0
0.0
0.0
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0.0
0. | Leq
51.8
51.8
51.8
48.1
47.3
54.7
46.3
60.2 | NSR 13 N
Elevation:
2D
Distance
(ft)
715.3
597.0
597.0
597.0
597.0
637.8
637.8
637.8
766.0
266.0 | Riboli Resi
5
3D
Distance
(ft.)
715.3
597.0
597.0
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597.0
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637.8
637.8
637.8
771.6
 | Shielding
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50.6
53.3
53.3
49.4
48.8
57.3
48.9
58.4 | NSR 14 N
Elevation:
2D
Distance
(ft)
268.0
318.2
318.2
451.2
453.9
453.9
268.0
268.0 | Constru
Los Angele
-30
3D
Distance
(ft.)
270.3
320.1
452.6
320.1
452.2
455.2
455.2
297.0 | Letion Area E
es State Histo
Shielding
10.0
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10.0
10.
 | leq
49.1
48.7
43.5
44.2
50.2
41.8
66.7 | unction (W
NSR15
Elevation:
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Distance
(ft)
602.5
602.5
731.0
602.5
751.2
751.2
751.2
751.2
459.1 | th Mitigati
St Peter's (
5
3D
Distance
(ft.)
459.1
602.5
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62.8 | NSR 16
Elevation:
2D
Jistance
(ft)
151.7
433.3
390.5
433.3
355.8
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296.3
296.3 | Cathedral
15
3D
Distance
(ft.)
152.0
433.7
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356.1
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664 | NSR 17 N
Elevation:
2D
Jostance
(ft)
161.2
305.1
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230.6
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347.1
247.1
 | Low Rise R
25
3D
Distance
(ft.)
162.4
306.4
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254.7 | Esidential
Shielding
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44.6
56.1
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65.2 | NSR 17 5
Elevation:
2D
Distance
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162.8
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136.1
162.8
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 | Low Rise R
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(ft.)
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70.5
70.5 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Crane
Flat Bed Truck
Gradell
Rickup Truck
Pineumatic Tools
Pineumatic Tools
Pineumatic Tools | Source
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Elevation:
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3D
Joistance
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51.8
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51.8 | NSR 13 N
2D
Distance
(ft)
715.3
597.0
597.0
728.3
597.0
637.8
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597.0 | Riboli Resi
5
3D
Distance
(ft.)
597.0
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597.0
637.8
637.8
771.6
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771.6
752.0
 | Shielding
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50.6
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53.3
49.4
48.8
57.3
48.9
58.4
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58.4
50.1 | NSR 14 N
Elevation:
2D
Distance
(ft)
268.0
318.2
451.2
318.2
451.2
318.2
453.9
268.0
268.0
268.0
318.2 | Constru
Los Angele
-30
3D
Distance
(ft.)
270.3
320.1
320.1
455.2
455.2
297.0
297.0
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s State
Histo
Shielding
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49.1
48.7
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44.2
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66.7
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NSR15
Elevation:
2D
Distance
(ft)
459.1
602.5
602.5
731.0
602.5
731.0
602.5
751.2
751.2
459.1
602.5 | th Mitigati
St Peter's (
5
3D
Distance
(ft)
459.1
602.5
602.5
731.0
602.5
731.0
602.5
731.2
468.4
468.4
468.4
469.5
 | on)
Durch
Shielding
0.0
0.0
1.9
0.0
1.8
1.8
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0.0
0.0 | Leq
54.5
53.2
53.2
47.4
48.7
54.1
45.7
62.8
62.8
62.8 | NSR 16
Elevation:
2D
Distance
(ft)
151.7
433.3
390.5
433.3
355.8
355.8
355.8
296.3
296.3
296.3
296.3 | Cathedral
15
3D
Distance
(ft.)
152.0
433.7
390.9
433.7
390.9
433.7
390.9
433.7
356.1
307.7
307.7
437.4
300.9
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44.3
66.4
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66.4 | NSR 17 N
Elevation:
2D
Distance
(ft)
161.2
305.1
302.2
305.1
230.6
230.6
347.1
347.1
305.1 | Low Rise R
25
3D
Jostance
(ft.)
162.4
306.4
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232.0
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354.7 | Shielding
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49.1
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56.1
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65.2
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45.9 | NSR 17 5
Elevation:
2D
Distance
(ft)
43.3
162.8
136.1
162.8
136.1
162.8
85.4
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173.9
173.9
173.9 | Low Rise R
15
30
Distance
(ft.)
44.4
163.8
163.8
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163.8
86.7
192.7
192.7
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163.8 | sidential
Shielding
10.0
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10. | Leq
64.7
54.5
54.5
53.9
50.0
64.6
56.2
70.5
70.5
51.3 |
| Equipment
Compressor (air)
Comprete Mixer Truck
Concrete Mixer Truck
Crane
Flat Bed Truck
Gradall
Fickup Truck
Pneumatic Tools
Pneumatic Tools
Vacuum Street Sweeper
Vacuum Street Sweeper | Source
Elevation
5.0
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5.0
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276 | NSR 13 5
Elevation:
2D
Distance
(t)
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3D
Distance
(ft.)
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51.8 | NSR 13 N
Elevation:
2D
Distance
(ft)
715.3
597.0
597.0
728.3
597.0
637.8
637.8
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766.0
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5
3D
Distance
(ft.)
715.3
597.0
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50.6
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49.4
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58.4 | NSR 14 N
Elevation:
2D
Distance
(ft)
268.0
318.2
318.2
451.2
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453.9
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Los Angele
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Distance
(ft.)
270.3
320.1
320.1
452.6
320.1
452.2
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297.0
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724.1 | Liction Area E
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Elevation:
2D
Distance
(ft)
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Distance
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48.7
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45.7
62.8
62.8
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50.0
49.6 | NSR 16
Elevation:
2D
Distance
(ft)
151.7
433.3
390.5
433.3
355.8
296.3
296.3
296.3
296.3
296.3
296.3 | Cathedral
15
30
Distance
(ft.)
152.0
433.7
390.9
433.7
390.9
433.7
390.9
433.7
390.7
307.7
307.7
307.7
206.6
 | Shielding
10.0
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5.8
9.7
9.7
9.7
0.0
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5.8 | Leq
54.1
50.3
54.8
45.8
52.7
44.3
66.4
66.4
66.4
53.4 | NSR 17 N
Elevation:
2D
Distance
(ft)
161.2
305.1
305.1
302.2
305.1
230.6
230.6
347.1
347.1
347.1 | Low Rise R
25
3D
Distance
(ft.)
162.4
306.4
303.5
306.4
232.0
232.0
232.0
232.0
2354.7
354.7
354.7
306.4
232.0
235.4
7
354.7
 | Shielding
10.0
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10. | Leq
53.5
49.1
49.1
47.0
44.6
56.1
47.7
65.2
65.2
45.9
575 | NSR 17 S
Elevation:
2D
Distance
(ft)
43.3
162.8
136.1
162.8
136.1
162.8
85.4
85.4
173.9
173.9
162.8
173.9 | Low Rise R
15
3D
Distance
(ft.)
44.4
163.8
163.8
137.3
163.8
86.7
192.7
192.7
192.7
163.8
174.4 |
sidential
Shielding
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5 |
| Equipment
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Concrete Mixer Truck
Crane
Flat Bed Truck
Gradull
Fickup Truck
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Pheumatic Tools
Pheumatic Tools
Yacuum Street Sweeper
Ventilation Fan
Warring Horn | Source
Elevation
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Elevation:
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Distance
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Distance
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2D
Distance
(ft)
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3D
Distance
(ft.)
715.3
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48.1 | NSR 14 N
Elevation:
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Distance
(ft)
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Distance
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49.1
48.7
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43.5
44.2
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41.8
66.7
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45.5
54.1 | kunction (W
NSR15
2D
Distance
(ft)
459.1
602.5
602.5
731.0
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751.2
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751.2 | ith Mitigati
St Peter's (
5
3D
Distance
(ft.)
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45.7
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50.0
49.6
44.9 | NSR 16
Elevation:
2D
Distance
(ft)
151.7
433.3
390.5
433.3
355.8
355.8
296.3
296.3
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296.3
296.3
355.8 | Cathedral
15
3D
Distance
(ft.)
152.0
433.7
433.7
356.1
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367.7
433.7
266.6
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Distance
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Distance
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5469 | NSR 17 5
El evation:
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Distance
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16 | sidential
Shielding
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647
545
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603
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| Equipment
Compressor (air)
Concrete Mixer Truck
Crare
Flat Bed Truck
Gradell
Rickup Truck
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Vacuum Street Sweeper
Vantilation Fan
Warning Horn
Warning Horn | Source
Elevation
5.0
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Elevation:
2D
Distance
(t)
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706.8
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3D
Distance
(ft.)
620.2
707.0
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45.6 | NSR 13 N
2D
Distance
(ft)
715.3
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Distance
(ft.)
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48.9 | NSR 14 N
2D
Distance
(ft)
268.0
318.2
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451.9
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Los Angele
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3D
Distance
(ft.)
270.3
320.1
452.6
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NSR15
Elevation:
2D
Distance
(ft)
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731.0 | th Mitigati
St Peter's (
5
3D
Distance
(ft.)
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2D
Distance
(ft)
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3D
Distance
(ft.)
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52.3 | NSR 17 N
2D
Distance
(ft)
161.2
305.1
305.1
305.1
302.2
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302.2
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347.1
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307.1
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30
Distance
(ft.)
162.4
306.4
306.4
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303.5 | Shielding
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46.5 | NSR 17 S
20
Distance
(ħ)
43.3
162.8
162.8
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136.1
162.8
85.4
173.9
173.9
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173.9 | Low Rise R
15
3D
Distance
(ft)
44,4
163,8
137,3
163,8
86,7
192,7
192,7
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193,8
86,7
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13,3 | esidential
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64.6
56.2
70.5
51.3
60.3
55.4
51.4 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Flat Bed Truck
Gradall
Rickup Truck
Pneumatic Tools
Pneumatic Tools
Vacuum Street Sweeper
Ventilation Fan
Warning Horn
Warning Horn
Warning Horn | Source
Elevation
5.0
5.0
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98.0
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Elevation:
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Distance
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859 | Riboli Resi
-10
3D
Distance
(ft.)
620.2
707.0
848.1
707.0
859.3
629.3
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45.5 | NSR 13 N
Elevation:
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Distance
(ft)
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3D
Distance
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48.1 | NSR 14 N
Elevation:
2D
Distance
(ft)
268.0
318.2
318.2
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26 | Constru
-30
3D
Distance
(ft.)
270.3
320.1
452.6
320.1
455.2
297.0
297.0
320.1
455.2
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320.1
455.2
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320.1
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s State
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Shielding
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Elevation:
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Elevation:
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Elevation:
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(ft)
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64.6
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55.4
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| Equipment
Compressor (air)
Comprete Misser Truck
Crane
Flat Bed Truck
Gradall
Rickup Truck
Pheumatic Tools
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Elevation
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Elevation:
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859.2 | Riboli Resi
-10
3D
Distance
(ft.)
620.2
707.0
848.1
707.0
859.3
859.3
629.3
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859.3 | Shielding
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48.1
47.3
54.7
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60.2
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48.6
47.0
45.5
45.6
45.5 | NSR 13 N
Elevation:
2D
Distance
(ft)
715.3
597.0
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Distance
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58.4 | NSR 14 N
Elevation:
2D
Distance
(ft)
268.0
318.2
318.2
451.2
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453.9
268.0
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NSR15
2D
Distance
(ft)
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3D
Distance
(ft.)
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Elevation:
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Distance
(ft)
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Distance
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356.3 |
HS
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54.1
50.3
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52.7
44.3
66.4
66.4
47.0
5.3.4
43.4
52.3
43.1 | NSR 17 N
2D
Distance
(ft)
161.2
305.1
305.1
305.1
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305.2
305.1
230.6
347.1
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230.6
302.2
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302.2
230.6 | Low Rise R
25
3D
Distance
(ft.)
162.4
306.4
303.5
306.4
232.0
232.0
354.7
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354.2
323.0
303.5
232.3 | Shielding
10.0
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 | Leq
535
49.1
47.0
44.6
56.1
47.7
65.2
45.9
57.5
57.5
57.5
46.9
44.5
46.8 | NSR 17 5
Elevation:
2D
Distance
(ft)
43.3
162.8
162.8
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17 | Low Rise R
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Distance
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163,8
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86,7
192,7
163,8
174,4
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192,7
163,8
174,4
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137,3
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| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Flat Bed Truck
Gradall
Rickup Truck
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Vacuum Street Sweeper
Vantilation Fan
Warring Horn
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Elevation:
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Distance
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3D
Distance
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707.0
848.1
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848.1 | Shielding
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60.2
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47.0
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38.1 | NSR 13 N
Elevation:
2D
Distance
(ft)
715.3
597.0
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3D
Distance
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58.4 | NSR 14 N
Elevation:
2D
Distance
(ft)
268.0
318.2
318.2
451.2
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453.9
268.0
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318.2
268.0
453.9
451.2
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451.2
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268.0 | Constr.
Los Angele
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3D
Distance
(ft.)
270.3
320.1
320.1
320.1
320.1
452.6
320.1
455.2
455.2
297.0
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320.1
274.1
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274.1 | ction Area E
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Elevation:
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| Equipment
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Comprete Mixer Truck
Concrete Mixer Truck
Crane
Flat Bed Truck
Gradall
Fickup Truck
Pneumatic Tools
Pneumatic Tools
Vacuum Street Sweeper
Ventilation Fan
Warning Horn
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Elevation
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Elevation:
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Elevation:
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Distance
(ft)
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36.3
36.3 | NSR 14 N
Elevation:
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Distance
(ft)
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3D
Distance
(ft)
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Elevation:
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(ft)
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25
3D
Distance
(ft.)
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| Equipment
Compressor (air)
Concrete Miser Truck
Cranee
Flat Bed Truck
Gradall
Rickup Truck
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Vacuum Street Sweeper
Ventilation Fan
Warning Horn
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Elevation:
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Distance
(ft.)
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38.1 | NSR 13 N
Elevation:
2D
Distance
(ft)
715.3
597.0
728.3
597.0
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637.8
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Distance
(ft.)
715.3
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58.4 | NSR 14 N
Elevation:
2D
Distance
(ft)
268.0
318.2
318.2
451.2
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453.9
268.0
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Los Angele
-30
3D
Distance
(ft.)
270.3
320.1
320.1
452.6
320.1
455.2
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NSR15
2D
Distance
(ft)
459.1
602.5
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602.5
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3D
Distance
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54.5
53.2
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48.7
54.1
45.7
62.8
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44.9
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40.8
40.8 | NSR 16
Elevation:
2D
Distance
(ft)
151.7
433.3
390.5
433.3
355.8
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| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Flat Bed Truck
Gradall
Rickup Truck
Meumatic Tools
Meumatic Tools
Meumatic Tools
Vacuum Street Sweeper
Vantilation Fan
Warning Horn
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Elevation:
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Elevation:
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Distance
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Elevation:
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Distance
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Elevation:
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Distance
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Elevation:
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Distance
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34 | Low Rise R
25
3D
Distance
(ft.)
162.4
306.4
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232.0
232.0
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354.7
364.4
347.1
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Leq
535
49.1
47.0
44.6
56.1
47.7
65.2
45.9
57.5
46.9
57.5
46.9
44.5
46.8
46.8
48.7
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48.7 | NSR 17 S
El evation:
2D
Distance
(ft)
43.3
162.8
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Distance
(ft)
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10 | Leq
64.7
545
539
500
64.6
562
705
513
603
514
514
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514 |
| Equipment
Campressor (air)
Camprete Mixer Truck
Came Truck
Crane
Flat Bed Truck
Gradull
Fi dxup Truck
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Vacuum Street Sweeper
Ventilation Fan
Warning Horn
Warning Horn
Warning Horn
Warning Horn
Weidler / Torch
Weidler / Torch
Weidler / Torch | Source
Devation
5.0
5.0
5.0
5.0
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27.6 | NSR 13 S
Elevation:
2D
Distance
(#)
620.0
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848.0
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620.0
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620.0
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620.0 | Riboli Resi -10 30 Distance (ft.) 620.2 707.0 707.0 848.1 859.3 629.3 629.3 629.3 629.3 629.3 629.3 629.3 629.3 629.3 629.3 629.3 629.3 621.1 621.1 621.1 | Shielding
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0. | Leq
51.8
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47.1
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60.2
60.2
48.6
47.0
45.5
45.5
45.5
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45.5
38.1
38.1
38.1
38.1
38.1 | NSR 13 N
Elevation:
2D
Distance
(ft)
715.3
597.0
728.3
597.0
728.3
597.0
637.8
637.8
637.8
766.0
597.0
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597.0
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537.8
738.6
37.8
766.0
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766.0 | Siboli Resi 5 3D Distance (ft.) 7153 597.0 597.3 597.0 637.8 637.8 771.6 771.6 771.6 597.0 637.8 637.8 637.8 637.8 766.3 766.3 766.3 766.3 766.3
 | Shielding
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49.4
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57.3
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58.4 | NSR 14 N
Devation:
2D
Distance
(ft)
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| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Flat Bed Truck
Fradall
Rickup Truck
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Vacuum Street Sweeper
Ventilation Fan
Warning Horn
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| Equipment
Compressor (air)
Compressor (air)
Concrete Mixer Truck
Crane
Flat Bed Truck
Gradall
Rickup Truck
Pneumatic Tools
Pneumatic Tools
Pneumatic Tools
Vacuum Street Sweeper
Ventilation Fan
Warring Horn
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71 |
| Equipment
Compressor (air)
Concrete Mixer Truck
Concrete Mixer Truck
Crane
Flat Bed Truck
Frade Truck
Pheumatic Tools
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Elevation:
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Distance
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Elevation:
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Distance
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											Constru	uction Area B	roadway	Junction (V	/ith Mitigat	ion)													
		NSR 13 S	Riboli Resi	idential Deve	sopment	NSR 13 N	Riboli Resi	dential Devek	opment	NSR 14 N	Los Angele	es State Histo	orical Park	NSR15	St Peter's	Church		NSR 16	Cathedral	HS		NSR 17 N	Low Rise R	tesidential		NSR 17 S	Low Rise R	esidential	
		_				-				_				_				_								_			
		Elevation:	: -10			Elevation:	5			Elevation:	-30			Elevation:	5			Elevation:	15			Elevation:	25			Elevation:	15		
	Eaurea	ZU	3U Distance			Distance	3U Distance			ZU	3U Distance			ZU	3U Distance			Distance	3U Distance			ZU	3U Distance			ZU	3U Distance		
Equipment	Elevation	(A)	(6+)	Chieldine	Lon	(fa)	(A)	Chieldine	Len	(In)	Afe 1	Chieldine	lee	(4)	(A)	Chieldine	lee	(fe)	(fal)	Chieldine	lee	(fe)	(fa)	Chieldine	Lon	(A)	(A)	Chielding	Len
Compressor birl	5.0	620.0	620.2	0.0	51.8	715.3	715.3	3 neuing	50.6	268.0	220.3	10.0	49.1	459.1	459.1	0.0	54 S	151.7	152.0	10.0	541	161.2	162.4	10.0	535	43.3	44.4	10.0	64.7
Concrete Mixer Truck	5.0	706.8	707.0	0.0	51.8	597.0	597.0	0.0	53.3	318.2	320.1	10.0	48.7	602.5	602.5	0.0	53.2	433.3	433.7	0.0	560	305.1	306.4	10.0	491	162.8	163.8	10.0	54.5
Concrete Mixer Truck	5.0	706.8	707.0	0.0	51.8	597.0	597.0	0.0	53.3	318.2	320.1	10.0	48.7	602.5	602.5	0.0	53.2	433.3	433.7	0.0	56.0	305.1	306.4	10.0	49.1	162.8	163.8	10.0	54.5
Crane	5.0	848.0	848.1	0.0	48.1	728.3	728.3	0.0	49.4	451.2	452.6	10.0	43.5	731.0	731.0	1.9	47.4	390.5	390.9	0.0	54.8	302.2	303.5	10.0	47.0	136.1	137.3	10.0	53.9
Flat Bed Truck	5.0	706.8	707.0	0.0	47.3	597.0	597.0	0.0	48.8	318.2	320.1	10.0	44.2	602.5	602.5	0.0	48.7	433.3	433.7	0.0	51.5	305.1	306.4	10.0	44.6	162.8	163.8	10.0	50.0
Gradall	5.0	859.2	859.3	0.0	54.7	637.8	637.8	0.0	57.3	453.9	455.2	10.0	50.2	751.2	751.2	0.0	55.9	355.8	356.1	0.0	62.4	230.6	232.0	0.0	66.1	85.4	86.7	10.0	64.6
Pickup Truck	5.0	859.2	859.3	0.0	46.3	637.8	637.8	0.0	48.9	453.9	455.2	10.0	41.8	751.2	751.2	0.0	47.5	355.8	356.1	0.0	54.0	230.6	232.0	0.0	57.7	85.4	86.7	10.0	56.2
Pneumatic Tools	98.0	620.0	629.3	0.0	60.2	766.0	771.6	0.0	58.4	268.0	297.0	0.0	66.7	459.1	468.4	0.0	62.8	296.3	307.7	0.0	66.4	347.1	354.7	0.0	65.2	173.9	192.7	0.0	70.5
Pneumatic Tools	98.0	620.0	629.3	0.0	60.2	766.0	771.6	0.0	58.4	268.0	297.0	0.0	66.7	459.1	468.4	0.0	62.8	296.3	307.7	0.0	66.4	347.1	354.7	0.0	65.2	173.9	192.7	0.0	70.5
Vacuum Street Sweeper	5.0	706.8	707.0	0.0	48.6	597.0	597.0	0.0	50.1	318.2	320.1	10.0	45.5	602.5	602.5	0.0	50.0	433.3	433.7	0.0	52.8	305.1	306.4	10.0	45.9	162.8	163.8	10.0	51.3
Ventilation Fan	27.6	620.0	621.1	0.0	57.0	766.0	766.3	0.0	55.2	268.0	274.1	0.0	64.1	459.1	459.7	10.0	49.6	296.3	296.6	0.0	63.4	347.1	347.1	4.5	57.5	173.9	174.4	7.8	60.3
Warning Horn	5.0	859.2	859.3	0.0	45.5	637.8	637.8	0.0	48.1	453.9	455.2	10.0	41.0	751.2	751.2	0.0	46.7	355.8	356.1	0.0	53.1	230.6	232.0	0.0	56.9	85.4	86.7	10.0	55.4
Warning Horn	5.0	848.0	848.1	0.0	45.6	728.3	728.3	0.0	46.9	451.2	452.6	10.0	41.1	731.0	731.0	1.9	45.0	390.5	390.9	0.0	52.3	302.2	303.5	10.0	44.5	136.1	137.3	10.0	51.4
Warning Horn	5.0	859.2	859.3	0.0	45.5	637.8	637.8	0.0	48.1	453.9	455.2	10.0	41.0	751.2	751.2	0.0	46.7	355.8	356.3	0.0	53.1	230.6	232.3	0.0	56.8	85.4	87.3	10.0	55.4
Warning Horn	5.0	859.2	859.3	0.0	45.5	637.8	637.8	0.0	48.1	453.9	455.2	10.0	41.0	751.2	751.2	0.0	46.7	355.8	356.3	0.0	53.1	230.6	232.3	0.0	56.8	85.4	87.3	10.0	55.4
Welder / Tarch	27.6	620.0	621.1	0.0	48.1	766.0	766.3	0.0	46.3	268.0	274.1	0.0	55.2	459.1	459.7	0.0	50.8	296.3	296.6	0.0	54.6	347.1	347.1	4.5	48.7	173.9	174.4	7.8	51.4
Welder / Tarch	27.6	620.0	621.1	0.0	48.1	766.0	766.3	0.0	46.3	268.0	274.1	0.0	55.2	459.1	459.7	0.0	50.8	296.3	296.6	0.0	54.6	347.1	347.1	4.5	48.7	173.9	174.4	7.8	51.4
Welder / Lorch	27.6	620.0	621.1	0.0	48.1	/66.0	/66.3	0.0	46.3	268.0	2/4.1	0.0	55.Z	459.1	459.7	0.0	50.8	296.3	296.6	0.0	54.6	347.1	347.1	4.5	48.7	1/3.9	1/4.4	7.8	51.4
Welder / Tarch	27.5	620.0	621.1	0.0	48.1	766.0	766.3	0.0	46.3	268.0	274.1	0.0	55.2	459.1	459.7	0.0	50.8	296.3	296.6	0.0	54.6	347.1	347.1	4.5	48.7	173.9	174.4	7.8	51.4
lotal					0.00				65.5				/1.4				67.7				/2.2				/1.5				/5.1
Existing-day					67.7				8.00				23.0				60.8				58.7				56.1				56.1
Dev latenet					d.to turneni oli				0.00				48.7				tic.9				8.ec				51.2				51.2
Night Impact					No impad				vo impact				Impact				Impact				Impact				Impac				Impact
uißir in ber					no =npac	1		1	to inpact	1			mpaci	-			=npac				mpact	1			=npac	-			mpaci

Construction Noise Calculations, Broadway Junction (Decking and Shoring Mitigation)

Construction Noise Calculations, Broadway Junction (Deck Removal Mitigation)

											Constru	uction Area B	kroadwa y	Junction (V	/ith Mitigati	ion)													
		NSR 13 S	Riboli Resi	dential Deve	lopment	NSR 13 N	Riboli Resi	dential Devel	opment	NSR 14 N	Los Angele	es State Histo	orical Park	NSR15	St Peter's	Church		NSR 16	Cathedral	HS		NSR 17 N	Low Rise F	tesidential		NSR 17 S	Low Rise R	esidential	
		Elevation	-10			Elevation:	5			Elevation:	-30			Elevation:	5			Elevation:	15			Elevation:	25			El evation:	15		
	6	20	30			20	30			ZD	30			ZD	30			ZD	30			ZD	30			ZD	30		
F	Source	Distance	Distance	Children .	1.00	Distance	Uistance	Child Free	1.00	Distance	Ustance	Child Free	lee.	Distance	Uistance	Children .	lee.	Distance	Distance	Chi al France	lee.	Distance	Uistance	Chieldine.	1.00	Uistance	Uistance	Chieldine.	1.00
Compressor (siz)	Lievation	(π) 620.0	(nL) 620.2	Snielding	E1 0	715.3	(π.) 715.3	Snielding	50.6	268.0	(nt.)	10.0	40.1	(11)	(ffL) 450.1	Snielding	EAE	151.7	152.0	10.0	5.4.1	161.2	162.4	10.0	E a G	(π)	(11.)	10.0	64.7
Compressor (air)	5.0	30.6.0	307.0	0.0	51.8	/15.3	715.3	0.0	50.0	208.0	270.3	10.0	49.1	439.1	439.1	0.0	54.5	422.2	433.7	0.01	54.1	205.1	205.4	10.0	53.5	43.3	44,4	10.0	64./
Concrete Mixer Truck	5.0	706.8	707.0	0.0	51.8	597.0	597.0	0.0	53.3	318.2	320.1	10.0	48.7	602.5	602.5	0.0	53.2	433.3	433.7	0.0	56.0	305.1	306.4	10.0	49.1	162.8	163.8	10.0	54.5
Crane	5.0	9/90	9/19 1	0.0	/19 1	728.3	728.3	0.0	AD A	451.2	/52.6	10.0	40.7	731.0	731.0	1.0	AT A	2005	300.0	0.0	54.8	303.1	303.4	10.0	43.1	136.1	137.3	10.0	53.0
Elat Bad Truck	5.0	206.8	707.0	0.0	40.1	5070	5970	0.0	49.4	318.2	320.1	10.0	44.2	602.5	602.5	1.5	47.4	433.3	433.7	0.0	515	305.1	305.0	10.0	47.5	162.8	163.8	10.0	50.0
Gradall	5.0	859.2	859.3	0.0	54.7	637.8	637.8	0.0	57.3	453.9	455.2	0.0	60.2	751.2	751.2	0.0	55.9	355.8	356.1	0.0	62.4	230.6	232.0	0.0	661	85.4	867	10.0	64.6
Pi dkup Truck	5.0	859.2	859.3	0.0	46.3	637.8	637.8	0.0	48.9	453.9	455.2	0.0	51.8	751.2	751.2	0.0	47.5	355.8	356.1	0.0	54.0	230.6	232.0	0.0	57.7	85,4	86.7	10.0	56.2
Pneumatic Tools	98.0	620.0	629.3	0.0	60.2	766.0	771.6	0.0	58.4	268.0	297.0	0.0	66.7	459.1	468.4	0.0	62.8	296.3	307.7	0.0	66.4	347.1	354.7	0.0	65.2	173.9	192.7	0.0	70.5
Pneumatic Tools	98.0	620.0	629.3	0.0	60.2	766.0	771.6	0.0	58.4	268.0	297.0	0.0	66.7	459.1	468.4	0.0	62.8	296.3	307.7	0.0	66.4	347.1	354.7	0.0	65.2	173.9	192.7	0.0	70.5
Vacuum Street Sweeper	5.0	706.8	707.0	0.0	48.6	597.0	597.0	0.0	50.1	318.2	320.1	10.0	45.5	602.5	602.5	0.0	50.0	433.3	433.7	0.0	52.8	305.1	306.4	10.0	45.9	162.8	163.8	10.0	51.3
Ventilation Fan	27.6	620.0	621.1	10.0	47.0	766.0	766.3	10.0	45.2	268.0	274.1	10.0	54.1	459.1	459.7	10.0	49.6	296.3	296.6	10.0	53.4	347.1	347.1	4.5	\$7.5	173.9	174.4	7.8	60.3
Warning Horn	5.0	859.2	859.3	0.0	45.5	637.8	637.8	0.0	48.1	453.9	455.2	0.0	51.0	751.2	751.2	0.0	46.7	355.8	356.1	0.0	53.1	230.6	232.0	0.0	56.9	85.4	86.7	10.0	55.4
Warning Horn	5.0	848.0	848.1	0.0	45.6	728.3	728.3	0.0	46.9	451.2	452.6	10.0	41.1	731.0	731.0	1.9	45.0	390.5	390.9	0.0	52.3	302.2	303.5	10.0	44.5	136.1	137.3	10.0	51.4
Warning Horn	5.0	859.2	859.3	0.0	45.5	637.8	637.8	0.0	48.1	453.9	455.2	0.0	51.0	751.2	751.2	0.0	46.7	355.8	356.3	0.0	53.1	230.6	232.3	0.0	56.8	85.4	87.3	10.0	55.4
Warning Horn	5.0	859.2	859.3	0.0	45.5	637.8	637.8	0.0	48.1	453.9	455.2	0.0	51.0	751.2	751.2	0.0	46.7	355.8	356.3	0.0	53.1	230.6	232.3	0.0	56.8	85.4	87.3	10.0	55.4
Welder / Tarch	27.6	620.0	621.1	10.0	38.1	766.0	766.3	10.0	36.3	268.0	274.1	10.0	45.2	459.1	459.7	10.0	40.8	296.3	296.6	10.0	44.6	347.1	347.1	4.5	48.7	173.9	174.4	7.8	51.4
Welder / Tarch	27.6	620.0	621.1	10.0	38.1	766.0	766.3	10.0	36.3	268.0	274.1	10.0	45.2	459.1	459.7	10.0	40.8	296.3	296.6	10.0	44.6	347.1	347.1	4.5	48.7	173.9	174.4	7.8	51.4
Welder / Tarch	27.6	620.0	621.1	10.0	38.1	766.0	766.3	10.0	36.3	268.0	274.1	10.0	45.2	459.1	459.7	10.0	40.8	296.3	296.6	10.0	44.6	347.1	347.1	4.5	48.7	173.9	174.4	7.8	51.4
Welder / Tarch	27.6	620.0	621.1	10.0	38.1	766.0	766.3	10.0	36.3	268.0	274.1	10.0	45.2	459.1	459.7	10.0	40.8	296.3	296.6	10.0	44.6	347.1	347.1	4.5	48.7	173.9	174.4	7.8	51.4
Total					65.2				64.9				70.7				67.4				71.3				71.5				75.1
Existing-day					67.7				65.8				53.6				65.8				58.7				56.1				56.1
Existing-night					63.6				60.9				48.7				60.9				53.8				51.2				51.2
Day Impact					No impact				No impact				Impac	t			Noimpact	t			Impact	1			Impac	t			Impad
Night Im pact				1	No impact				No impact				Impac	t			Impact	t			Impact	1			Impad	t			Impad

Construction Noise Calculations, Stadium Tower and Dodger Stadium Station (Structural Steel)

	Construc	tion Area De	odger Stadi	um station (without w	itigation)							Const	truction Area	Stadium	Tower (With	out Mitigati	on)					
		NSR 16	Cathedral	HS		NSR 18	Solano Car	yon Neighbo	rhood			NSR 16	Cathedral	HS		NSR 17 N	Low Rise R	esidential		NSR 18	Solano Can	yon Neighb	orhood
		Elevation	140			Elevation	75														~		
		2D	3D			2D	3D					2D	-40			Elevation: 2D	-40			Elevation:	20		
	Source	Distance	Distance			Distance	Distance				Source	Distance	Distance			Distance	Distance			Distance	Distance		
Equipment	Elevation	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	Equipment	Elevation	(ft)	(ft.)	Shielding	Lea	(ft)	(ft.)	Shielding	Lea	(ft)	(ft.)	Shielding	Lea
Compressor (air)	5.0	720.0	734.5	5.0	45.4	1529.9	1532.0	5.0	39.0	Compressor (air)	5.0	561.1	562.9	5.0	47.7	862.1	863.3	5.0	44.0	1819.6	1819.7	5.0	37.5
Concrete Mixer Truck	5.0	770.9	784.4	5.0	45.9	1623.1	1625.1	5.0	39.6	Concrete Mixer Truck	5.0	530.4	532.3	5.0	49.3	834.5	835.7	5.0	45.4	2023.0	2023.1	5.0	37.7
Concrete Mixer Truck	5.0	770.9	784.4	5.0	45.9	1623.1	1625.1	5.0	39.6	Concrete Mixer Truck	5.0	530.4	532.3	5.0	49.3	834.5	835.7	5.0	45.4	2023.0	2023.1	5.0	37.7
Crane	5.0	744.0	758.0	5.0	44.0	1550.1	1552.2	5.0	37.B	Crane	5.0	584.0	585.7	5.0	46.3	885.2	886.3	5.0	42.7	2024.6	2024.7	5.0	35.5
Flat Bed Truck	5.0	770.9	784.4	5.0	41.4	1623.1	1625.1	5.0	35.1	Flat Bed Truck	5.0	530.4	532.3	5.0	44.8	834.5	835.7	5.0	40.9	2023.0	2023.1	5.0	33.2
Gradall	5.0	1064.4	1074.2	5.0	47.8	1397.3	1399.6	5.0	45.5	Gradall	5.0	629.7	631.3	5.0	52.4	936.2	937.3	5.0	49.0	1813.5	1813.6	5.0	43.2
Pickup Truck	5.0	1064.4	1074.2	5.0	39.4	1397.3	1399.6	5.0	37.1	Pickup Truck	5.0	629.7	631.3	5.0	44.0	936.2	937.3	5.0	40.6	1813.5	1813.6	5.0	34.8
Pneumatic Tools	74.0	845.8	872.5	0.0	57.4	1547.5	1554.7	0.0	52.3	Pneumatic Tools	88.7	600.7	614.3	0.0	60.4	887.3	896.6	0.0	57.1	1899.7	1900.8	0.0	50.6
Vacuum Street Sweener	74.0	770.0	784.4	0.0	43.7	1597.5	1626.1	0.0	36.4	Pneumatic Tools	88.7	600.7	614.3	0.0	60.4	887.3	896.6	0.0	57.1	1899.7	1900.8	0.0	50.6
Vacuum street sweeper	5.0	945.9	784.4	5.0	42.7	1547.5	1540.6	5.0	30.4	Vacuum Street Sweeper	5.0	530.4	532.3	5.0	46.1	834.5	835.7	5.0	42.1	2023.0	2023.1	5.0	34.5
Warning Horn	5.0	1064.4	1074.2	5.0	38.5	1397.3	1399.6	5.0	36.2	Ventilation Fan	88.7	600.7	614.3	0.0	57.1	887.3	896.6	0.0	53.8	1899.7	1900.8	0.0	47.3
Warning Horn	5.0	744.0	758.0	5.0	41.6	1550.1	1552.2	5.0	35.4	Warning Horn	5.0	629.7	631.3	5.0	43.2	936.2	937.3	5.0	39.7	1813.5	1813.6	5.0	34.0
Warning Horn	5.0	1064.4	1074.2	5.0	38.5	1397.3	1399.6	5.0	36.2	Warning Horn	5.0	584.0	585./	5.0	43.8	885.2	007.0	5.0	40.2	2024.0	1013.0	5.0	33.0
Warning Horn	5.0	1064.4	1074.2	5.0	38.5	1397.3	1399.6	5.0	36.2	Warning Hom	5.0	629.7	621.3	5.0	43.2	930.2	937.3	5.0	39.7	1813.5	1813.0	5.0	34.0
Welder / Torch	5.0	845.8	858.1	5.0	40.3	1547.5	1549.6	5.0	35.2	Wolder / Terrh	3.0	600.7	614.2	3.0	43.2	930.2	906.6	3.0	39.7	1013.3	1000.0	3.0	34.0
Welder / Torch	5.0	845.8	858.1	5.0	40.3	1547.5	1549.6	5.0	35.2	Welder / Torch	887	600.7	614.3	0.0	40.2	007.3	890.0 906.6	0.0	44.9	1899.7	1900.8	0.0	38.4
Welder / Torch	5.0	845.8	858.1	5.0	40.3	1547.5	1549.6	5.0	35.2	Welder / Torch	88.7	600.7	614.3	0.0	48.2	887.3	896.6	0.0	44.9	1899.7	1900.8	0.0	38.4
Welder / Torch	5.0	845.8	858.1	5.0	40.3	1547.5	1549.6	5.0	35.2	Welder / Torch	88.7	600.7	614.3	0.0	48.2	887.3	896.6	0.0	44.9	1899.7	1900.8	0.0	38.4
Total					61.7				56.8	Total					65.6				62.2				55.7
Existing-day					58.7				56.5	Existing-day					58.7				56.1				56.5
Existing-night					53.8				51.6	Existing-night					53.8				51.2				51.6
Day Impact					No impact				No impact	Day Impact					Impact				Im pact				No impact
Night Impact					Impact		_		Impact	Night Impact					Impact				Im pact				No impact
										<u> </u>													
	Constru	ction Area	Dodger Star	dium Station	(With Mit	igation)							Con	structionAre	ea Stadiur	n Tower (Wit	th Mitigatio	n)					
	Constru	ction Area	Dodger Star Cathedral	dium Station HS	(With Mit	igation)	Solano Car	von Neighbo	rhood			NSR 16	Con Cathedral	struction Are	ea Stadiur	n Tower (Wit NSR 17 N	th Mitigatio Low Rise Re	n) esidenti al		NSR 18	Solano Can	yon Neighb	orhood
	Constru	ction Area	Dodger Stae Cathedral	dium Station HS	(With Mit	igation) NSR 18	Solano Can	yon Neighbo	rhood			NSR 16	Con Cathedral	struction Are	ea Stadiur	n Tower (Wit NSR 17 N	th Mitigatio Low Rise Ro	n) esidenti al		NSR 18	Solano Can	yon Neighb	orhood
	Constru	ction Area NSR 16 Elevation:	Dodger Star Cathedral -140	dium Station HS	(With Mit	igation) NSR 18 Elevation:	Solano Can -75	yon Neighbo	rhood			NSR 16 Elevation:	Con Cathedral	struction Are	ea Stadiur	n Tower (Wit NSR 17 N Elevation:	th Mitigatio Low Rise Ro -40	n) esidenti al		NSR 18 Elevation:	Solano Can 25	yon Neighb	orhood
	Constru	NSR 16 Elevation: 2D	Dodger Staa Cathedral -140 3D	dium Station HS	(With Mit	igation) NSR 18 Elevation: 2D	Solano Can -75 3D	yon Neighbo	rhood		Source	NSR 16 Elevation: 2D Distance	Con Cathedral -40 3D Distance	struction Are	ea Stadiur	n Tower (Wit NSR 17 N Elevation: 2D Distance	th Mitigatio Low Rise R -40 3D Distance	n) esidenti al		NSR 18 Elevation: 2D Distance	Solano Can 25 3D Distance	yon Neighb	orhood
	Constru Source	ction Area NSR 16 Elevation: 2D Distance	Dodger Star Cathedral -140 3D Distance	dium Station HS	(With Mit	gation) NSR 18 Elevation: 2D Distance	Solano Can -75 3D Distance	yon Neighbo	rhood	Equipment	Source	NSR 16 Elevation: 2D Distance (ft)	Con Cathedral -40 3D Distance (ft.)	struction Are	ea Stadiur	n Tower (Wit NSR 17 N Elevation: 2D Distance (ft)	th Mitigatio Low Rise Ro -40 3D Distance (ft.)	n) esidential Shielding	Len	NSR 18 Elevation: 2D Distance (#)	Solano Can 25 3D Distance (ft.)	yon Neighb Shieldine	orhood
Equipment	Constru Source Elevation	Elevation: 2D Distance (ft)	Dodger Star Cathedral -140 3D Distance (ft.)	dium Station HS Shielding	(With Mit	igation) NSR 18 Elevation: 2D Distance (ft)	Solano Can -75 3D Distance (ft.)	yon Neighbo Shielding	rhood	Equipment Compressor (air)	Source Elevation 5.0	NSR 16 Elevation: 2D Distance (ft) 561.1	Con Cathedral -40 3D Distance (ft.) 562.9	struction Are HS Shielding 5.0	Leq 47.7	n Tower (Wir NSR 17 N Elevation: 2D Distance (ft) 862.1	th Mitigatio Low Rise Ro -40 3D Distance (ft.) 863.3	n) esidential Shielding 5.0	Leq 44.0	NSR 18 Elevation: 2D Distance (ft) 1819.6	25 3D Distance (ft.) 1819.7	yon Neighb Shielding 5.0	orhood Leq 37.5
Equipment Compressor (air) Concrete Marc Tauck	Source Elevation 5.0	In the second se	Dodger Star Cathedral -140 3D Distance (ft.) 734.5	dium Station HS Shielding 5.0	(With Mit	igation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1	Solano Can -75 3D Distance (ft.) 1532.0 1625 1	yon Neighbo Shielding 5.0	Leq 39.0	Equipment Compressor (air) Concrete Mixer Truck	Source Elevation 5.0 5.0	NSR 16 Elevation: 2D Distance (ft) 561.1 530.4	Con Cathedral -40 3D Distance (ft.) 562.9 532.3	Shielding 5.0 5.0	Leq 47.7 49.3	n Tower (Wit NSR 17 N Elevation: 2D Distance (ft) 862.1 834.5	th Mitigatio Low Rise Ro -40 3D Distance (ft.) 863.3 835.7	n) esidential Shielding 5.0 5.0	Leq 44.0 45.4	NSR 18 Elevation: 2D Distance (ft) 1819.6 2023.0	Solano Can 25 3D Distance (ft.) 1819.7 2023.1	yon Neighb Shielding 5.0 5.0	orhood Leq 37.5 37.7
Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck	Source Elevation 5.0 5.0 5.0	International Action Area International Action Area International Action	Dodger Star Cathedral -140 3D Distance (ft.) 734.5 784.4 784.4	Shielding 5.0 5.0 5.0	(With Mit Leq 45.4 45.9 45.9	igation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1623.1	Solano Can -75 3D Distance (ft.) 1532.0 1625.1	yon Neighbo Shielding 5.0 5.0 5.0	Leq 39.0 39.6	Equipment Compressor (air) Concrete Misser Truck Concrete Truck	Source Elevation 5.0 5.0 5.0	NSR 16 Elevation: 2D Distance (ft) 561.1 530.4 530.4	Con Cathedral -40 3D Distance (ft.) 562.9 532.3 532.3	Shielding 5.0 5.0 5.0 5.0	Leq 47.7 49.3 49.3	n Tower (Wit NSR 17 N Elevation: 2D Distance (ft) 862.1 834.5 834.5	th Mitigatio Low Rise R -40 3D Distance (ft.) 863.3 835.7 835.7	n) esidential Shielding 5.0 5.0 5.0	Leq 44.0 45.4 45.4	NSR 18 Elevation: 2D Distance (ft) 1819.6 2023.0 2023.0	Solano Can 25 3D Distance (ft.) 1819.7 2023.1 2023.1	yon Neighb Shielding 5.0 5.0 5.0 5.0	Leq 37.5 37.7 37.7
Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck	Constru Source Elevation 5.0 5.0 5.0 5.0	tion Area NSR 16 Elevation: 2D Distance (ft) 720.0 770.9 770.9 744.0	Dodger Stat Cathedral -140 3D Distance (ft.) 734.5 784.4 784.4 784.4	Shielding 5.0 5.0 5.0 5.0 5.0	(With Mit 45.4 45.9 44.0	igation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1623.1 1550.1	Solano Can -75 3D Distance (ft.) 1532.0 1625.1 1625.1 1552.2	yon Neighbo Shielding 5.0 5.0 5.0 5.0 5.0	Leq 39.0 39.6 39.6 37.8	Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck	Source Elevation 5.0 5.0 5.0 5.0	NSR 16 Elevation: 2D Distance (ft) 561.1 530.4 530.4 530.4 584.0	Con Cathedral -40 3D Distance (ft.) 562.9 532.3 532.3 532.3 585.7	Shielding 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 45.3	n Tower (Wit NSR 17 N Elevation: 2D Distance (ft) 834.5 834.5 834.5 885.2	th Mitigatio Low Rise R -40 3D Distance (ft.) 863.3 835.7 835.7 886.3	n) esidential Shielding 5.0 5.0 5.0 5.0	Leq 44.0 45.4 45.4 42.7	NSR 18 Elevation: 2D Distance (t) 1819.6 2023.0 2023.0 2024.6	Solano Can 25 3D Distance (ft.) 1819.7 2023.1 2023.1 2024.7	yon Neighb Shielding 5.0 5.0 5.0 5.0 5.0	erhood Leq 37.5 37.7 37.7 35.5
Equipment Compressor (air) Concrete Miker Truck Concrete Miker Truck Flat Bed Truck	Constru- Source Elevation 5.0 5.0 5.0 5.0 5.0	tion Area NSR 16 Elevation: 2D Distance (ft) 720.0 770.9 770.9 744.0 770.9	Dodger Stat Cathedral -140 3D Distance (ft.) 734.5 784.4 784.4 758.0 784.4	dium Station HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0	Leq 45.4 45.9 45.9 44.0 41.4	igation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1623.1 1623.1	-75 3D Distance (ft.) 1532.0 1625.1 1625.1 1625.2 1625.1	yon Neighbo Shielding 5.0 5.0 5.0 5.0 5.0 5.0	Leq 39.0 39.6 39.6 37.8 35.1	Equipment Compressor (air) Concrete Misser Truck Crane Flat Bed Truck	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0	NSR 16 Elevation: 2D Distance (ft) 561.1 530.4 530.4 530.4 530.4	Con Cathedral -40 3D Distance (ft.) 562.9 532.3 532.3 585.7 532.3	Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 46.3 44.8	n Tower (Wit NSR 17 N Elevation: 2D Distance (ft) 862.1 834.5 834.5 835.2 834.5	th Mitigatio Low Rise R -40 3D Distance (ft.) 863.3 835.7 835.7 886.3 835.7	n) esidential Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 44.0 45.4 45.4 42.7 40.9	NSR 18 Elevation: 2D Distance (ft) 1819.6 2023.0 2023.0 2024.6 2023.0	Solano Can 25 3D Distance (ft.) 1819.7 2023.1 2023.1 2024.7 2023.1	yon Neighb Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0	erhood Leq 37.5 37.7 37.7 35.5 33.2
Equipment Compressor (air) Concrete Miker Truck Concrete Miker Truck Crane Flat Bed Truck Gradell	Constru- Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0	tion Area NSR 16 Elevation: 2D Distance (ft) 720.0 770.9 770.9 744.0 770.9 1064.4	Dodger Star Cathedral -140 3D Distance (ft.) 734.5 784.4 784.4 784.4 784.4 784.4 1074.2	tium Station HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	(With Mit Leq 45.4 45.9 45.9 44.0 41.4 47.8	igation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1623.1 1623.1 1623.1 1397.3	-75 3D Distance (ft.) 1532.0 1625.1 1625.1 1625.1 1552.2 1625.1 1399.6	yon Neighbo Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 39.0 39.6 37.8 35.1 45.5	Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck Cancer Hat Bed Truck Gradell	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0	NSR 16 Elevation: 2D Distance (ft) 561.1 530.4 530.4 530.4 530.4 629.7	Con Cathedral 40 3D Distance (ft.) 562.9 532.3 532.3 585.7 532.3 631.3	Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 46.3 44.8 52.4	n Tower (Wit NSR 17 N Elevation: 2D Distance (ft) 862.1 834.5 834.5 834.5 885.2 834.5 936.2	th Mitigatio Low Rise R -40 3D Distance (t.) 863.3 835.7 835.7 886.3 835.7 937.3	n) esidential Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 44.0 45.4 45.4 42.7 40.9 49.0	NSR 18 Elevation: 2D Distance (ft) 1819.6 2023.0 2023.0 2024.6 2023.0 1813.5	Solano Can 25 3D Distance (ft.) 1819.7 2023.1 2023.1 2023.1 2023.1 1813.6	yon Neighb Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 37.5 37.7 37.7 35.5 33.2 43.2
Equipment Compressor (air) Concrete Miker Truck Crane Filat Bed Truck Gradall Pickup Truck	Constru Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	iction Area NSR 16 Elevation: 2D Distance (ft) 720.0 770.9 770.9 744.0 770.9 1064.4 1064.4	Dodger Stat Cathedral 3D Distance (ft.) 734.5 784.4 784.4 784.4 784.4 784.4 1074.2 1074.2	Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 45.4 45.9 45.9 44.0 41.4 47.8 39.4	igation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1623.1 1623.1 1550.1 1623.1 1397.3 1397.3	-75 3D Distance (ft.) 1532.0 1625.1 1625.1 1552.2 1625.1 1399.6 1399.6	yon Neighbo Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 39.0 39.6 39.6 37.8 35.1 45.5 37.1	Equipment Compressor (air) Concrete Mixer Truck Cancrete Mixer Truck Crane Flat Bed Truck Gradall Pickup Truck	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0	NSR 16 Elevation: 2D Distance (ft) 561.1 530.4 530.4 530.4 530.4 629.7 629.7	Con Cathedral -40 Distance (ft.) 562.9 532.3 532.3 532.3 535.7 532.3 631.3 631.3	Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 46.3 44.8 52.4 44.0	n Tower (Wit NSR 17 N Elevation: 2D Distance (ft) 862.1 834.5 834.5 834.5 835.2 834.5 936.2 936.2	th Mitigation -40 3D Distance (ft.) 863.3 835.7 835.7 886.3 835.7 937.3 937.3	n) esidential Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 44.0 45.4 45.4 42.7 40.9 49.0 40.6	NSR 18 Elevation: 2D Distance (t) 1819.6 2023.0 2023.0 2024.6 2023.0 1813.5 1813.5	25 3D Distance (ft.) 1819.7 2023.1 2023.1 2024.7 2023.1 1813.6 1813.6	yon Neighb Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	erhood 37.5 37.7 35.5 33.2 43.2 34.8
Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck Crane Hat Bed Truck Gradall Pickup Truck Pneumatic Tools	Constru Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	ttion Area NSR 16 Elevation: 2D Distance (ft) 720.0 770.9 770.9 744.0 770.9 1064.4 1064.4	Dodger Stat Cathedral -140 3D Distance (ft.) 734.5 784.4 784.4 784.4 758.0 784.4 1074.2 1074.2 1074.2 872.5	HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 45.4 45.9 45.9 44.0 41.4 47.8 39.4 57.4	igation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1623.1 1623.1 1397.3 1397.3 1547.5	Solano Can -75 3D Distance (ft.) 1532.0 1625.1 1625.1 1552.2 1625.1 1399.6 1399.6 1399.6 1399.6	yon Neighbo 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	rhood 39.0 39.6 39.6 37.8 35.1 45.5 37.1 52.3	Equipment Compressor (air) Concrete Mixer Truck Crane Flat Bed Truck Gradall Pickup Truck Preumatic Tools	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 8.0 88.7	NSR 16 Elevation: 2D Distance (ft) 561.1 530.4 530.4 530.4 530.4 530.4 530.4 629.7 629.7 629.7	Contendral 40 3D Distance (ft.) 562.9 532.3 532.3 532.3 532.3 532.3 631.3 631.3 631.3 631.3	Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 46.3 44.8 52.4 44.0 50.4	n Tower (With NSR 17 N Elevation: 2D Distance (ft) 862.1 834.5 834.5 834.5 834.5 834.5 936.2 936.2 936.2 887.3	th Mitigatio Low Rise R 3D Distance (ft.) 863.3 835.7 886.3 835.7 937.3 937.3 896.6	n) esidential Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0	Leq 44.0 45.4 45.4 42.7 40.9 49.0 40.6 47.1	NSR 18 Elevation: 2D Distance (t) 1819.6 2023.0 2023.0 2024.6 2023.0 2024.6 2023.0 1813.5 1813.5	Solano Can 25 3D (ft.) 1819.7 2023.1 2024.7 2024.7 2024.7 1813.6 1813.6 1900.8	yon Neighb Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0	erhood 37.5 37.7 35.5 33.2 43.2 34.8 40.6
Equipment Compressor (air) Concrete Miaer Truck Concrete Miaer Truck Crane Hat Bed Truck Gradall Prickup Truck Pneumatic Tools	Constru Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 74.0 74.0	ction Area NSR 16 Elevation: 2D Distance (tt) 720.0 770.9 770.9 774.0 770.9 774.0 770.9 1064.4 1064.4 845.8	Dodger Star Cathedral -140 3D Distance (ft.) 734.5 784.4 784.4 758.0 784.4 1074.2 1074.2 872.5 872.5	dium Station HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	(With Mit Leq 45.4 45.9 45.9 44.0 41.4 47.8 39.4 57.4 57.4	igation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1623.1 1550.1 1623.1 1397.3 1397.3 1547.5	Solano Can -75 3D Distance (ft.) 1532.0 1625.1 1552.2 1625.1 1399.6 1399.6 1399.6 1399.6 1399.6	yon Neighbo Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 0.0 0.0	rhood 39.0 39.6 37.8 35.1 45.5 37.1 52.3 52.3	Equipment Compresso (air) Concrete Miser Truck Concrete Miser Truck Grandall Pickup Truck Prourmatic Tools Prourmatic Tools Prourmatic Tools	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 8.8.7	NSR 16 Elevation: 2D Distance (ft) 561.1 530.4 530.4 530.4 530.4 530.4 530.4 629.7 629.7 600.7 600.7	Cathedral 40 3D Distance (ft.) 562.9 532.3 532.3 585.7 532.3 631.3 631.3 614.3 614.3	struction Are HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10	Leq 47.7 49.3 46.3 44.8 52.4 44.0 50.4 50.4	n Tower (Wit NSR 17 N Elevation: 2D Distance (ft) 862.1 834.5 834.5 834.5 834.5 936.2 936.2 936.2 887.3 887.3	th Mitigatio Low Rise R -40 Distance (ft.) 863.3 835.7 835.7 836.3 835.7 937.3 835.7 937.3 896.6 896.6	n) esidential Shielding S.0 S.0 S.0 S.0 S.0 S.0 S.0 S.0 10.0 10	Leq 44.0 45.4 45.4 42.7 40.9 49.0 40.6 47.1 47.1	NSR 18 Elevation: 2D Distance (t) 1819.6 2023.0 2023.0 2024.6 2023.0 2024.6 2023.0 2024.6 2023.0 1813.5 1813.5 1819.9,7	Solano Can 25 3D Distance (ft.) 1819.7 2023.1 2023.1 2024.7 2023.1 1813.6 1813.6 1900.8 1900.8	yon Neighb Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10.0	Leq 37.5 37.7 35.5 33.2 43.2 34.8 40.6 40.6
Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck Crane Hat Bed Truck Gradall Pickup Truck Pneumatic Tools Pneumatic Tools Pneumatic Tools	Constru Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 74.0 74.0 5.0	ction Area i NSR 16 Elevation: 2D Distance (tt) 720.0 770.9 770.9 770.9 770.9 744.0 770.9 1064.4 1064.4 845.8 845.8 845.8	Dodger Star Cathedral -140 3D Distance (ft.) 734.5 784.4 784.4 758.0 784.4 1074.2 1074.2 872.5 872.5 872.5 872.5 784.4	HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	(With Mit 45,4 45,9 45,9 44,0 41,4 47,8 39,4 57,4 57,4 42,7	igation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1623.1 1623.1 1623.1 1397.3 1397.3 1347.5 1547.5 1623.1	Solano Can -75 30 Distance (ft.) 1522.0 1625.1 1625.1 1552.2 1625.1 1399.6 1399.6 1554.7 1554.7 1625.1	yon Neighbo Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	rhood 39.0 39.6 37.8 35.1 45.5 37.1 52.3 52.3 36.4	Equipment Compressor (air) Concrete Mixer Truck Crane Flat Bed Truck Gradall Prickup Truck Preumatic Tools Pmeumatic Tools Pmeumatic Tools	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 88.7 8.7 5.0	NSR 16 Elevation: 2D Distance (ft) 561.1 530.4 530.4 530.4 530.4 629.7 629.7 600.7 530.4	Contestral 40 3D Distance (ft.) 562.9 532.3 532.3 532.3 535.7 532.3 631.3 631.3 631.3 614.3 532.3	shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 46.3 44.8 52.4 44.0 50.4 50.4 50.4 46.1	n Tower (Wit NSR 17 N Elevation: 2D Distance (ft) 834.5 834.5 834.5 834.5 936.2 936.2 936.2 887.3 887.3 887.3	th Mitigatio Low Rise R -40 Distance (t.) 863.3 835.7 835.7 886.3 835.7 937.3 937.3 937.3 896.6 896.6 835.7	n) sidential Shielding 5.0 5.0 5.0 5.0 5.0 5.0 10.0 5.0 10.0 5.0	Leq 44.0 45.4 45.4 42.7 40.9 49.0 40.6 47.1 47.1 47.1 42.1	NSR 18 Elevation: 2D Distance (t) 1819.6 2023.0 2024.6 2023.0 2024.6 2023.0 1813.5 1813.5 1819.7 1899.7 2023.0	Solano Can 25 3D Distance (ft.) 1819.7 2023.1 2024.7 2023.1 2024.7 2023.1 1813.6 1813.6 1813.6 1900.8 2023.1	yon Neighb Shielding S.0 S.0 S.0 S.0 S.0 S.0 S.0 S.0 10.0 10	erhood 37.5 37.7 35.5 33.2 43.2 34.8 40.6 40.6 34.5
Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck Grandel Flat Bed Truck Gradall Pickup Truck Pneumatic Tools Pneumatic Tools Vacuum Street Sweeper Ventilation Fan	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 74.0 74.0 74.0 5.0 5.0	ction Area NSR 16 Elevation: 2D Distance (ft) 720.0 770.9 770.9 7744.0 770.9 7744.0 770.9 1064.4 845.8 845.8 845.8	Dodger Stat Cathedral -140 3D Distance (ft.) 734.5 784.4 758.0 784.4 758.0 784.4 1074.2 872.5 872.5 872.5 872.5 784.4 858.1	HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	(With Mit 45.4 45.9 45.9 44.0 41.4 47.8 39.4 57.4 57.4 57.4 42.7 49.2	igation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1623.1 1623.1 1623.1 1397.3 1547.5 1547.5 1623.1 1547.5	Solano Can -75 30 Distance (ft.) 1532.0 1625.1 1625.1 1399.6 1399.6 1354.7 1625.1 154.9 154.7 1625.4	yon Neighbo Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 0.0 0.0	rhood 39.0 39.6 37.8 35.1 45.5 37.1 52.3 52.3 36.4 44.1	Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck Crane Flat Bed Truck Gradall Pickup Truck Pneumatic Tools Pneumatic Tools Vacuum Street Sweeper Vacuum Street Sweeper	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 88.7 88.7 88.7 88.7 88.7	NSR 16 Elevation: 2D Distance (ft) 530.4 530.4 530.4 530.4 530.4 629.7 629.7 600.7 600.7 530.4 600.7	Cathedral 40 3D Distance (ft.) 562.9 532.3 532.3 532.3 532.3 531.3 631.3 631.3 631.3 631.3 631.3 634.3 634.3	struction Arr HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 46.3 44.8 52.4 44.0 50.4 45.1 47.1	n Tower (With NSR 17 N Elevation: 2D Distance (ft) 834.5 834.5 834.5 834.5 834.5 835.2 936.2 936.2 936.2 936.2 837.3 837.3 834.5 834.5	th Mitigatio Low Rise R (-40 3D Distance (t.) 863.3 835.7 835.7 835.7 835.7 836.3 835.7 937.3 937.3 896.6 835.7 896.6	n) sidential Shielding S.0 S.0 S.0 S.0 S.0 S.0 S.0 S.0	Leq 44.0 45.4 45.4 42.7 40.9 49.0 40.6 47.1 47.1 42.1 43.8	NSR 18 Elevation: 2D Distance (ħ) 1819.6 2023.0 2023.0 2024.6 2023.0 2024.6 2023.0 1813.5 1813.5 1819.7 1899.7	25 3D Distance (ft.) 2023.1 2023.1 2023.1 2024.7 2023.1 1813.6 1813.6 1900.8 1900.8 2023.1 1900.8	yon Neighb Shielding 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10.0 5.0 10.0	Leq 37.5 37.7 35.5 33.2 43.2 34.8 40.6 34.5 34.5 37.3
Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck Crane Hat Bed Truck Gradall Pickup Truck Pneumatic Tools Pneumatic Tools Pneumatic Tools Vacuum Street Sweeper Ventilation Fan Warning Horn	Constru Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 74.0 5.0 74.0 5.0 5.0 5.0	ction Area NSR 16 Elevation: 2D Distance (ft) 770.9 770.9 770.9 744.0 770.9 744.0 770.9 1064.4 845.8 845.8 845.8 845.8 1064.4	Dodger Stav Cathedral -140 3D Distance (ft.) 734.5 784.4 784.4 758.0 784.4 758.0 784.4 1074.2 1074.2 872.5 872.5 872.5 872.5 784.4 858.1 1074.2	dium Station HS 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	(With Mit Leq 45.4 45.9 45.9 44.0 41.4 47.8 57.4 57.4 57.4 57.4 2.7 38.5	igation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1623.1 1623.1 1623.1 1623.1 1547.5 1547.5 1547.5 1547.5 1397.3	Solano Can -75 3D Distance (ft.) 1625.1 1625.1 1625.2 1625.1 1399.6 1399.6 1554.7 1654.7 1549.6 1399.6	yon Neighbo Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	rhood 39.0 39.6 37.8 35.1 45.5 37.1 52.3 36.4 44.1 36.2	Equipment Compressor (air) Concrete Mixer Truck Crane Flat Bed Truck Gradall Prickup Truck Preumatic Tools Preumatic Tools Vacuum Street Sweeper Ventilation Fan Warning Horn	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 88.7 88.7 88.7 5.0 88.7 5.0 88.7 5.0 8.2 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	NSR 16 Elevation: 2D Distance (ft) 530.4 530.4 530.4 530.4 530.4 530.4 530.4 530.4 530.7 629.7 600.7 530.4 629.7 600.7 530.4 629.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.7 530.4 530.7 530.7 530.7 530.4 530.7 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.7 530.7 530.4 530.7 530.7 530.7 530.7 530.7 530.7 530.7 530.7 530.7 530.4 530.7 530.7 530.7 530.4 530.7 530.7 530.4 530.7 530.7 530.4 530.7 530.7 530.4 530.7 540.7 550.7 550.7 550.7 550.7 550.	Con Cathedral 3D Distance (ft) 562.9 532.3 585.7 532.3 631.3 631.3 614.3 614.3 614.3 614.3 614.3 614.3	struction Arr HS Shielding 5.0 5.0 5.0 5.0 5.0 10.0 10.0 10.0 5.0 10.0 5.0 10.0 5.0 10.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 46.3 46.3 44.8 52.4 44.0 50.4 45.1 45.1 47.1 43.2	n Tower (Wi NSR 17 N Elevation: 2D Distance (ft) 862.1 834.5 834.5 834.5 936.2 936.2 936.2 936.2 887.3 887.3 887.3 887.3 887.3 936.2 936.2	th Mitigatio Low Rise Ru -40 3D Distance (ft.) 863.3 835.7 835.7 836.3 835.7 937.3 937.3 937.3 936.6 896.6 836.6 836.6 836.6 836.6 937.3	n) sidential Shielding S.0 S.0 S.0 S.0 S.0 S.0 S.0 10.0 10.0 10.0 S.0 S.0 S.0 S.0 S.0 S.0 S.0	Leq 44.0 45.4 45.4 42.7 40.9 49.0 40.6 47.1 47.1 42.1 43.8 39.7	NSR 18 Elevation: 2D Distance (ft) 1819.6 2023.0 2023.0 2023.0 2024.6 2023.0 2024.6 2023.0 1813.5 1813.5 1899.7 2023.0 1899.7 2023.0 1899.7 2023.0 2020.0 2023.0 2020.0 2020.0 2020.0 2020.0 2020.0 20	25 3D Distance (ft.) 2023.1 2023.1 2024.7 2023.1 1813.6 1900.8 1900.8 1900.8 1900.8 1900.8 1900.8	yon Neighb Shielding 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10.0 10.0	erhood Leq 37.5 37.7 35.5 33.2 43.2 34.8 40.6 34.5 34.5 37.3 34.0
Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck Crane Flat Bed Truck Gradall Prickup Truck Pneumatic Tools Pneumatic Tools Pneumatic Tools Pneumatic Tools Warning Horn Warning Horn	Constru Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 74.0 74.0 74.0 5.0 5.0 5.0 5.0	ction Area i NSR 16 Elevation: 2D Distance (tt) 770.9 770.9 774.0 770.9 744.0 770.9 744.0 770.9 744.0 770.9 744.5 845.8 845.8 770.9 845.8 770.9	Cathedral -140 3D Distance (ft.) 734.5 784.4 784.4 784.4 784.4 784.4 784.4 1074.2 872.5 872.5 872.5 872.5 784.4 858.1 1074.2 758.0	HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 45.4 45.9 45.9 41.4 47.8 39.4 57.4 57.4 57.4 42.7 49.2 38.5 41.6	igation) NSR 18 Elevation: 2D Distance (ft) 1623.1 1623.1 1623.1 1623.1 1397.3 1397.3 1547.5 1623.1 1547.5 1623.1 1547.5 1623.1 1547.5 1623.1 1547.5 1623.1	Solano Can -75 3D Distance (ft.) 1532.0 1625.1 1552.2 1625.1 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.5 1399.5 1399.5 1399.5 1399.5 1399.5 1399.5 1399.5 1399.5 1552.2	yon Neighbo 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	rhood 39.0 39.6 37.6 35.1 45.5 37.1 52.3 52.3 52.3 36.4 44.1 36.2 35.4	Equipment Compressor (air) Concrete Mixer Truck Crane Flat Bed Truck Gradall Prickup Truck Preumatic Tools Preumatic Tools Preumatic Tools Preumatic Tools Preumatic Tools Warning Horn Warning Horn Warning Horn	Source Elevation 5.0 5.0 5.0 5.0 5.0 88.7 88.7 5.0 88.7 5.0 88.7 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	NSR 16 Elevation: 2D Distance (ft) 530.4 530.4 530.4 530.4 530.4 629.7 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.4 530.7 530.4 530.4 530.4 530.4 530.4 530.4 530.4 530.4 530.4 530.4 530.4 530.4 530.4 530.4 530.7 530.4 530.5 530.5 5	Con Cathedral 40 3D Distance (ft.) 562.9 532.3 532.3 532.3 631.3 631.3 614.3 532.3 614.3 532.3 614.3 532.3 614.3 532.3 614.3 532.3 614.3 532.3 631.3 535.7 532.3 535.7 532.3 532.3 532.3 532.3 535.7 532.3 532.3 535.7 532.3 535.7 532.3 535.7 532.3 535.7 532.3 535.7 532.3 535.7 532.3 535.7 532.3 535.7 532.3 535.7 532.3 535.7 532.3 535.7 555.7 5	struction Arr HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 5.0 10.0 5.0 10.0 5.0 10.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 46.3 44.8 52.4 44.0 50.4 50.4 50.4 50.4 46.1 47.1 43.2 43.8	n Tower (Wi NSR 17 N Elevation: 2D Distance (ft) 862.1 834.5 834.5 834.5 936.2 936.2 887.3 837.3 837.3 837.3 837.3 837.3 837.3 836.2 887.3 836.2 887.3	th Mitigatio Low Rise Rd -40 3D Distance (t.) 835.7 835.7 835.7 835.7 835.7 937.3 835.7 937.3 836.3 896.6 835.7 897.3 886.3 837.3 886.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 837.3 836.3 835.7 836.3 836.3 835.7 836.3 836.3 837.3	n) esidential Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 5.0 10.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 44.0 45.4 45.4 42.7 40.9 49.0 40.6 47.1 47.1 47.1 47.1 43.8 39.7 40.2 7 20.7	NSR 18 Elevation: 2D Distance (ft) 1819.6 2023.0 2023.0 2023.0 2024.6 2023.0 1813.5 1813.5 1813.5 1819.7 2023.0 1899.7 2023.0 1899.7 1839.7 1839.7 2023.0	Solano Can 25 3D Distance (ft.) 1819.7 2023.1 2023.1 2023.1 2023.1 2023.1 2023.1 2023.1 1813.6 1813.6 1900.8 2023.1 1900.8 2023.1 1900.8 2023.1 1900.8 2023.1 2024.7 1901.8	yon Neighb Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10.0 5.0 10.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	erhood 37.5 37.7 35.5 33.2 43.2 43.2 40.6 40.6 34.5 37.3 34.0 34.0 34.0
Equipment Compressor (air) Concrete Miker Truck Concrete Miker Truck Crane Filat Bed Truck Gradall Pickup Truck Pneumatic Tools Vacuum Street Sweeper Ventilation fan Warning Horn Warning Horn Warning Horn	Constru Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 74.0 5.0 74.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5	tion Area NSR 16 Elevation: 2D Distance (ft) 720.0 770.9 770.9 770.9 770.9 774.0 770.9 1064.4 845.8 845.8 845.8 845.8 1064.4 1064	Cathedral -140 3D Distance (ft.) 734.5 784.4 758.0 784.4 1074.2 872.5 875.5 87	HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 45.4 45.9 45.9 44.0 41.4 57.4 57.4 57.4 42.7 49.2 38.5 51.6 38.5	igation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1623.1 1550.1 1623.1 1397.3 1547.5 1547.5 16425.1 1547.5 1397.3 1550.1 1397.3	Solano Can -75 3D Distance (ft.) 1532.0 1625.1 1552.2 1625.1 1399.6	yon Neighbo 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	rhood 39.0 39.6 39.6 37.8 35.1 45.5 37.1 52.3 36.4 44.1 36.2 35.4 36.2	Equipment Compressor (air) Concrete Mixer Truck Cancrete Mixer Truck Crane Flat Bed Truck Gradall Prickup Truck Preumatic Tools Preumatic Tools Preumatic Tools Vacuum Street Sweeper Ventilation Fwen Warring Hom Warring Hom Warring Hom Warring Hom	Source Elevation 5.0 5.0 5.0 5.0 5.0 88.7 5.0 88.7 5.0 88.7 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	NSR 16 Elevation: 2D Distance (ft) 561.1 530.4 530.4 530.4 530.4 629.7 600.7 600.7 600.7 600.7 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 600.7 600.7 530.4 540.5 540.5 540.5 540.5 5	Con Cathedral 40 3D Distance (ft.) 562.9 532.3 532.3 532.3 532.3 631.3 631.3 631.3 634.3 635.7 634.3 634.3 634.3 635.7 634.3 634.3 635.7 634.3 634.3 634.3 635.7 634.3 635.7 634.3 634.3 635.7 634.3 635.7 634.3 635.7 634.3 635.7 634.3 635.7 6	struction Arr HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 5.0 10.0 5.0 10.0 5.0 10.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 46.3 44.8 52.4 44.0 50.4 45.1 45.1 45.1 45.1 45.1 45.1 45.1 45	n Tower (Wi NSR 17 N Elevation: 2D Distance (ft) 862.1 834.5 834.5 834.5 834.5 936.2 936.2 936.2 837.3 837.3 837.3 837.3 837.3 834.5 837.3 834.5 837.3 936.2 936.2 936.2 936.2	th Mitigatio Low Rise Rd -40 3D Distance (t.) 863.3 835.7 886.3 835.7 937.3 896.6 896.6 835.7 895.6 835.7 896.6 836.5 836.3 835.7 896.6 836.6 836.6 836.6 836.3 937.3 937.3	n) esidential Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10.0 1	Leq 44.0 45.4 45.4 40.9 49.0 40.6 47.1 42.1 42.1 43.8 39.7 40.2 39.7	NSR 18 Elevation: 2D Distance (t) 1819.6 2023.0 2024.6 2023.0 2024.6 2023.0 1813.5 1839.7 1899.7 1899.7 1819.7 2023.0 1899.7 1813.5 2024.6 1813.5	Solano Can 25 3D (ft.) 1819.7 2023.1 2024.7 2023.1 2024.7 2023.1 1813.6 1900.8 2023.1 1900.8 1813.6 1900.8 2023.1 1900.8 2024.7 1813.6	yon Neighb Shielding 5.0 5.0 5.0 5.0 5.0 10.0 10.0 5.0 10.0 5.0 10.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	erhood 37.5 37.7 35.5 33.2 43.2 34.8 40.6 34.5 37.3 34.0 33.0 33.0 34.0
Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck Crane Flat Bed Truck Gradall Prickup Truck Pneumatic Tools Pneumatic Tools Pneumatic Tools Pneumatic Tools Pneumatic Tools Pneumatic Tools Warning Horn Warning Horn Warning Horn Warning Horn	Constru Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 74.0 74.0 74.0 74.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5	Cition Area NSR 16 Elevation: 2D Distance (ft) 720.0 770.9 770.9 774.0 770.9 1064.4 1064.4 1064.4 1064.4 1064.4	Cathedral -140 3D Distance (ft.) 734.5 784.4 784.4 784.4 784.4 1074.2 1074.2 872.5 875.5 775.5 775.5 775.5 775.5 775.5 775.5 7	HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	(With Mit 45.4 45.9 45.9 44.0 41.4 57.4 57.4 57.4 57.4 57.4 42.7 49.2 38.5 41.6 38.5 38.5 38.5 38.5	igation) NSR 18 Elevation: 2D Distance (t) 1529.9 1623.1 1623.1 1623.1 1623.1 1623.1 1547.5 1547.5 1547.5 1624.1 1547.5 1547.5 1624.1 1547.5 1547.	Solano Can -75 3D Distance (ft.) 1532.0 1625.1 1552.2 1625.1 1399.6 1399.6 154.7 1625.2 1399.6 154.9	yon Neighbo 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	rhood Leq 39.0 39.6 39.6 37.8 35.1 45.5 37.1 52.3 36.4 44.1 36.2 35.4 44.1 36.2 35.2 36.4 36.4 36.2 36.2 36.2 36.2 36.2 37.8 36.4 36.2 36.2 36.2 37.8 36.4 36.2 36.2 37.8 36.4 36.2 36.2 36.2 37.8 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.4 36.2 36.2 36.4 36.2 36.2 36.4 36.2 36.2 36.4 36.2 36.2 36.4 36.2 36.2 36.4 36.2 36.4 36.2 36.2 36.4 36.2 36.2 36.2 36.2 36.4 36.2 37.2	Equipment Compressor (air) Concrete Mixer Truck Crane Flat Bed Truck Gradall Prickup Truck Pneumatic Tools Pneumatic Tools Pneumatic Tools Vacuum Street Sweeper Ventilation Fan Warring Horn Warring Horn Warring Horn Warring Horn Warring Horn Warring Horn Warring Horn	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 88.7 5.0 88.7 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	NSR 16 Elevation: 2D Distance (ft) 561.1 530.4 530.4 530.4 530.4 530.4 530.4 629.7 600.7 629.7 600.7 629.7 530.4 600.7 629.7 530.4 629.7 629.7 629.7	Con Cathedral 3D Distance (ft.) 562.9 532.3 585.7 532.3 631.3 631.3 634.3 614.3 614.3 614.3 6354.3 6356.3	struction Arr HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 49.3 46.3 52.4 44.0 50.4 45.1 47.1 43.2 43.8 43.2 43.8 43.2 43.2 43.2 43.2 43.2	n Tower (Wi NSR 17 N Elevation: 2D Distance (ft) 834.5 834.5 834.5 834.5 834.5 834.5 834.5 834.5 834.5 834.5 837.3	th Mitigatio Low Rise R -40 3D Distance (t.) 86.3.3 835.7 836.3 835.7 836.3 937.3 937.3 937.3 896.6 836.6 836.6 836.6 937.3 896.6 937.3 896.6 937.3 896.3 937.3 937.3	n) esidential Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 44.0 45.4 45.4 42.7 40.9 40.6 47.1 47.1 42.1 43.8 39.7 39.7 39.7 39.7 34.9	NSR 18 Elevation: 2D Distance (R) 1819.6 2023.0 2024.6 2023.0 2024.6 2023.0 1813.5 1813.5 1813.5 1899.7 2023.0 1899.7 2023.0 1899.7 2023.0 1899.7 2023.0 1899.7 2023.0 1899.7 2024.6 2024.6 2024.6 2024.6 2024.6 2024.6 2023.0 1813.5 1813.5 1813.5 1813.5 1813.5	Solano Can 25 3D (ft.) 1819.7 2023.1 2023.1 2024.7 2023.1 1813.6 1803.8 1900.8 1900.8 1900.8 1813.6 2023.1 1900.8 1813.6 2024.7 1813.6	yon Neighb Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	erhood 37.5 37.7 35.5 33.2 43.2 43.2 43.2 43.2 34.8 40.6 40.6 40.6 34.5 37.3 34.0 34.0 33.0 34.0 34.0 34.0 34.0 34
Equipment Compressor (air) Concrete Miker Truck Concrete Miker Truck Grane Flat Bed Truck Gradall Pickup Truck Pneumatic Tools Vacuum Street Sweeper Ventilaton fan Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn	Constru Source Elevation 5.0 5.0 5.0 5.0 5.0 74.0 5.0 74.0 5.0 5.0 74.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5	tion Area NSR 16 Elevation: 2D Distance (t) 720.0 770.9 770.9 770.9 770.9 770.9 744.0 770.9 1064.4 815.8 845.8 845.8 845.8 1064.4 770.9 845.8 1064.4 1064.4 744.0	Cathedral -140 3D Distance (ft.) 734.5 784.4 758.0 784.4 1074.2 872.5 872.5 872.5 872.5 872.5 872.5 872.5 1074.2 872.5 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 875.0 1074.2 1075.2 1075.2 1075.2 1075.2	HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	(With Mit Leq 45,4 45,9 45,9 45,9 41,4 47,8 39,4 57,4 42,7 49,2 38,5 41,6 38,5 41,6 38,5 38,5 40,3 40,3	igation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1523.1 1529.9 1623.1 1525.1 1623.1 1397.3 1547.5 1623.1 1547.5 1623.1 1547.5 1623.1 1397.3 1547.5 1397.3 1397.3 1547.5 1397.3 1547.5 1547.5 1550.1 1397.3 1547.5 1547.5 1550.1 1397.3 1547.5 1547.5 1550.1 1397.3 1547.5 1547.5 1550.1 1397.3 1547.5 1547.5 1397.3 1547.5 1397.3 1547.5 1397.3 1547.5 1397.3 1497.5 1407	Solano Can -75 30 Distance (ft.) 1532.0 1625.1 1592.2 1625.1 1399.6 1399.6 1594.7 1547.6 1549.6 1549.6 1549.6 1552.2 1399.6 1540.6 1540.6	yon Neighbo Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	thood 39.0 39.6 37.8 35.1 45.5 37.1 52.3 36.4 44.1 36.2 35.4 36.4 36.2 35.4 36.2 35.2	Equipment Compressor (air) Concrete Mixeer Truck Concrete Mixeer Truck Grandel Flat Bed Truck Gradell Preumatic Tools Preumatic Tools Preumatic Tools Preumatic Tools Vacuum Street Sweper Ventilation Fan Warring Horn Warring Horn Warring Horn Warring Horn Warring Horn Warring Horn Warring Horn Warring Horn Warring Horn	Source Elevation 5.0 5.0 5.0 5.0 5.0 88.7 5.0 88.7 5.0 88.7 5.0 5.0 5.0 5.0 88.7 88.7 88.7 88.7	NSR 16 Elevation: 2D Distance (tt) 561.1 530.4 530.4 530.4 629.7 629.7 629.7 600.7 530.4 600.7 530.4 629.7 530.4 629.7 530.4 629.7 530.4 629.7 530.4	Centedral 40 3D Distance (ft.) 562.9 532.3 532.3 532.3 535.7 532.3 631.3 631.3 614.3 542.3 631.3 6	struction Arr HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 44.8 52.4 44.8 52.4 44.8 50.4 50.4 50.4 50.4 46.1 47.1 43.2 43.8 43.2 43.2 43.2 238.2 282 2	n Tower (Wir NSR 17 N Elevation: 2D Distance (ft) 834.5 834.5 936.2 936.2 936.2 936.2 936.2 837.3 834.5 834.5 834.5 834.5 834.5 834.5 834.5 835.2 936.2 835.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.2 936.2 885.	th Mitigatio Low Rise R(-40 3D Distance (t.) 863.3 835.7 886.3 835.7 937.3 896.6 896.6 835.7 896.6 835.7 896.6 835.7 896.6 835.7 896.6 835.7 896.6 835.7 896.6 835.7 896.6 835.7 896.6 835.7 896.6 835.7 896.6 835.7 896.6 835.7 896.6 835.7 806.6 835.7 806.6 835.7 806.6 835.7 806.6 835.7 806.6 835.7 806.6 835.7 806.6 835.7 806.6 835.7 855.7	n) esidential Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10.0 5.0 10.0 5.0 5.0 10.0 5.0 5.0 10.0 5.0 5.0 10.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 44.0 45.4 45.4 42.7 40.9 49.0 40.6 47.1 47.1 47.1 47.1 47.1 47.1 43.8 39.7 40.2 39.7 39.7 39.7 34.9	NSR 18 Elevation: 2D Distance (#) 1819.6 2023.0 2023.0 2024.6 2023.0 2024.6 2023.0 1813.5 1813.5 1819.7 1839.7 1813.5 2024.6 1813.5 1813.5 1813.5 1813.5	Solano Can 25 3D Distance (ft.) 1819.7 2023.1 2024.7 2023.1 2024.7 2023.1 1813.6 180.8 2023.1 1900.8 2023.1 1900.8 2024.7 1813.6 2024.7 1813.6 1813.6 1813.6	yon Neighb Shielding 5.0 5.0 5.0 5.0 5.0 5.0 10.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	erhood Leq 37.5 37.7 37.7 35.5 33.2 43.2 43.2 40.6 40.6 40.6 34.5 37.3 34.0 34.0 34.0 34.0 28.4
Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck Crane Hat Bed Truck Gradall Pickup Truck Pheumatic Tools Pheumatic Tools Pheumatic Tools Pheumatic Tools Pheumatic Tools Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Weider / Torch	Constru- Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 74.0 74.0 74.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5	tion Area NSR 16 Elevation: 2D Distance (tt) 720.0 770.9 770.9 770.9 770.9 744.0 770.9 1064.4 1064.4 845.8 845.8 1064.4 1064.4 1064.4 1064.4 845.8 845.8 845.8	Dodger Stat Cathedral -1.40 3D Distance (ft.) 734.5 784.4 758.0 784.4 758.0 784.4 1074.2 1074.2 872.5 875.5	HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	(With Mit Leq 45.4 45.9 45.9 45.9 45.9 45.0 41.4 39.4 57.4 57.4 57.4 57.4 57.4 57.4 57.4 57	gation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1529.9 1623.1 1529.9 1623.1 1547.5 1547.5 1547.5 1397.3 140.5	Solano Can -75 3D Distance (ft.) 1532.0 1625.1 1625.1 1625.1 1625.1 1625.1 1625.4 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1549.6 1554.7	yon Neighbo Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	rhood Leq 39.0 39.6 39.6 37.8 35.1 52.3 37.1 52.3 36.4 44.1 36.2 35.4 36.2 35.2 35.2 35.2 35.2	Equipment Compressor (air) Concrete Miker Truck Crane Flat Bed Truck Gradall Prickup Truck Preumatic Tools Vacuum Street Sweeper Ventilation Fan Warning Hom Warning Hom Warning Hom Warning Hom Warning Hom Warning Hom Warning Hom Warning Hom Warning Hom Warning Hom	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 88.7 5.0 5.0 88.7 5.0 5.0 5.0 88.7 88.7 88.7 88.7 88.7	NSR 16 Elevation: 2D Distance (ft) 530.4 530.4 530.4 530.4 530.4 530.4 530.4 530.4 530.4 629.7 600.7 600.7 629.7 530.4 629.7 629.7 530.4 629.7 629.7 629.7 629.7 629.7 629.7 629.7 629.7 629.7 629.7 629.7 620.7 600.7 600.7	Centedral 40 3D Distance (ft.) 562.9 532.3 532.3 532.3 631.3 631.3 631.3 634.3 614.3 585.7 631.3 634.3 644.3 6	struction Arr HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10.0 5.0 10.0 5.0 10.0 5.0 10.0 5.0 10.0 5.0 10.0 5.0 10.0 5.0 5.0 10.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 46.3 46.3 44.0 50.4 44.0 50.4 46.1 47.1 43.2 43.8 43.2 43.2 38.2 38.2 38.2 38.2	n Tower (Wi NSR 17 N Elevation: 2D Distance (ft) 834.5 834.5 834.5 834.5 936.2 936.2 936.2 936.2 887.3 887.3 887.3 887.3 936.2 887.3 887.3 887.3 887.3 887.3 887.3	th Mitigatio Low Rise R(-40 3D Distance (ft.) 863.3 835.7 835.7 835.7 835.7 835.7 835.7 835.7 836.3 835.7 937.3 896.6 896.6 896.6 937.3 896.6 896.6 896.6 896.6 896.6	n) esidential Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 44.0 45.4 42.7 40.9 40.6 47.1 42.1 42.1 43.8 39.7 39.7 39.7 34.9 34.9 34.9	NSR 18 Elevation: 2D Distance (#) 1819.6 2023.0 2023.0 2023.0 2023.0 2023.0 2023.0 2023.0 1813.5 1819.7 1899.7 1813.5 1839.7	25 3D Distance (ft.) 2023.1 2023.1 2023.1 2023.1 2023.1 2023.1 1813.6 1813.6 1813.6 1813.6 1813.6 1900.8 1900.8 1900.8 1813.6 1813.6 1813.6 1813.6 1813.6 1813.6 1813.6 1813.6 1813.6 1813.6 1813.6 1813.6 1813.6 1813.6 1813.6 1900.8 1900.8	yon Neighb Shielding 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10.0 5.0 5.0 5.0 10.0 5.0 5.0 10.0 5.0 5.0 10.0 10	erhood 37.5 37.7 35.5 33.2 43.2 43.2 43.2 43.2 34.8 40.6 34.5 37.3 34.0 34.0 33.0 34.0 34.0 28.4 28.4 28.4 28.4
Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck Crane Flat Bed Truck Gradall Prickup Truck Pneumatic Tools Pneumatic Tools Pneumatic Tools Pneumatic Tools Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Weider / Torch Weider / Torch	Constru- Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	tion Area NSR 16 Elevation: 2D Distance (tt) 770.9 770.9 770.9 774.0 770.9 1064.4 1064.4 845.8 845.8 770.9 845.8 1064.4 1064.4 1064.4 1064.4 845.8 845.8 845.8 845.8	Dodger Star Cathedral -140 3D Distance (ft.) 734.5 784.4 758.0 784.4 758.0 784.4 1074.2 872.5 784.4 872.5 784.4 872.5 784.4 858.1 1074.2 758.0 1074.2 858.1 858.1 858.1	dium Station H5 Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	(With Mit 45.4 45.9 45.9 45.9 41.4 47.8 39.4 57.4 57.4 57.4 57.4 49.2 38.5 40.3 40.3 40.3 40.3	gation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1550.1 1623.1 1397.3 1397.3 1547.5 1647.5 1397.3 1397.3 1547.5 1397.3 1547.5 1547.5 1547.5 1547.5 1547.5	Solano Can -75 3D Distance (ft.) 1522.0 1625.1 1625.1 1552.2 1625.1 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1552.2 1399.6 1399.6 1552.2 1399.6 1554.7 1552.2 1399.6 1554.7 1552.2 1399.6 1554.7 1554.7 1552.2 1399.6 1549.6	yon Neighbo 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	rhood Leq 39.0 39.6 37.8 35.1 45.5 37.1 52.3 36.4 44.1 36.2 36.2 36.2 36.2 36.2 35.2 35.2 35.2 35.2 35.2 35.2	Equipment Compressor (air) Concrete Mixer Truck Crane Flat Bed Truck Gradall Prictup Truck Preumatic Tools Preumatic Tools Preumatic Tools Preumatic Tools Preumatic Tools Preumatic Tools Preumatic Tools Warning Hom Warning Hom Warning Hom Warning Hom Warning Hom Warning Hom Welder / Torch Welder / Torch	Source Elevation 5.0 5.0 5.0 5.0 5.0 88.7 88.7 5.0 88.7 5.0 5.0 5.0 5.0 5.0 88.7 88.7 88.7 88.7 88.7	NSR 16 Elevation: 2D Distance (ft) 530.4 530.4 530.4 530.4 530.4 629.7 600.7 600.7 600.7 600.7 600.7 600.7 629.7 629.7 629.7 629.7 629.7 629.7 629.7 600.7 600.7 600.7 600.7	Centedral 40 3D Distance (ft.) 522.3 532.3 532.3 532.3 532.3 631.3 644.3 644.3 644.3 644.3 631.3 644.3 645.6 645.6 645.6 645.6 645.6 645.6 645.6 645.6 6	struction Arr HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 10.0 5.0 5.0 10.0 5.0 5.0 10.0 5.0 5.0 10.0 5.0 5.0 10.0 10	Leq 47.7 49.3 46.3 46.3 44.8 52.4 44.0 50.4 44.0 50.4 45.1 47.1 43.2 43.8 43.2 43.2 43.2 38.2 38.2 38.2 38.2	n Tower (Wi NSR 17 N Elevation: 2D Distance (ft) 862.1 834.5 834.5 834.5 834.5 936.2 837.3 837.3 837.3 837.3 837.3 887.3 887.3 887.3 887.3 887.3 887.3 887.3	th Mitigatio Low Rise R(-40 Distance (t.) 963.3 335.7 886.3 937.3 896.6 896.6 896.6 937.3 937.3 937.3 896.6 937.3 937.3 896.6 896.6 896.6 896.6 896.6	n) sidential Shielding 5.0 5.0 5.0 5.0 5.0 10.0 5.0 10.0 5.0 10.0 5.0 5.0 10.0 5.0 10.0 5.0 10.	Leq 44.0 45.4 42.7 40.9 49.0 40.6 47.1 47.1 42.1 43.8 39.7 34.9 34.9 34.9 34.9	NSR 18 Bevation: 2D Distance (t) 1819.6 2023.0 2023.0 2023.0 2023.0 2023.0 2023.0 2023.0 2023.0 2023.0 2023.0 2023.0 2023.0 2023.0 2023.0 2024.0 1819.5 1819.7 1899.7 199.7	25 3D Distance (ft.) 1819.7 2023.1 2023.1 2023.1 2023.1 2023.1 1813.6 1813.6 1900.8 2023.1 1900.8 2023.1 1900.8 1813.6 1813.6 1813.6 1813.6 1900.8 1900.8 1900.8	Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10	Leq 37.5 37.7 37.7 35.5 33.2 43.2 34.8 40.6 34.0 34.0 34.0 34.0 34.0 34.0 34.0 34.0
Equipment Compressor (air) Concrete Miker Truck Concrete Miker Truck Crane Filat Bed Truck Gradall Pickup Truck Pneumatic Tools Pneumatic Tools Vacuum Street Sweeper Ventilation Fan Warning Horn Warning Horn Warning Horn Warning Horn Warley Torch Welder / Torch	Constru- Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	tion Area NSR 16 Elevation: 2D 720.0 770.9 770.9 770.9 770.9 770.9 770.9 770.9 770.9 770.9 770.9 770.9 770.9 770.9 764.4 1064.4 1064.4 1064.4 1064.4 1064.8 845.8 845.8 845.8	Dodger Stat Cathedral -1.40 3D Distance (ft.) 734.5 784.4 784.4 784.4 784.4 784.4 784.4 784.4 784.4 784.4 784.4 784.4 784.4 784.4 784.4 784.4 1074.2 872.5 875.8 1074.2 875.8 1074.2 858.1 858.1 858.1 858.1 858.1 858.1 858.1 858.1 858.1 858.1 858.1 858.1 858.1 858.1 858.1	dium Station H5 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.	(With Mit 45.4 45.9 44.0 41.4 39.4 57.4 42.7 49.2 38.5 41.6 38.5 40.3 40.3 40.3 40.3 40.3 40.3	gation) NSR 18 Elevation: 2D Distance (ft) 1623.1 1623.1 1623.1 1623.1 1623.1 1623.1 1623.1 1623.1 1623.1 1547.5 1547.5 1547.5 1547.5 1547.5 1547.5	Solano Can -75 3D Distance (ft.) 1532.0 1625.1 1625.1 1552.2 1625.1 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1542.6 1542.6 1549.6	yon Neighbo 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	rhood Leq 39.0 39.6 37.8 35.1 45.5 37.1 52.3 52.2 55.2 55.2 55.2 55.2	Equipment Compressor (air) Concrete Mixer Truck Cancrete Mixer Truck Crane Flat Bed Truck Gradall Prickup Truck Preumatic Tools Preumatic Tools Vacuum Street Sweeper Vacuum Street Sweeper Vartilation Fan Warring Horn Warring Horn Warring Horn Warring Horn Warring Horn Warling Horn Weider / Torch Weider / Torch Weider / Torch	Source Elevation 5.0 5.0 5.0 5.0 5.0 88.7 88.7 5.0 5.0 5.0 5.0 5.0 5.0 88.7 88.7 88.7 88.7 88.7	NSR 16 Elevation: 2D Distance (ft) 530.4 530.4 530.4 530.4 530.4 530.4 629.7 600.7 600.7 600.7 530.4 629.7 629.7 530.4 629.7 620.7 620.7 620.7 620.7 620.7 620.7 620.7	Centedral 40 3D 562.9 532.3 585.7 532.3 631.3 631.3 634.3 614.3 634.3 634.3 634.3 634.3 634.3 634.3 634.3 634.3 634.3 634.3 634.3	struction Arr HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10	Leq 47.7 49.3 46.3 44.0 50.4 50.4 50.4 50.4 45.1 47.1 43.2 43.8 43.2 43.2 43.2 43.2 43.2 38.2 38.2 38.2 38.2 38.2 38.2 38.2 3	n Tower (Wir NSR 17 N Elevation: 2D Distance (ft) 862.1 834.5 834.5 834.5 834.5 834.5 834.5 835.2 836.2 936.2 887.3 887.3 887.3 887.3 887.3 887.3 887.3	th Mitigatio Low Rise R(-40 3D Distance (t,) 863.3 835.7 836.3 835.7 836.3 835.7 836.6 836.6 836.6 836.6 937.3 937.3 937.3 937.3 937.3 937.3 937.3 937.3 937.3 937.3 936.6 836.6 836.6 836.6 836.6	n) sidential Shielding S.0 S.0 S.0 S.0 S.0 S.0 S.0 10.0 10.0 10.0 S.0 S.0 10.0 1	Leq 44.0 45.4 42.7 40.9 49.0 40.6 47.1 42.1 43.8 39.7 40.2 39.7 39.7 39.7 39.7 39.7 39.7 39.9 34.9 34.9 34.9 34.9 34.9 34.9	NSR 18 Elevation: 2D Distance (t) 1819.6 2023.0 2023.0 2023.6 2023.0 2024.6 2023.0 1813.5 1899.7 1899.7 1899.7 1813.5 1813.5 1813.5 1813.5 1819.7 1899.7 1899.7 1899.7 1899.7	Solano Can 25 3D Distance (ft.) 2023.1 2023.1 2024.7 2023.1 2024.7 2023.1 1813.6 1900.8 1900.8 2023.1 1900.8 2023.1 1900.8 1813.6 2024.7 1813.6 2024.7 1813.6 2024.7 1813.6 2024.7 1813.6 1900.8 1900.8	yon Neighb Shielding 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10.0 5.0 10.0 5.0 5.0 10.0 5.0 5.0 10.0 5.0 10.0 10	Leq 37.5 37.7 35.5 33.2 43.2 34.8 40.6 34.5 37.3 34.0 34.0 34.0 34.0 34.0 28.4 28.4 28.4 28.4 28.4 28.4 28.4
Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck Crane Flat Bed Truck Gradall Pickup Truck Pneumatic Tools Pneumatic Tools Pneumatic Tools Pneumatic Tools Vacuum Street Sweeper Ventilation fan Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Weider / Torch Weider / Torch Weider / Torch	Constru- Elevation 5.0 5.0 5.0 5.0 5.0 5.0 74.0 74.0 74.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5	tion Area NSR 16 Elevation: 2D Distance (ft) 720.0 770.9 770.9 774.0 770.9 1064.4 1064.4 845.8 845.8 845.8 1064.4 1064.4 1064.4 1064.4 845.8 845.8 845.8 845.8	Dodger Stad Cathedral -140 3D Distance (ft.) 734.5 784.4 784.4 758.0 784.4 1074.2 872.5 872.5 784.4 872.5 872.5 784.4 872.5 872.5 784.4 872.5 872.5 784.4 872.5 1074.2 872.5 875.5 872.5 872.5 875.5 875.5 8	dium Station H5 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.	(With Mit 45.4 45.9 44.0 45.9 44.0 47.8 39.4 47.8 39.4 57.4 45.7 4 57.4 45.7 49.2 38.5 40.3 40.3 40.3 40.3 40.3 61.7 58.7	gation) NSR 18 Elevation: 2D Distance (ft) 1529.3 1623.1 1623.1 1550.1 1547.5 1623.1 1547.5 1397.3 1397.3 1547.5	Solano Can -75 3D Distance (ft.) 1532.0 1625.1 1552.2 1625.1 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1399.6 1549.6 1549.6	yon Neighbo Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	rhood leq 39.0 39.6 37.8 37.1 45.5 37.1 45.5 37.1 45.5 37.1 45.2 35.1 45.2 35.2 35.4 36.2 35.2	Equipment Compressor (air) Concrete Mixer Truck Crane Gradul Pickup Truck Preumatic Tools Preumatic Tools Preumatic Tools Preumatic Tools Preumatic Tools Preumatic Tools Preumatic Tools Warning Hom Warning Hom Warning Hom Warning Hom Warning Hom Warning Hom Warning Hom Weider / Torch Weider / Torch Weider / Torch Weider / Torch Weider / Torch	Source Elevation 5.0 5.0 5.0 5.0 5.0 88.7 88.7 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 88.7 88.7 88.7	NSR 16 Elevation: 2D Distance (ft) 530.4 530.4 530.4 530.4 530.4 629.7 629.7 600.7 530.4 600.7 530.4 600.7 530.4 600.7 584.0 629.7 629.7 600.7 600.7 600.7 600.7	Control 14 40 Distance (ft.) 562.9 532.3 532.3 631.3 631.3 631.3 634.3 634.3 634.3 634.3 634.3 634.3 634.3 634.3 634.3 634.3 634.3 634.3 634.3 634.3 634.3	struction Arr HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 49.3 46.1 45.4 45.4 45.2 4 45.2 4 45.2 4 45.2 4 30.4 45.2 4 30.4 45.2 43.2 43.2 38.2 38.2 39.7 59.7	n Tower (Wii NSR 17 N Elevation: 2D Distance (ft) 862.1 834.5 834.5 834.5 834.5 936.2 936.2 936.2 936.2 936.2 936.2 887.3 887.3 834.5 887.3 834.5 887.3 887.3 887.3 887.3 887.3	th Mitigatio Low Rise R (-40 3D Distance (t.) 863.3 835.7 835.7 836.7 836.3 835.7 937.3 896.6 896.6 835.7 896.6 835.7 896.6 835.7 896.6 835.7 896.6 835.7 896.6 896.6 896.6 896.6 896.6	n) sidential Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 44.0 45.4 45.4 42.7 40.9 49.0 40.6 47.1 47.1 47.1 47.1 43.8 39.7 40.2 39.7 39.7 39.7 39.7 34.9 34.9 34.9 34.9 34.9 56.1	NSR 18 Elevation: 2D Distance (t) 1819.6 2023.0 2029.0	Solano Can 25 30 Distance (ft.) 1819,7 2023,1 2024,7 2023,1 2024,7 2023,1 1813,6 1813,6 1900,8 1900,8 1900,8 1900,8 1900,8	Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 5.0 10.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10	erhood 37.5 37.7 37.7 35.5 33.2 43.2 34.8 40.6 40.6 40.6 34.5 37.3 34.0 34.0 34.0 34.0 34.0 34.0 34.0 34
Equipment Compressor (air) Concrete Miker Truck Concrete Miker Truck Crane Filat Bed Truck Gradall Pickup Truck Pneumatic Tools Vacuum Street Sweeper Vertilation fan Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Weider / Torch Weider / Torch Weider / Torch Weider / Torch Weider / Torch	Constru Elevation 5.0 5.0 5.0 5.0 5.0 5.0 74.0 74.0 74.0 74.0 74.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5	tion Area NSR 16 Elevation: 2D Distance (ft) 770.9 770.9 770.9 770.9 770.9 770.9 770.9 770.9 770.9 1064.4 845.8 845.8 845.8 1064.4 770.9 845.8 845.8 845.8 845.8 845.8	Dodger Stat Cathedral -1.40 3D Distance (ft.) 734.5 784.4 784.4 784.4 784.4 784.4 784.4 778.4 784.4 1074.2 1074.2 872.5 872.5 872.5 7784.4 878.8 1074.2 758.0 1074.2 758.0 1074.2 758.0 1074.2 858.1 858.1 858.1	dium Station H5 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.	(With Mile 45.4 45.9 44.0 41.4 57.4 42.7 43.5 38.5 38.5 38.5 38.5 38.5 38.5 38.5 3	restion) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1550.1 1623.1 1557.1 1547.5 1547.5 1547.5 1547.5 1547.5 1547.5 1547.5 1547.5 1547.5 1547.5 1547.5 1547.5	Solano Can -75 3D Distance (ft.) 1532.0 1625.1 1552.2 1625.1 1399.6 1399.6 1554.7 1554.7 1554.5 1399.6 1554.5 1399.6 1559.6 1549.6 1549.6 1549.6 1549.6	yon Neighbo Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	rhood Jeq 39.0 39.6 37.8 35.1 52.3 36.4 45.5 35.1 52.3 36.4 44.1 36.2 35.4 36.4 36.4 36.4 36.4 36.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.5 51.6 5	Equipment Compressor (air) Concrete Mixer Truck Cancrete Mixer Truck Cancrete Mixer Truck Gradall Pickup Truck Preumatic Tools Preumatic Tools Preumatic Tools Vacuum Street Sweeper Ventilation Fwen Warring Hom Warring Hom Warring Hom Warring Hom Warring Hom Warring Hom Warring Hom Weider / Torch Weider / Torch Weider / Torch Weider / Torch Total Existing-day Existing-day	Source Elevation 5.0 5.0 5.0 5.0 5.0 88.7 5.0 88.7 5.0 5.0 5.0 5.0 88.7 88.7 88.7 88.7 88.7	NSR 16 Elevation: 2D 561.1 530.4 530.4 530.4 530.4 530.4 530.4 629.7 600.7 530.4 600.7 530.4 600.7 530.4 600.7 530.4 629.7 600.7 629.7 629.7 600.7 629.7 600.7 600.7 600.7	Con Cathedral 3D Distance (ft.) 562.9 532.3 585.7 532.3 631.3 631.3 614.3 545.7 631.3 614.3 545.7 631.3 644.3 614.3 614.3 614.3	struction Arr HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 49.3 46.3 52.4 46.1 50.4 46.1 43.2 43.2 43.2 43.2 43.2 38.2 38.2 38.2 38.2 59.7 58.7	n Tower (Wir NSR 17 N Elevation: 2D Distance (ft) 862.1 834.5 834.5 834.5 834.5 834.5 835.2 835.2 837.3 837.3 837.3 837.3 836.2 936.2 936.2 936.2 936.2 936.2 936.2 837.3 837.3 837.3 837.3 837.3 837.3 837.3 837.3	th Mitigatio Low Rise R(30 Distance (t.) 863.3 835.7 886.3 835.7 937.3 896.6 896.6 896.6 836.6 937.3 896.6 937.3 896.6 896.6 896.6 896.6 896.6 896.6 896.6	n) esidential Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10	Leq 44.0 45.4 45.4 42.7 49.0 49.0 49.0 49.0 49.0 49.0 49.0 49.0	NSR 18 Elevation: 2D Distance (#) 1819.6 2023.0 2023.0 2024.6 2023.0 2024.6 2023.0 2024.6 2023.0 2024.6 2023.0 2024.6 2023.0 2024.6 2023.0 2024.6 2023.0 2024.6 2023.0 1819.5 1899.7 1899.7 1899.7	Solano Can 25 30 Distance (ft.) 2023.1 2023.1 2024.7 2023.1 2024.7 1813.6 1900.8 2023.1 1900.8 2023.1 1900.8 1813.6 1813.6 1813.6 1813.6 1813.6 1900.8 1900.8	Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10	orhood 37.5 37.7 37.7 33.2 43.2 43.2 43.2 34.8 40.6 40.6 34.5 37.3 34.0 34.0 34.0 34.0 34.0 34.0 34.0 34
Equipment Compressor (air) Concrete Mixer Truck Concrete Mixer Truck Crane Hat Bed Truck Gradali Pickup Truck Pheumatic Tools Pheumatic Tools Pheumatic Tools Pheumatic Tools Pheumatic Tools Pheumatic Tools Warning Horn Warning Horn Warning Horn Warning Horn Weider / Torch Weider / Torch	Constru- Elevation 5.0 5.0 5.0 5.0 5.0 74.0 74.0 74.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5	stion Area NSR 16 Elevation: 2D Distance (ft) 770.9 770.9 7744.0 770.9 1064.4 845.8 845.8 1064.4 845.8 1064.4 1064.4 1064.4 845.8 845.8 845.8 845.8 845.8	Dodger Stad Cathedral -140 3D Distance (ft.) 734.4 784.4 784.4 758.0 784.4 758.0 784.4 1074.2 872.5 875.0 87	dium Station H5 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.	(With Milt 45,4 45,9 45,9 45,9 45,9 45,9 45,9 45,9	reation) NSR 18 Elevation: 2D Distance (ft) 1529.9 1623.1 1623.1 1623.1 1623.1 1625.1 1373.3 1397.3 1547.5 1547.5 1547.5 1547.5 1547.5 1547.5	Solano Can -75 30 Distance (ft.) 1532.0 1625.1 1552.2 1625.1 1554.7 1625.1 1599.6 1554.7 1625.1 1549.6 1549.6 1549.6 1549.6	yon Neighbo 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	rhood leq 39.0 39.6 39.6 37.8 35.1 45.5 37.1 52.3 36.4 44.1 36.2 36.2 36.2 36.2 36.2 36.2 36.2 36.2 36.2 36.2 35.2 35.2 35.2 35.2 35.2 35.2 56.5 51.6 No impact	Equipment Compressor (air) Concrete Miker Truck Crance Truck Crance Truck Gradall Prickup Truck Preumatic Tools Vacuum Street Sweeper Ventilation Fan Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Warning Horn Weider / Torch Weider / Torch Weider / Torch Weider / Torch Existing-day Existing-night Day Impact	Source Elevation 5.0 5.0 5.0 5.0 5.0 88.7 5.0 5.0 88.7 5.0 5.0 5.0 5.0 88.7 88.7 88.7 88.7 88.7 88.7 88.7	NSR 16 Elevation: 2D Distance (ft) 561.1 530.4 530.4 530.4 530.4 629.7 629.7 600.7 600.7 600.7 600.7 629.7 629.7 629.7 629.7 600.7 600.7 600.7 600.7	Con Cathedral 3D Distance (ft.) 562.9 532.3 585.7 532.3 631.3 631.3 614.3 614.3 614.3 614.3 614.3 614.3 614.3 614.3 614.3 614.3 614.3	struction Arr HS Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 47.7 49.3 49.3 44.3 44.4 52.4 45.3 44.8 52.4 45.3 44.0 50.4 45.1 43.2 43.2 38.2 38.2 38.2 38.2 38.2 38.2 38.2 3	n Tower (Wii NSR 17 N Elevation: 2D Distance (1) 862:1 834:5 834:5 834:5 834:5 834:5 834:5 837:3 837:3 837:3 837:3 837:3 837:3 837:3 837:3	th Mitigatio Low Rise R (-40 Distance (t.) 363.3 835.7 886.3 835.7 937.3 896.6 896.6 835.7 937.3 896.6 835.7 937.3 896.6 835.7 937.3 896.6 836.3 937.3 937.3 896.6 836.6 896.6 896.6	n) sidential Shielding S.0 S.0 S.0 S.0 S.0 S.0 S.0 10.0	Leq 44.0 45.4 45.4 40.9 40.6 47.1 47.1 47.1 47.1 47.1 47.1 47.1 47.1	NSR 18 Elevation: 2D Distance (t) 1819.6 2023.0 2024.6 2023.0 2024.6 2023.0 1813.5 1813.5 1899.7 2023.0 1899.7 1899.7 1819.5 1813.5 1819.5 1819.7 1899.7 1899.7	Solano Can 25 3D Distance (ft.) 1819.7 2023.1 2024.7 2023.1 2024.7 2023.1 1813.6 1813.6 1900.8 2023.1 1900.8 2024.7 1813.6 1900.8 1900.8 1900.8 1900.8	Shielding 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Leq 37.5 37.7 37.7 35.5 33.2 43.2 43.2 43.2 43.4 40.6 40.6 40.6 40.6 33.0 34.0 34.0 34.0 28.4 28.4 28.4 28.4 28.4 28.4 28.4 28.4

Construction Noise Calculations, Alameda Station (Vertical Circulation, Hardscaping, Landscaping, and Interior Work)

	_								Co	instru et io	n Area Alam	eda Stati	on (Withou	t Mitigati	ion)													
	NSR 1A	Union Sta	ation		NSR 1B	First Five			NSR 2A	El Pueblo	Plaza (Mura	0	NSR 2B	El Pueblo	o Plaza (Gras	s)	N SR 2C	El Pueblo	Plaza (Fount	tain)	NSR 3	Mozaic A	partments		NSR 3	Mozaic Ap	artmen ts	
	Elevation				Elevation				Elevation	14			Elevation:	11			Elevation	- 14			Elevation	. 5			Elevation:	35		
	20	20			20	20			20	20			20	20			20	20			20	20			20	20		
	Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance		
Equipment Source Revation	(f+)	(ft)	Shielding	Lea	(ft)	ift 1	Shielding	lea	(ft)	(ft)	Shielding	lea	(ft)	(ft.)	Shielding	lea	(f+)	(ft)	Shielding	Len	(ft)	(ft)	Shielding	lea	(ft)	(#)	Shielding	lea
Backhon 5.0	245.5	245.5	0.0	50.8	464.9	464.9	5.0	49.3	12.4	15.3	0.0	83.0	47.5	47.9	0.0	74.0	88.0	88.5	0.0	68.7	18.1	18.1	0.0	82.4	18 1	35.0	0.0	76.7
Compactor (ground) 5.0	245.5	245.5	0.0	62.4	464.9	464.9	5.0	51.8	12.4	15.3	0.0	86.5	47.5	47.9	0.0	76.6	88.0	88.5	0.0	71 3	18.1	18.1	0.0	85.0	18.1	35.0	0.0	793
Concrete Mixer Truck 5.0	245.5	245.5	0.0	61.0	464.9	464.9	5.0	50.5	12.4	15.3	0.0	85.1	47.5	47.9	0.0	75.2	88.0	88.5	0.0	69.9	18.1	18.1	0.0	83.6	18.1	35.0	0.0	77.9
Crane 5.0	209.1	209.1	0.0	60.2	515.8	515.8	5.0	47.4	173.1	173.3	0.0	61.8	191.0	191.1	0.0	61.0	213.7	213.9	0.0	60.0	87.2	87.2	0.0	67.8	87.2	92.2	0.0	67.3
Dump Truck 5.0	245.5	245.5	0.0	58.7	464.9	464.9	5.0	48.2	12.4	15.3	0.0	82.8	47.5	47.9	0.0	72.9	88.0	88.5	0.0	67.6	18.1	18.1	0.0	81.3	18.1	35.0	0.0	75.6
Flat Bed Truck 5.0	85.3	85.3	0.0	65.7	386.3	386.3	5.0	47.6	175.3	175.5	0.0	59.4	175.3	175.4	0.0	59.4	175.3	175.5	0.0	59.4	92.0	92.0	0.0	65.0	92.0	96.8	0.0	64.6
Pickup Truck 5.0	85.1	85.1	0.0	66.4	361.1	361.1	5.0	48.8	117.6	117.9	0.0	63.6	117.6	117.8	0.0	63.6	117.6	117.9	0.0	63.6	18.1	18.1	0.0	79.8	18.1	35.0	0.0	74.1
Welder / Torch 27.6	245.5	246.5	0.0	56.2	464.9	465.5	5.0	45.6	12.4	18.4	0.0	78.7	47.5	50.3	0.0	70.0	88.0	89.0	0.0	65.0	23.6	32.7	0.0	73.7	23.6	24.7	0.0	76.1
Warning Horn 5.0	245.5	245.5	0.0	56.4	464.9	464.9	5.0	45.8	12.4	15.3	0.0	80.5	47.5	47.9	0.0	70.6	88.0	88.5	0.0	65.2	18.1	18.1	0.0	79.0	18.1	35.0	0.0	73.3
Warning Horn 5.0	245.5	245.5	0.0	56.4	464.9	464.9	5.0	45.8	12.4	15.3	0.0	80.5	47.5	47.9	0.0	70.6	88.0	88.5	0.0	65.2	18.1	18.1		79.0	18.1	35.0	0.0	73.3
Vacuum Street Sweeper 5.0	85.3	85.3	0.0	67.0	386.3	386.3	5.0	48.8	175.3	175.5	0.0	60.7	175.3	175.4	0.0	60.7	175.3	175.5	0.0	60.7	92.0	92.0	0.0	66.3	92.0	96.8	0.0	65.9
Total				73.0				59.0				91.8				82.1				77.1				90.6				85.5
Existing-day				61.1				61.1				69.0				69.0				69.0				68.4				68.4
Existing-night				57.7				57.7				65.5				65.5				65.5				65.5				65.5
Day Impact				Im pact				No impact	1			Impact	t			Impact	t			Impact				Impact				Impact
Night Impact				Im pact				No impact				Impact	t			Im pact	t			Impact				Impact				Impact
											ion Area Ale	mada fta	tion Diffich		-1													
	NSP 1A	Union Sta	ation		NSP 1B	Einst Eine			NSP 2A	El Pueblo	Diaza Mura	meda sta n	NSP 2B	FI Pueblo	nj Plara (Gran	el.	N SP 2C	El Pueblo	Plaza (Fount	ain]	NCD 2	Mornic A	n artmant r		NSP 2	Morair An	artman te	
	11311 24	011011 34			1000 10	THE A PROC			131.24	LIFULDIO	riaza (intera	.,	101120		inata (diata	.,	N SK LC	211 02010	riaza (roarre		insit s	mozare A	paramenta		NSK S	mozaic Ap	arementa	
	Elevation	: 5			Elevation:	: 5			Elevation:	14			Elevation:	11			Elevation	14			Elevation	1: 5			Elevation:	35		
	2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2D	3D		
	Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Dist an ce	Dist an ce			Distance	Distance			Distance	Distance		
Equipment Source Elevation	(ft)	(ft.)	Shielding	Leg	(ft)	(ft.)	Shielding	Leg	(ft)	(ft.)	Shieldin g	Leg	(ft)	(ft.)	Shielding	Leg	(ft)	(ft.)	Shield ing	Leg	(ft)	(ft.)	Shielding	Leg	(ft)	(ft.)	Shielding	Leg
Backhoe 5.0	245.5	245.5	3.3	56.5	464.9	464.9	5.0	49.3	12.4	15.3	0.0	83.9	47.5	47.9	0.0	74.0	88.0	88.5	0.0	68.7	18.1	18.1	10.0	72.4	18.1	35.0	0.0	76.7
Compactor (ground) 5.0	245.5	245.5	3.3	59.1	464.9	464.9	5.0	51.8	12.4	15.3	0.0	86.5	47.5	47.9	0.0	76.6	88.0	88.5	0.0	71.3	18.1	18.1	10.0	75.0	18.1	35.0	0.0	79.3
Concrete Mixer Truck 5.0	245.5	245.5	3.3	57.7	464.9	464.9	5.0	50.5	12.4	15.3	0.0	85.1	47.5	47.9	0.0	75.2	88.0	88.5	0.0	69.9	18.1	18.1	10.0	73.6	18.1	35.0	0.0	77.9
Crane 5.0	209.1	209.1	3.7	56.5	515.8	515.8	5.0	47.4	173.1	173.3	0.0	61.8	191.0	191.1	0.0	61.0	213.7	213.9	0.0	60.0	87.2	87.2	10.0	57.8	87.2	92.2	0.0	67.3
Dump Truck 5.0	245.5	245.5	3.3	55.4	464.9	464.9	5.0	48.2	12.4	15.3	0.0	82.8	47.5	47.9	0.0	72.9	88.0	88.5	0.0	67.6	18.1	18.1	10.0	71.3	18.1	35.0	0.0	75.6
Flat Bed Truck 5.0	85.3	85.3	0.0	65.7	386.3	386.3	6.9	45.7	175.3	175.5	0.0	59.4	175.3	175.4	0.0	59.4	175.3	175.5	0.0	59.4	92.0	92.0	10.0	55.0	92.0	96.8	0.0	64.6
Pickup Truck 5.0	85.1	85.1	10.0	56.4	361.1	361.1	10.0	43.8	117.6	117.9	0.0	63.6	117.6	117.8	0.0	63.6	117.6	117.9	0.0	63.6	18.1	18.1	10.0	69.8	18.1	35.0	0.0	74.1
Welder / Torch 27.6	245.5	246.5	0.0	56.2	464.9	465.5	5.0	45.6	12.4	18.4	0.0	78.7	47.5	50.3	0.0	70.0	88.0	89.0	0.0	65.0	23.6	32.7	10.0	63.7	23.6	24.7	0.0	76.1
Warning Horn 5.0	245.5	245.5	3.3	53.1	464.9	464.9	5.0	45.8	12.4	15.3	0.0	80.5	47.5	47.9	0.0	70.6	88.0	88.5	0.0	65.2	18.1	18.1	10.0	69.0	18.1	35.0	0.0	73.3
Warning Horn 5.0	245.5	245.5	3.3	53.1	464.9	464.9	5.0	45.8	12.4	15.3	0.0	80.5	47.5	47.9	0.0	70.6	88.0	88.5	0.0	65.2	18.1	18.1	10.0	69.0	18.1	35.0	0.0	73.3
Vacuum Street Sweeper 5.0	85.3	85.3	0.0	67.0	386.3	386.3	6.9	47.0	175.3	175.5	0.0	60.7	175.3	175.4	0.0	60.7	175.3	175.5	0.0	60.7	92.0	92.0	10.0	56.3	92.0	96.8	0.0	65.9
Total				71.0	1			58.4				91.8				82.1				77.1				80.6				85.5
Existing-day				61.1				61.1				69.0				69.0				69.0				68.4				68.4
Existing-night				57.7	1			57.7				65.5				65.5	1			65.5				65.5				65.5
Day Impact				Impact				No impact	t l			Impact	t			Im pact	1			Impact				Impact				Impact
Night Impact				Im pact				No impact	t l			Impact	t			Im pact				Impact				Impact				Impact
Welder / Torch 27.6 Warning Horn 5.0 Warning Horn 5.0 Vacuum Street Sweeper 5.0 Torel	245.5 245.5 245.5 85.3	246.5 245.5 245.5 85.3	0.0 3.3 3.3 0.0	56.2 53.1 53.1 67.0 71.0	464.9 464.9 464.9 386.3	465.5 464.9 464.9 386.3	5.0 5.0 5.0 6.9	45.6 45.8 45.8 47.0	12.4 12.4 12.4 175.3	18.4 15.3 15.3 175.5	0.0 0.0 0.0	78.7 80.5 80.5 60.7	47.5 47.5 47.5 175.3	50.3 47.9 47.9 175.4	0.0 0.0 0.0	70.0 70.6 70.6 60.7	88.0 88.0 88.0 175.3	89.0 88.5 88.5 175.5	0.0 0.0 0.0 0.0	65.0 65.2 65.2 60.7	23.6 18.1 18.1 92.0	32.7 18.1 18.1 92.0	10.0 10.0 10.0 10.0	63.7 69.0 69.0 56.3	23.6 18.1 18.1 92.0	24.7 35.0 35.0 96.8	0.0 0.0 0.0 0.0	76.1 73.3 73.3 65.9

							Construct	tion Area Alp	oine Towe	(Without	Mitigation	0										Constr	uction Area Alameda Towe	r (Without	Mitigation)	
		NSR 5	Future Hor	meboy Indu	istries	NSR 5	Future Ho	omeboy Indu	ustries	NSR 6	Chinatow	n Senior Loft	ts	NSR 6	Chinatow	n Senior Lof	ts Top	NSR 7	Homeboy	Industries		1		NSR 4	CA Endow	ment	
			Residentia	1			Residenti	al Top Roor							Floor												
		Elevation:	5			Elevation:	45			Elevation:	15			Elevation	115			Elevation	: 5					Elevation:	7		
		2D	3D			2D	3D			2D	3D			2D	3D			2D	3D					2D	3D		
		Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance					Distance	Distance		
Equipment	Source Elevation	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	Equipment	Source Elevation	(ft)	(ft.)	Shielding	Leq
Backhoe	5.0	122.2	122.2	0.0	65.9	122.2	128.6	0.0	65.4	132.8	133.2	0.0	65.1	132.8	172.4	0.0	62.9	100.2	100.2	0.0	67.6	Backhoe	5.0	100.9	100.9	0.0	67.5
Backhoe	5.0	122.2	122.2	0.0	65.9	122.2	128.6	0.0	65.4	132.8	133.2	0.0	65.1	132.8	172.4	0.0	62.9	100.2	100.2	0.0	67.6	Backhoe	5.0	100.9	100.9	0.0	67.5
Compactor (ground)	5.0	122.2	122.2	0.0	68.4	122.2	128.6	0.0	68.0	132.8	133.2	0.0	67.7	132.8	172.4	0.0	65.5	100.2	100.2	0.0	70.2	Compactor (ground)	5.0	100.9	100.9	0.0	70.1
Concrete Mixer Truck	5.0	122.2	122.2	0.0	67.1	122.2	128.6	0.0	66.6	132.8	133.2	0.0	66.3	132.8	172.4	0.0	64.1	100.2	100.2	0.0	68.8	Concrete Mixer Truck	5.0	100.9	100.9	0.0	68.7
Dump Truck	5.0	122.2	122.2	0.0	64.8	122.2	128.6	0.0	64.3	132.8	133.2	0.0	64.0	132.8	172.4	0.0	61.8	100.2	100.2	0.0	66.5	Dump Truck	5.0	100.9	100.9	0.0	66.4
Pickup Truck	5.0	122.2	122.2	0.0	63.3	122.2	128.6	0.0	62.8	243.3	243.5	0.0	57.3	243.3	267.0	0.0	56.5	112.8	112.8	0.0	64.0	Pickup Truck	5.0	93.7	93.7	0.0	65.6
Gradall	5.0	122.2	122.2	0.0	71.7	122.2	128.6	0.0	71.2	132.8	133.2	0.0	70.9	132.8	172.4	0.0	68.7	100.2	100.2	0.0	73.4	Gradall	5.0	100.9	100.9	0.0	73.3
Flat Bed Truck	5.0	112.5	112.5	0.0	63.3	112.5	119.4	0.0	62.8	122.5	122.9	0.0	62.5	122.5	164.6	0.0	60.0	88.1	88.1	0.0	65.4	Flat Bed Truck	5.0	79.9	79.9	0.0	66.2
Warning Hom	5.0	122.2	122.2	0.0	62.4	122.2	128.6	0.0	62.0	132.8	133.2	0.0	61.7	132.8	172.4	0.0	59.4	100.2	100.2	0.0	64.2	Warning Horn	5.0	100.9	100.9	0.0	64.1
Warning Horn	5.0	122.2	122.2	0.0	62.4	122.2	128.6	0.0	62.0	132.8	133.2	0.0	61.7	132.8	172.4	0.0	59.4	100.2	100.2	0.0	64.2	Warning Horn	5.0	100.9	100.9	0.0	64.1
Vacuum Street Sweeper	5.0	112.5	112.5	0.0	64.6	112.5	119.4	0.0	64.0	122.5	122.9	0.0	63.8	122.5	164.6	0.0	61.2	88.1	88.1	0.0	66.7	Vacuum Street Sweeper	5.0	79.9	79.9	0.0	67.5
Total					76.8				76.4				75.9				73.7				78.5	Total					78.7
Existing-day					65.6				65.6				69.0				69.0				69.8	Existing-day					63.6
Existing-night					64.9				64.9				64.1				64.1				65.1	Existing-night					60.7
Day Impact					Impact				Impact				Impact				No impact	t			Impact	Day Impact					Impact
Night Impact					Impact				Impact				Impact				Impact	t			Impact	Night Impact					Impact
							Constru	ction Area A	V pine Tow	er (With M	itigation)											Cons	truction Area Alameda Tow	ver (With N	litigation)		
		NSR 5	Future Hor	nebov Indu	stries	NSR 5	Future Ho	mebov Indu	stries	NSR 6	Chinatow	n Senior Loft	ts	NSR 6	Chinatow	n Senior Lof	ts Top	NSR 7	Homeboy	Industries				NSR 4	CA Endow	ment	
			Residentia	i .			Residenti	al Top Roor							Floor		-										
																			-						7		
		Elevation:	5			Elevation:	45			Elevation:	15			Elevation	115			Elevation	: 5					Elevation:	'		
		Elevation: 2D	5 3D			Elevation: 2D	45 3D			Elevation: 2D	15 3D			Elevation: 2D	115 3D			2D	: 5 3D					Elevation: 2D	3D		
		Elevation: 2D Distance	5 3D Distance			Elevation: 2D Distance	45 3D Distance			Elevation: 2D Distance	15 3D Distance			Elevation: 2D Distance	115 3D Distance			2D Distance	3D Distance					Elevation: 2D Distance	3D Distance		
Equipment	Source Elevation	Elevation: 2D Distance (ft)	5 3D Distance (ft.)	Shielding	Leq	Elevation: 2D Distance (ft)	45 3D Distance (ft.)	Shielding	Leq	Elevation: 2D Distance (ft)	15 3D Distance (ft.)	Shielding	Leq	Elevation: 2D Distance (ft)	115 3D Distance (ft.)	Shielding	Leq	2D Distance (ft)	: 5 3D Distance (ft.)	Shielding	Leq	Equipment	Source Elevation	Elevation: 2D Distance (ft)	3D Distance (ft.)	Shielding	Leq
Equipment Backhoe	Source Elevation 5.0	Elevation: 2D Distance (ft) 122.2	5 3D Distance (ft.) 122.2	Shielding 10.0	Leq 55.9	Elevation: 2D Distance (ft) 122.2	45 3D Distance (ft.) 128.6	Shielding 0.0	Leq 65.4	Elevation: 2D Distance (ft) 132.8	15 3D Distance (ft.) 133.2	Shielding 10.0	Leg 55.1	Elevation 2D Distance (ft) 132.8	115 3D Distance (ft.) 172.4	Shielding 0.0	Leq 62.9	2D Distance (ft) 100.2	: 5 3D Distance (ft.) 100.2	Shielding 10.0	Leq 57.6	Equipment Backhoe	Source Elevation 5.0	Elevation: 2D Distance (ft) 100.9	3D Distance (ft.) 100.9	Shielding 10.0	Leq 57.5
Equipment Backhoe Backhoe	Source Elevation 5.0 5.0	Elevation: 2D Distance (ft) 122.2 122.2	5 3D Distance (ft.) 122.2 122.2	Shielding 10.0 10.0	Leq 55.9 55.9	Elevation: 2D Distance (ft) 122.2 122.2	45 3D Distance (ft.) 128.6 128.6	Shielding 0.0 0.0	Leq 65.4 65.4	Elevation: 2D Distance (ft) 132.8 132.8	15 3D Distance (ft.) 133.2 133.2	Shielding 10.0 10.0	Leq 55.1 55.1	Elevation 2D Distance (ft) 132.8 132.8	115 3D Distance (ft.) 172.4 172.4	Shielding 0.0 0.0	Leq 62.9 62.9	2D Distance (ft) 100.2 100.2	: 5 3D Distance (ft.) 100.2 100.2	Shielding 10.0 10.0	Leq 57.6 57.6	Equipment Backhoe Backhoe	Source Elevation 5.0 5.0	Elevation: 2D Distance (ft) 100.9 100.9	3D Distance (ft.) 100.9 100.9	Shielding 10.0 10.0	Leq 57.5 57.5
Equipment Backhoe Backhoe Compactor (ground)	Source Elevation 5.0 5.0 5.0	Elevation: 2D Distance (ft) 122.2 122.2 122.2	5 3D Distance (ft.) 122.2 122.2 122.2	Shielding 10.0 10.0 10.0	Leq 55.9 55.9 58.4	Elevation: 2D Distance (ft) 122.2 122.2 122.2	45 3D Distance (ft.) 128.6 128.6 128.6	Shielding 0.0 0.0 0.0	Leq 65.4 65.4 68.0	Elevation: 2D Distance (ft) 132.8 132.8 132.8	15 3D Distance (ft.) 133.2 133.2 133.2	Shielding 10.0 10.0 10.0	Leq 55.1 55.1 57.7	Elevation: 2D Distance (ft) 132.8 132.8 132.8	115 3D Distance (ft.) 172.4 172.4 172.4	Shielding 0.0 0.0 0.0	Leq 62.9 65.5	2D Distance (ft) 100.2 100.2 100.2	3D Distance (ft.) 100.2 100.2 100.2	Shielding 10.0 10.0 10.0	Leq 57.6 57.6 60.2	Equipment Backhoe Backhoe Compactor (ground)	Source Elevation 5.0 5.0 5.0	Elevation: 2D Distance (ft) 100.9 100.9 100.9	3D Distance (ft.) 100.9 100.9 100.9	Shielding 10.0 10.0 10.0	Leq 57.5 57.5 60.1
Equipment Backhoe Backhoe Compactor (ground) Concrete Mixer Truck	Source Elevation 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2	5 3D Distance (ft.) 122.2 122.2 122.2 122.2	Shielding 10.0 10.0 10.0 10.0	Leq 55.9 55.9 58.4 57.1	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2	45 3D Distance (ft.) 128.6 128.6 128.6 128.6	Shielding 0.0 0.0 0.0 0.0	Leq 65.4 65.4 68.0 66.6	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8	15 3D Distance (ft.) 133.2 133.2 133.2 133.2	Shielding 10.0 10.0 10.0 10.0	Leq 55.1 57.7 56.3	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8	115 3D Distance (ft.) 172.4 172.4 172.4 172.4 172.4	5hielding 0.0 0.0 0.0 0.0 0.0	Leq 62.9 65.5 64.1	2D Distance (ft) 100.2 100.2 100.2 100.2	3D Distance (ft.) 100.2 100.2 100.2 100.2	Shielding 10.0 10.0 10.0 10.0	Leq 57.6 57.6 60.2 58.8	Equipment Backhoe Backhoe Compactor (ground) Concrete Mixer Truck	Source Elevation 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 100.9 100.9 100.9 100.9	3D Distance (ft.) 100.9 100.9 100.9 100.9	Shielding 10.0 10.0 10.0 10.0	Leq 57.5 57.5 60.1 58.7
Equipment Backhoe Backhoe Compactor (ground) Concrete Mixer Truck Dump Truck	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2	5 3D Distance (ft.) 122.2 122.2 122.2 122.2 122.2 122.2	Shielding 10.0 10.0 10.0 10.0 10.0	Leq 55.9 55.9 58.4 57.1 54.8	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2	45 3D Distance (ft.) 128.6 128.6 128.6 128.6 128.6 128.6	Shielding 0.0 0.0 0.0 0.0 0.0 0.0	Leq 65.4 65.4 68.0 66.6 64.3	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8	15 3D Distance (ft.) 133.2 133.2 133.2 133.2 133.2	Shielding 10.0 10.0 10.0 10.0 10.0	Leq 55.1 55.1 57.7 56.3 54.0	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8	115 3D Distance (ft.) 172.4 172.4 172.4 172.4 172.4 172.4	Shielding 0.0 0.0 0.0 0.0 0.0 0.0	Leq 62.9 65.5 64.1 61.8	2D Distance (ft) 100.2 100.2 100.2 100.2 100.2	2 5 3D Distance (ft.) 100.2 100.2 100.2 100.2 100.2 100.2	Shielding 10.0 10.0 10.0 10.0 10.0	Leq 57.6 57.6 60.2 58.8 56.5	Equipment Backhoe Backhoe Compactor (ground) Concrete Mixer Truck Dump Truck	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 100.9 100.9 100.9 100.9 100.9 100.9	3D Distance (ft.) 100.9 100.9 100.9 100.9 100.9 100.9	Shielding 10.0 10.0 10.0 10.0 10.0	Leq 57.5 57.5 60.1 58.7 56.4
Equipment Backhoe Backhoe Compactor (ground) Concrete Mixer Truck Dump Truck Pickup Truck	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2	5 3D Distance (ft.) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.5	Shielding 10.0 10.0 10.0 10.0 10.0 10.0	Leq 55.9 55.9 58.4 57.1 54.8 54.0	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2	45 3D Distance (ft.) 128.6 128.6 128.6 128.6 128.6 128.6 119.4	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Leq 65.4 65.4 68.0 66.6 64.3 63.5	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8	15 3D Distance (ft.) 133.2 133.2 133.2 133.2 133.2 133.2 133.2 122.9	Shielding 10.0 10.0 10.0 10.0 10.0 10.0	Leq 55.1 57.7 56.3 54.0 53.2	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 243.3	115 3D Distance (ft.) 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Leq 62.9 65.5 64.1 61.8 60.7	2D Distance (ft) 100.2 100.2 100.2 100.2 100.2 100.2 112.8	3D Distance (ft.) 100.2 100.2 100.2 100.2 100.2 100.2 88.1	Shielding 10.0 10.0 10.0 10.0 10.0 10.0	Leq 57.6 60.2 58.8 56.5 56.1	Equipment Backhoe Backhoe Compactor (ground) Concrete Mixer Truck Dump Truck Pickup Truck	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 100.9 100.9 100.9 100.9 100.9 100.9 100.9 100.9	3D Distance (ft.) 100.9 100.9 100.9 100.9 100.9 100.9 79.9	Shielding 10.0 10.0 10.0 10.0 10.0 0.0	Leq 57.5 57.5 60.1 58.7 56.4 66.9
Equipment Backhoe Backhoe Compactor (ground) Conrete Mixer Truck Dump Truck Pickup Truck Gradali	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	5 3D Distance (ft.) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 55.9 58.4 57.1 54.8 54.0 61.7	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	45 3D Distance (ft.) 128.6 128.6 128.6 128.6 128.6 128.6 119.4 128.6	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Leq 65.4 65.4 68.0 66.6 64.3 63.5 71.2	Elevation: 2D Distance (ft) 132.8	15 3D Distance (ft.) 133.2 133.2 133.2 133.2 133.2 133.2 122.9 243.5	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0	Leq 55.1 57.7 56.3 54.0 53.2 55.7	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8	115 3D Distance (ft.) 172.4 172.4 172.4 172.4 172.4 172.4 164.6 267.0	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Leq 62.9 65.5 64.1 61.8 60.7 64.9	2D Distance (ft) 100.2 100.2 100.2 100.2 100.2 100.2 112.8 100.2	3D Distance (ft.) 100.2 100.2 100.2 100.2 100.2 100.2 88.1 112.8	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0	Leq 57.6 57.6 60.2 58.8 56.5 56.1 62.4	Equipment Backhoe Backhoe Compactor (ground) Concrete Mixer Truck Dump Truck Pickup Truck Gradall	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 100.9 100.9 100.9 100.9 100.9 100.9 100.9 100.9 100.9 100.9 100.9	3D Distance (ft.) 100.9 100.9 100.9 100.9 100.9 79.9 93.7	Shielding 10.0 10.0 10.0 10.0 10.0 0.0 10.0	Leq 57.5 57.5 60.1 58.7 56.4 66.9 64.0
Equipment Backhoe Backhoe Compattor (ground) Concrete Miker Truck Dump Truck Pickup Truck Gradali Fiat Bed Truck	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	5 3D Distance (ft.) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 0.0	Leq 55.9 58.4 57.1 54.8 54.0 61.7 62.6	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	45 3D Distance (ft.) 128.6 128.6 128.6 128.6 128.6 119.4 128.6 128.6 128.6	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 65.4 65.4 68.0 66.6 64.3 63.5 71.2 62.1	Elevation: 2D Distance (ft) 132.8	15 3D Distance (ft.) 133.2 133.2 133.2 133.2 133.2 133.2 122.9 243.5 133.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 0.0	Leq 55.1 55.1 57.7 56.3 54.0 53.2 55.7 61.8	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8	115 3D Distance (ft.) 172.4 172.4 172.4 172.4 172.4 172.4 164.6 267.0 172.4	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 62.9 65.5 64.1 61.8 60.7 64.9 59.6	2D Distance (ft) 100.2 100.2 100.2 100.2 100.2 100.2 112.8 100.2 88.1	3D Distance (ft.) 100.2 100.2 100.2 100.2 100.2 88.1 112.8 100.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 0.0	Leq 57.6 57.6 60.2 58.8 56.5 56.1 62.4 64.3	Equipment Backhoe Backhoe Compactor (ground) Concrete Mixer Truck Dump Truck Pickup Truck Gradali Fiat Bed Truck	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 100.9 100.9 100.9 100.9 100.9 93.7 100.9 79.9	3D Distance (ft.) 100.9 100.9 100.9 100.9 100.9 79.9 93.7 100.9	Shielding 10.0 10.0 10.0 10.0 10.0 0.0 10.0 0.0	Leq 57.5 57.5 60.1 58.7 56.4 66.9 64.0 64.2
Equipment Backhoe Backhoe Compator (ground) Conrette Miker Truck Dump Truck Pickup Truck Gradall Fiat Bed Truck Warning Hom	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	5 3D Distance (ft.) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 0.0	Leq 55.9 58.4 57.1 54.8 54.0 61.7 62.6 52.4	Elevation: 2D Distance (ft) 122.2 122.5 122.2 122.5 122.5 122.2	45 3D Distance (ft.) 128.6 128.6 128.6 128.6 128.6 119.4 128.6 128.6 128.6 128.6	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 65.4 65.4 66.6 64.3 63.5 71.2 62.1 62.0	Elevation: 2D Distance (ft) 132.8	15 3D Distance (ft.) 133.2 133.2 133.2 133.2 133.2 133.2 132.9 243.5 133.2 133.2 133.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 0.0 10.0 0.0	Leq 55.1 57.7 56.3 54.0 53.2 55.7 61.8 51.7	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8	115 3D Distance (ft.) 172.4 172.4 172.4 172.4 172.4 164.6 267.0 172.4 172.4	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 62.9 65.5 64.1 61.8 60.7 64.9 59.6 59.4	Elevation 2D Distance (ft) 100.2 100.2 100.2 100.2 100.2 112.8 100.2 88.1 100.2	3D Distance (ft.) 100.2 100.2 100.2 100.2 100.2 88.1 112.8 100.2 100.2 100.2 100.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 0.0	Leq 57.6 60.2 58.8 56.5 56.1 62.4 64.3 54.2	Equipment Backhoe Backhoe Compactor (ground) Compactor (ground) Concrete Mixer Truck Dump Truck Pickup Truck Gradail Flat Bed Truck Warning Horn	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 100.9 100.9 100.9 100.9 100.9 93.7 100.9 79.9 100.9	3D Distance (ft.) 100.9 100.9 100.9 100.9 100.9 79.9 93.7 100.9 100.9	Shielding 10.0 10.0 10.0 10.0 10.0 0.0 10.0 0.0 10.0 10.0	Leq 57.5 57.5 60.1 58.7 56.4 66.9 64.0 64.2 54.1
Equipment Backhoe Backhoe Compator (ground) Concrete Mixer Truck Dump Truck Pickup Truck Gradali Flat Bed Truck Warning Hom Warning Hom	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	5 3D Distance (ft.) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 0.0 10.0 10.0 10.0	Leq 55.9 58.4 57.1 54.8 54.0 61.7 62.6 52.4 52.4	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	45 3D Distance (ft.) 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 65.4 65.4 66.6 64.3 63.5 71.2 62.1 62.0 62.0	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8	15 3D Distance (ft.) 133.2 133.2 133.2 133.2 133.2 122.9 243.5 133.2 133.2 133.2 133.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 55.1 57.7 56.3 54.0 53.2 55.7 61.8 51.7 51.7	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8	115 3D Distance (ft.) 172.4 172.4 172.4 172.4 172.4 172.4 164.6 267.0 172.4 172.4 172.4	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 62.9 65.5 64.1 61.8 60.7 64.9 59.6 59.4	Elevation 2D Distance (ft) 100.2 100.2 100.2 100.2 100.2 100.2 100.2 100.2 100.2 100.2 100.2 100.2	3D Distance (ft.) 100.2 100.2 100.2 100.2 100.2 100.2 88.1 112.8 100.2 100.2 100.2 100.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 57.6 57.6 60.2 58.8 56.5 56.1 62.4 64.3 54.2 54.2	Equipment Backhoe Gompactor (ground) Concrete MaterTruck Dump Truck Pickup Truck Gradall Flat Bed Truck Warning Horn	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 100.9	3D Distance (ft.) 100.9 100.9 100.9 100.9 100.9 93.7 100.9 100.9 100.9 100.9 100.9 100.9 100.9	Shielding 10.0 10.0 10.0 10.0 0.0 10.0 0.0 10.0 10.0 10.0 10.0	Leq 57.5 57.5 60.1 58.7 56.4 66.9 64.0 64.2 54.1 54.1
Equipment Backhoe Backhoe Compator (ground) Concrete Miker Truck Dump Truck Pickup Truck Gradall Flat Bed Truck Warning Hom Warning Hom Warum Street Sweeper	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.5	5 3D Distance (fr.) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.5	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 55.9 58.4 57.1 54.8 54.0 61.7 62.6 52.4 52.4 64.6	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	45 3D Distance (ft.) 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 65.4 65.4 64.3 63.5 71.2 62.1 62.0 62.0 64.0	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8	15 3D Distance (ft.) 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 55.1 57.7 56.3 54.0 53.2 55.7 61.8 51.7 51.7 63.8	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8	115 3D Distance (fr.) 172.4 172.4 172.4 172.4 172.4 172.4 172.4 164.6 267.0 172.4 172.4 172.4 172.4 172.4	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 62.9 65.5 64.1 61.8 60.7 64.9 59.6 59.4 59.4 59.4 61.2	20 Distance (ft) 100.2 100.2 100.2 100.2 100.2 100.2 100.2 100.2 100.2 88.1	5 3D Distance (ft.) 100.2 100.2 100.2 100.2 100.2 100.2 88.1 112.8 100.2 100.2 100.2 88.1	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 57.6 57.6 60.2 58.8 56.5 56.1 62.4 64.3 54.2 54.2 54.2 66.7	Equipment Backhoe Backhoe Compactor (ground) Concrete Mixer Truck Dump Truck Pickup Truck Gradall Hat Bed Truck Warning Horn Warning Horn Warning Horn	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 100.9	3D Distance (ft.) 100.9 100.9 100.9 100.9 100.9 93.7 100.9 100.9 100.9 100.9 100.9	Shielding 10.0 10.0 10.0 10.0 0.0 10.0 0.0 10.0 10.0 0.0	Leq 57.5 57.5 60.1 58.7 56.4 66.9 64.0 64.2 54.1 54.1 54.1 67.5
Equipment Backhoe Backhoe Compated Fund Concrete Mixer Truck Dump Truck Pickup Truck Gradali Flat Bed Truck Warning Hom Warning Hom Vacuum Street Sweeper Total	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.5	5 3D Distance (ft.) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 0.0 10.0 10.0 0.0	Leq 55.9 58.4 57.1 54.8 54.0 61.7 62.6 52.4 52.4 52.4 64.6 69.5	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.5	45 3D Distance (ft.) 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 65.4 65.4 68.0 66.6 64.3 63.5 71.2 62.1 62.0 62.0 64.0 76.4	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8	15 3D Distance (ft.) 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 55.1 55.7 56.3 54.0 53.2 55.7 61.8 51.7 51.7 63.8 68.3	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.5	115 3D Distance (ft.) 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 62.9 65.5 64.1 61.8 60.7 64.9 59.6 59.4 59.4 61.2 72.9	Elevation 20 Distance (ft) 100.2 100.2 100.2 100.2 100.2 112.8 100.2 88.1 100.2 88.1 100.2 88.1	 3D 3D Distance (ft.) 100.2 <	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 57.6 57.6 60.2 58.8 56.5 56.1 62.4 64.3 54.2 54.2 54.2 66.7 71.3	Equipment Backhoe Backhoe Compactor (ground) Concrete MaterTruck Dump Truck Gradall Flat Bed Truck Warning Horn Warning Horn Warning Horn Vacuum Street Sweeper Totel	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 100.9 100.9 100.9 100.9 100.9 100.9 100.9 100.9 100.9 100.9 100.9 79.9 100.9	3D Distance (ft.) 100.9 100.9 100.9 100.9 100.9 100.9 100.9 100.9 100.9 100.9 100.9 100.9	Shielding 10.0 10.0 10.0 10.0 0.0 10.0 0.0 10.0 0.0	Leq 57.5 57.5 60.1 58.7 56.4 66.9 64.0 64.2 54.1 54.1 54.1 67.5 72.9
Equipment Backhoe Backhoe Compator (ground) Concrete Miker Truck Dump Truck Pickup Truck Graddil Flak Bed Truck Warning Hom Warning Hom Varum Street Sweeper Total Existing-day	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.5 122.2 122.5	5 3D Distance (ft.) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 55.9 58.4 57.1 54.0 61.7 62.6 52.4 52.4 64.6 69.5 65.6	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.5 122.2 122.5	45 3D Distance (ft.) 128.6 128.6 128.6 128.6 128.6 119.4 128.6 128.6 128.6 128.6 128.6 128.6 128.6	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 65.4 65.4 68.0 66.6 64.3 63.5 71.2 62.1 62.0 62.0 62.0 64.0 76.4 65.6	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8	15 3D Distance (ft.) 133.2 133.2 133.2 133.2 133.2 122.9 243.5 133.2 133.2 133.2 133.2 133.2 133.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 55.1 57.7 56.3 54.0 53.2 55.7 61.8 51.7 51.7 63.8 68.3 69.0	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8	115 3D Distance (ft.) 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4	5hielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 62.9 65.5 64.1 61.8 60.7 64.9 59.6 59.4 61.2 72.9 69.0	Elevation 20 Distance (ft) 100.2 100.2 100.2 100.2 100.2 100.2 100.2 88.1 100.2 88.1 100.2 88.1	 SD BD Distance (ft.) 100.2 100	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 57.6 60.2 58.8 56.5 56.1 62.4 64.3 54.2 54.2 54.2 66.7 71.3 69.8	Equipment Backhoe Backhoe Compactor (ground) Concrete Miker Truck Dump Truck Pickup Truck Gradall Flats Bad Truck Warning Horn Warning Horn Warning Horn Vacuum Street Sweeper Total Existing-day	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 100.9 100.9 100.9 100.9 93.7 100.9 93.7 100.9 100.9 100.9 100.9 79.9	3D Distance (ft.) 100.9 100.9 100.9 100.9 100.9 100.9 93.7 100.9 100.9 100.9 100.9 100.9	Shielding 10.0 10.0 10.0 10.0 0.0 10.0 0.0 10.0 10.0 0.0	Leq 57.5 57.5 60.1 58.7 56.4 66.9 64.0 64.2 54.1 54.1 54.1 67.5 72.9 63.6
Equipment Backhoe Backhoe Compactor (ground) Concrete Mixer Truck Dump Truck Pickup Truck Gradali Fickup Truck Gradali Fiat Bed Truck Warning Hom Warum Street Sweeper Total Existing-day Existing-day	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.5	5 3D Distance (ft.) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.5	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 55.9 58.4 57.1 54.8 54.0 61.7 62.6 52.4 52.4 64.6 69.5 65.6 64.9	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	45 30 Distance (ft.) 128.6 128.6 128.6 128.6 119.4 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 65.4 65.4 66.6 64.3 63.5 71.2 62.1 62.0 62.0 64.0 76.4 65.6 64.9	Elevation: 20 Distance (ft) 132.8	15 3D Distance (ft.) 133.2 133.2 133.2 133.2 133.2 122.9 243.5 133.2 133.2 133.2 133.2 133.2 133.2 133.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 0.0	Leq 55.1 57.7 56.3 54.0 53.2 55.7 61.8 51.7 61.8 51.7 63.8 68.3 68.3 69.0 64.1	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8	115 3D Distance (ft.) 172.4 172.4 172.4 172.4 172.4 172.4 164.6 267.0 172.4 172.4 172.4 172.4 172.4	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 62.9 65.5 64.1 61.8 60.7 64.9 59.6 59.4 61.2 72.9 69.0 64.1	Elevation 20 Distance (ft) 100.2 100.2 100.2 100.2 100.2 100.2 100.2 100.2 88.1	 S 3D Distance (ft.) 100.2 88.1 	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 57.6 57.6 60.2 58.8 56.5 56.1 62.4 64.3 54.2 54.2 54.2 54.2 66.7 71.3 89.8 65.1	Equipment Backhoe Backhoe Compactor (ground) Concrete Miker Truck Dump Truck Gradell Flat Bed Truck Warning Horn Warning Horn Warning Horn Vacuum Street Sweeper Total Existing-day Existing-day	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 100.9	3D Distance (ft.) 100.9 100.9 100.9 100.9 100.9 100.9 93.7 100.9 100.9 100.9 100.9 100.9	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 57.5 57.5 60.1 58.7 56.4 66.9 64.0 64.2 54.1 54.1 67.5 72.9 63.6 60.7
Equipment Backhoe Backhoe Compator (ground) Concrete Miker Truck Dump Truck Pickup Truck Graddil Fiktup Eruck Warning Hom Vacuum Street Sweeper Total Existing-day Existing-day Existing-night Day Impact	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	5 3D Distance (ft.) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 55.9 58.9 58.4 57.1 54.8 54.0 61.7 62.6 52.4 52.4 64.6 69.5 65.6 64.9 No impact	Elevation: 2D Distance (ft) 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.2 122.5	43 3D Distance (ft.) 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6 128.6	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 65.4 65.4 68.0 66.6 64.3 63.5 71.2 62.0 62.0 62.0 64.0 76.4 65.6 64.9 Impact	Elevation: 20 Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8	15 3D Distance (ft.) 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2 133.2	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 55.1 57.7 56.3 54.0 53.2 55.7 61.8 51.7 63.8 68.3 69.0 64.1 No impact	Elevation: 2D Distance (ft) 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8 132.8	115 3D Distance (ft.) 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4 172.4	Shielding 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Leq 62.9 65.5 64.1 61.8 60.7 64.9 59.4 59.4 61.2 72.9 69.0 64.1 No impact	Elevation 20 Distance (ft) 100.2 100.2 100.2 100.2 100.2 100.2 100.2 100.2 100.2 100.2 88.1 100.2 88.1	 SD 3D Distance (ft.) 100.2 100.2 100.2 100.2 100.2 100.2 100.2 100.2 88.1 100.2 88.1 	Shielding 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Leq 57.6 57.6 60.2 58.8 56.5 56.1 62.4 64.3 54.2 54.2 66.7 71.3 69.8 65.1 No impact	Equipment Backhoe Backhoe Compactor (ground) Concrete Mixer Truck Dump Truck Pickup Truck Gradall Flat Bed Truck Warning Horn Warning Horn Warning Horn Vacum Street Sweeper Total Existing-olgy Existing-night Day Impact	Source Elevation 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Elevation: 2D Distance (ft) 100.9	3D Distance (ft.) 100.9 100.9 100.9 100.9 100.9 100.9 93.7 100.9 100.9 100.9 100.9 100.9	Shielding 10.0 10.0 10.0 10.0 10.0 0.0 10.0 0.0 10.0 0.0	Leq 57.5 57.5 60.1 58.7 56.4 66.9 64.0 64.2 54.1 54.1 67.5 72.9 63.6 60.7 Impact

Construction Noise Calculations, Alameda Tower and Alpine Tower (Vertical Circulation, Hardscaping, Landscaping, and Interior Work)

| | | | |
 | | |
 | | Constructi | on Area Chi
 | natown / S | itate Park St | ation (With | out Mitigat | lion]
 | | | | |
 | | | | | |
|---|--|--|---
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---	--	---
--	--	--
		NSR 8 T
 | ntial | NSR 8 B | College S
 | tation Reside | ntial | NSR 9
 | Blossom | Plaza | | NSR 9 | Blossom I
 | Plaza | | NSR 10 | Harmony | Residential
 | | NSR 10 | Harmony | Residential | |
| | | Elevation: | 70.7 |
 | | Elevation: | 5
 | | | Elevation:
 | 26 | | | Elevation: | 70
 | | | Elevation: | 25 | |
 | | Elevation: | 265 | | |
| | | Distance | Distance |
 | | Distance | Distance
 | | | Distance
 | Distance | | | Distance | Distance
 | | | Distance | Distance |
 | | Distance | Distance | | |
| Equipment | Source Ele | (ft) | (R.) | Shielding
 | Leq | [91] | (ft.)
 | Shielding | Leg | (%)
 | (ft.) | Shielding | Leq | (11) | (11.)
 | Shielding | Leq | (ft) | (ft.) | Shielding
 | Leg | (ft) | (ft.) | Shielding | Leq |
| Backhoe | 5.0 | 119.6 | 136.5 | 0.0
 | 64.9 | 119.6 | 119/6
 | 0.0 | 66.0 | 281.1
 | 281.9 | 0.0 | 58.6 | 281.1 | 288.5
 | 0.0 | 58.4 | 257.5 | 258.3 | 0.0
 | 59.4 | 257.5 | 365.9 | 0.0 | 56.3 |
| Compactor (ground) | 5.0 | 119.6 | 139.5 | 0.0
 | 67.5 | 119.6 | 119.6
 | 0.0 | 65.6 | 481.1
 | 481.6 | 5.0 | 51.5 | 481.1 | 485.5
 | 5.0 | 51.5 | 271.6 | 272.3 | 5.0
 | 56.5 | 271.6 | 376.0 | 5.0 | 53.7 |
| Crane | 5.0 | 133.3 | 148.6 | 0.0
 | 63.2 | 133.3 | 133.3
 | 0.0 | 64.1 | 741.4
 | 741.7 | 0.0 | 49.2 | 741.4 | 744.2
 | 0.0 | 49.2 | 538.6 | 539.0 | 5.0
 | 47.0 | 538.6 | 598.1 | 5.0 | 46.1 |
| Dump Truck | 5.0 | 119.6 | 136.5 | 0.0
 | 63.8 | 119.6 | 119.6
 | 0.0 | 64.9 | 481.1
 | 481.5 | 5.0 | 47.8 | 481.1 | 485.5
 | 5.0 | 47.8 | 271.5 | 272.3 | 5.0
 | 52.8 | 271.6 | 376.0 | 5.0 | 50.0 |
| Flat Bed Truck | 5.0 | 103.5 | 122.6 | 0.0
 | 62.5 | 103.5 | 103.5
 | 0.0 | 64.0 | 348.7
 | 349.3 | 0.0 | 53.4 | 348.7 | 354.7
 | 0.0 | 53.3 | 382.6 | 383.1 | 5.0
 | 47.6 | 382.6 | 462.6 | 5.0 | 46.0 |
| Welder / Torch | 55.0 | 119.6 | 120.6 | 0.0
 | 62.4 | 119.6 | 129.6
 | 0.0 | 61.7 | 481.1
 | 482.0 | 5.0 | 45.3 | 481.1 | 481.3
 | 5.0 | 45.4 | 271.6 | 273.3 | 5.0
 | 50.3 | 271.6 | 343.3 | 5.0 | 48.3 |
| Warning Horn | 5.0 | 119.6 | 136.5 | 0.0
 | 61.5 | 119.6 | 119.6
 | 0.0 | 62.6 | 481.1
 | 481.6 | 5.0 | 45.5 | 481.1 | 485.5
 | 5.0 | 45.4 | 271.6 | 272.3 | 5.0
 | 50.5 | 271.6 | 376.0 | 5.0 | 47.7 |
| Warning Horn | 5.0 | 119.6 | 136.5 | 0.0
 | 61.5 | 119.6 | 119.6
 | 0.0 | 62.6 | 481.1
 | 481.5 | 5.0 | 45.5 | 481.1 | 485.5
 | 5.0 | 45.4 | 271.6 | 272.3 | 5.0
 | 50.5 | 271.6 | 376.0 | 5.0 | 47.7 |
| Total | 5.0 | 100.5 | 122.0 | 0.0
 | 74.4 | 103.5 | 103.5
 | 0.0 | 65.3
75.5 | 348.7
 | 349.3 | 0.0 | 62.6 | 346.7 | 354.7
 | 0.0 | 62.4 | 382.0 | 383.1 | 5.0
 | 63.8 | 382.0 | 402.0 | 5.0 | 61.1 |
| Existing-day | | | |
 | 64.7 | |
 | | 64.7 |
 | | | 61.1 | |
 | | 61.1 | | |
 | 61.1 | | | | 61.1 |
| Existing-night | | | |
 | 64.4 | |
 | | 64.4 |
 | | | 56.5 | |
 | | 56.5 | | |
 | 56.5 | | | | 56.5 |
| Night Impact | | | |
 | Impact | |
 | | Impact |
 | | | Impact | |
 | | Impact | | |
 | Impact
Impact | | | | No impact
No impact |
| | | NSR 11 | Capitol M | illing
 | | NSR 12 | High Stre
 | et Residentia | 1 | NSR 12
 | High Stre | et Residentia | al | NSR 13 5 | Riboli Res
 | idential Dev | elopment | N5R 14 5 | Los Angeli | es State Hist
 | orical | | | | |
| | | Elevation: | 9 |
 | | Elevation: | 5
 | | | Elevation:
 | 35 | | | Elevation: | 35
 | | | Elevation: | 5 | |
 | | | | | |
| | | Distance | 3D
Distance |
 | | Distance | 3D
Distance
 | | | Distance
 | 3D
Distance | | | Distance | 3D
Distance
 | | | Distance | Distance |
 | | | | | |
| Equipment | Source Ele | (ft) | (ft.) | Shielding
 | Leq | (作) | (ft.)
 | Shielding | Leq | (ft)
 | (ft.) | Shielding | Leq | (ft) | (ft.)
 | Shielding | Leq | (ft) | (ft.) | Shielding
 | Leq | | | | |
| Backhoe | 5.0 | 60.5 | 60.6 | 0.0
 | 71.9 | 312.5 | 312.5
 | 0.0 | 57.7 | 312.5
 | 313.9 | 0.0 | 57.7 | 336.5 | 337.8
 | 5.0 | 52.0 | 68.0 | 68.0 | 0.0
 | 70.9 | | | | |
| Compactor (ground) | 5.0 | 170.0 | 170.0 | 5.0
 | 60.6 | 312.5 | 312.5
 | 0.0 | 60.3 | 312.5
 | 313.9 | 0.0 | 60.3 | 336.5 | 337.8
 | 5.0 | 54.6 | 68.0 | 68.0 | 0.0
 | 73.5 | | | | |
| Crane | 5.0 | 440.3 | 440.3 | 0.0
 | 53.7 | 332.0 | 332.0
 | 0.0 | 56.2 | 332.0
 | 333.4 | 0.0 | 56.2 | 576.9 | 577.7
 | 5.0 | 46.4 | 216.9 | 216.9 | 0.0
 | 59.9 | | | | |
| Dump Truck | 5.0 | 170.0 | 170.0 | 5.0
 | 56.9 | 312.5 | 312.5
 | 0.0 | 56.6 | 312.5
 | 313.9 | 0.0 | 56.6 | 336.5 | 337.8
 | 5.0 | 50.9 | 68.0 | 68.0 | 0.0
 | 69.8 | | | | |
| Flat Bed Truck | 5.0 | 136.6 | 136.7 | 0.0
 | 61.6 | 300.3 | 300.3
 | 0.0 | 54.7 | 300.3
 | 301.8 | 0.0 | 54.7 | 631.0 | 631.7
 | 5.0 | 43.3 | 184.1 | 184.1 | 0.0
 | 59.0 | | | | |
| Welder / Torch | 55.0 | 170.0 | 411.0 | 5.0
 | 54.1 | 316.5 | 341.7
 | 0.0 | 53.3 | 316.5
 | 317.9 | 0.0 | 53.4 | 506.2 | 506.6
 | 5.0 | 44.9 | 218.2 | 223.9 | 0.0
 | 59.1 | | | | |
| Warning Horn | 5.0 | 170.0 | 170.0 | 5.0
 | 54.6 | 312.5 | 312.5
 | 0.0 | 54.3 | 312.5
 | 313.9 | 0.0 | 54.2 | 336.5 | 337.8
 | 5.0 | 48.6 | 68.0 | 68.0 | 0.0
 | 67.5 | | | | |
| Warning Horn | 5.0 | 170.0 | 170.0 | 5.0
 | 54.6 | 312.5 | 312.5
 | 0.0 | 54.3 | 312.5
 | 313.9 | 0.0 | 54.2 | 336.5 | 337.8
 | 5.0 | 48.6 | 68.0 | 68.0 | 0.0
 | 67.5 | | | | |
| Vacuum Street Sweeper | 5.0 | 136.6 | 136.7 | 0.0
 | 62.9 | 300.3 | 300.3
 | 0.0 | 56.0 | 300.3
 | 301.8 | 0.0 | 56.0 | 631.0 | 631.7
 | 5.0 | 44.6 | 184.1 | 184.1 | 0.0
 | 60.3
79.9 | | | | |
| Existing-day | | | |
 | 63.0 | |
 | | 64.7 |
 | | | 64.7 | |
 | | 67.7 | | |
 | 58.7 | | | | |
| Existing-night | | | |
 | 59.5 | |
 | | 64.4 |
 | | | 64.4 | |
 | | 63.6 | | |
 | 55.2 | | | | |
| Day Impact
Night Impact | | | |
 | Impact | |
 | | to impact |
 | | | No impact | |
 | | No impact | | |
 | Impact | | | | |
| night impact | | | |
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 | | |
 | | Construc | tion Area C
 | hinatown / | State Park S | Station (Wi | th Mitigatio | in}
 | | | | |
 | | | | | |
| | | NSR 8 T | College SP | ation Reside
 | ntial | NSR 8 B | College S
 | tation Reside | Construc | tion Area C
NSR 9
 | hinatown /
Biossom i
26 | / State Park S
Plaza | Station (Wi | th Mitigatio
NSR 9
Elevation: | n)
Biossom F
20
 | Plaza | | NSR 10 | Harmony
25 | Residential
 | | NSR 10 | Harmony | Residential | |
| | | NSR 8 T
Elevation:
2D | College St
70.7
3D | ation Reside
 | ntial | NSR 8 B
Elevation:
2D | College Si
5
3D
 | tation Reside | Construc | tion Area C
NSR 9
Elevation:
2D
 | hinatown /
Biossom
26
3D | / State Park S
Plaza | Station (Wi | th Mitigatio
NSR 9
Elevation:
2D | n)
Blossom F
70
3D
 | Plaza | | NSR 10
Elevation:
2D | Harmony
25
3D | Residential
 | | NSR 10
Elevation:
2D | Hanmony
265
3D | Residential | |
| | | NSR 8 T
Elevation:
2D
Distance | College St
70.7
3D
Distance | ation Reside
 | ntial | NSR 8 B
Elevation:
2D
Distance | College St
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Distance
 | tation Reside | Construc | tion Area C
NSR 9
Elevation:
2D
Distance
 | hinatown /
Biossom
26
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Distance | / State Park S
Plaza | Station (Wi | th Mitigatio
NSR 9
Elevation:
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70
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Elevation:
2D
Distance | Harmony
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| Equipment | Source Ele | NSR 8 T
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ntial
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(ft)
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288 5
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Shielding | Leq | NSR 10
Elevation:
2D
Distance
(ft)
257.5 | Harmony
25
3D
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258 3 | Residential
Shielding
 | Leq | NSR 10
Elevation:
2D
Distance
(ft)
257.5 | Harmony
265
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265.9 | Residential
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| Equipment
Backhoe
Compactor (ground) | Source Ele
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Elevation:
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272.3 | Residential
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| Equipment
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Controle Mixer Truck
Orane
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| Equipment
Backhoe
Compactor (ground)
Concrete Miker Truck
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Elevation:
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Plaza
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NSR 9
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(ft)
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Elevation:
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Distance
(ft)
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271.6
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30
Distance
(ft.)
258.3
272.3
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383.1 | Residential
Shielding
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Elevation:
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(ft)
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(ft.)
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| Equipment
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Crane
Dump Truck
Fatt Bed Truck
Fatt Bed Truck | Source Ele
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57.5
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Elevation:
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Distance
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(ft.)
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 | Shielding
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NSR 9
Elevation:
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(ft.)
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Plaza
Shielding
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NSR 9
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(ft.)
288.5
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 | Plaza
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58,4
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Elevation:
2D
Distance
(ft)
257.5
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25
30
Distance
(ft.)
258.3
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383.1
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Shielding
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Elevation:
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Distance
(ft)
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Distance
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44.8 |
| Equipment
Bachhoe
Compactor (ground)
Concrete Murch
Crane
Dump Truck
Hatt Bad Truck
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Weider / Torch | Source Ele
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Elevation:
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Distance
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Elevation:
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Distance
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 | Shielding
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ntial
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NSR 9
Elevation:
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NSR 9
Elevation:
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Distance
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Elevation:
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Distance
(ft)
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271.6
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382.6 | Harmony
25
30
Distance
(ft.)
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272.3
272.3
272.3
272.3
383.1
511.6
273.3 | Residential
Shielding
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Elevation:
2D
Distance
(ft)
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271.6 | Harmony
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3D
Distance
(ft.)
365.9
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343.3 | Residential
Shielding
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46.1
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44.8
48.3 |
| Equipment
Bachboe
Compactor (ground)
Contrete Maler Truck
Crane
Dump Truck
Hatt Bod Truck
Rickup Truck
Walder / Torch
Warning Hom | Source Ele
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Elevation:
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Distance
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Elevation:
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ntial
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NSR 9
Elevation:
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Distance
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Distance
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NSR 9
Elevation:
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45.4 | NSR 10
Elevation:
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Distance
(ft)
257.5
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511.2
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271.6
271.6
271.6 | Harmony
25
30
Distance
(ft.)
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272.3
272.3
383.1
511.6
273.3
272.3
272.3 |
Residential
Shielding
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10.0 | Leq
49.4
51.5
50.1
42.0
47.8
42.6
40.8
45.3
45.5 | NSR 10
Elevation:
2D
Distance
(ft)
271.6
271.6
271.6
382.6
538.6
271.6
382.6
511.2
271.6
271.6
271.6 | Harmony
265
3D
Distance
(ft.)
365.9
376.0
376.0
462.6
573.5
343.3
376.0
376.0 | Residential
Shielding
0.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0 | Leq
56.3
53.7
52.3
46.1
50.0
46.0
44.8
48.3
47.7 |
| Equipment
Bachhoe
Compactor (ground)
Concrete Miwer Truck
Crane
Dump Truck
Flatt Bed Truck
Hatt Bed Truck
Welder / Torch
Warning Hom
Warning Hom
Warning Hom | Source Ele
5.0
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5.0
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Elevotion:
2D
Distance
(R)
119.6
119.6
119.6
133.3
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139.5
119.6
119.6
119.6
119.6
119.6
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119.6 | College 52
70.7
3D
Distance
(R.)
136.5
136.5
136.5
148.6
136.5
122.6
136.5
120.6
136.5
120.6
136.5
120.6 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10.
 | ntial
54.9
57.5
53.2
53.8
62.5
52.3
52.4
51.5
51.5
63.8 | NSR 8 B
Elevation:
2D
Distance
(R)
119.6
119.6
133.3
119.6
103.5
119.6
119.6
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119.6
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119.6 | College 9
5
3D
Distance
(%)
119.6
119.6
133.3
119.6
103.5
119.6
129.6
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119.6
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119.6
 | Shielding
10.0
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10. | Construe
ntial
56.0
58.6
57.2
54.1
54.9
64.0
53.4
51.7
52.6
52.6
52.6
65.3 | tion Area C
NSR 9
Elevation:
2D
Distance
(Rt)
281.1
481.1
481.1
481.1
348.7
711.4
481.1
348.7
711.4
481.1
348.7
 | hinatown /
Biossori /
3D
Distance
(ft.)
281.9
481.6
481.6
481.6
349.3
711.7
482.0
481.6
349.3 | Shielding
20.0
10.0
10.0
10.0
10.0
10.0
10.0
10.0 | Leq
48.6
46.5
45.1
39.2
42.8
43.4
38.0
40.3
40.3
40.5
40.5 | th Mitigatio
NSR 9
Elevation:
2D
Distance
(ft)
281.1
481.1
481.1
481.1
348.7
711.4
481.1
348.7 | n}
Blossom 9
30
Distance
(ft.)
288.5
485.5
744.2
485.5
744.2
485.5
744.2
485.5
744.2
485.5
714.4
481.3
485.5
485.5
354.7
 | Plaza
5hielding
0.0
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5.0
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5.0
0.0
5.0
0.0 | Leq
58.4
51.5
50.1
49.2
47.8
53.3
47.9
45.4
45.4
45.4
54.6 | NSR 10
Elevation:
2D
Distance
(ft)
271.6
271.6
382.6
511.2
271.6
271.6
382.6
511.2
271.6
382.6 | Harmony
25
30
Distance
(ft.)
272.3
272.3
399.0
272.3
383.1
511.6
273.3
272.3
272.3
383.1 | Shielding
10.0
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10.0
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10.
 | Leq
49.4
51.5
50.1
42.0
47.8
42.6
40.8
45.3
45.5
45.5
43.9 | NSR 10
Elevation:
2D
Distance
(ft)
271.6
271.6
271.6
382.6
382.6
511.2
271.6
271.6
382.6
382.6 | Harmony
265
3D
Distance
(ft.)
365.9
376.0
376.0
462.6
573.5
343.3
376.0
462.6 | Residential
Shielding
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56.3
53.7
52.3
46.1
50.0
44.8
48.3
47.7
47.7
47.7 |
| Equipment
Backhoe
Compactor (ground)
Connerte Miker Truck
Crane
Dump Truck
Hist Bed Truck
Rickup Truck
Warning Hom
Warning Hom
Vacuum Street Sweeper
Total | Source Eld
5.0
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Elevation:
2D
Distance
(R)
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133.3
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119.6 | College 57
70,7
3D
Distance
(R.)
136,5
136,5
136,5
122,6
136,5
122,6
136,5
122,6 | Shielding
10.0
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54,9
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51,5
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63,8
68,2
68,2 | NSR 8 8
Elevation:
2D
Distance
[R]
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133.3
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3D
Distance
(ft.)
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ntial
56.0
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57.2
54.1
54.9
64.0
53.4
51.7
52.6
65.3
65.3
65.3
65.5 | tion Area C
NSR 9
Elevation
2D
Distance
(Rt)
281.1
481.1
481.1
481.1
348.7
711.4
483.1
348.7
711.4
483.1
348.7
 | hinatown /
Biossori /
3D
Distance
(ft.)
281.9
481.6
481.6
349.3
711.7
482.0
481.6
349.3
711.7 | Shielding
20.0
10.0
10.0
10.0
10.0
10.0
10.0
10.0 | Leq
48.6
46.5
45.1
39.2
42.8
43.4
38.0
40.3
40.3
40.5
40.5
44.7
54.3 | th Mitigatio
NSR 9
Elevation:
2D
Distance
(ft)
281.1
481.1
481.1
741.4
481.1
348.7
711.4
481.1
348.7
348.7 | n}
Biossom 9
30
Distance
(ft.)
288.5
485.5
485.5
744.2
485.5
744.2
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744.2
485.5
714.4
481.3
485.5
354.7
 | Plaza
5hielding
0.0
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5.0
0.0
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5.0
5.0
5.0
5.0 | Leq
58.4
51.5
50.1
49.2
47.9
45.4
45.4
45.4
45.4
54.6
62.4 | NSR 10
Elevation:
20
Distance
(ft)
257.5
271.6
271.6
382.6
538.6
271.6
382.6 | Harmony
25
30
Distance
(ft.)
258.3
272.3
339.0
272.3
383.1
511.6
273.3
272.3
272.3
272.3
383.1 | Shielding
10.0
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10.0
10.0
10.0
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10.0
10.
 | Leq
49.4
51.5
50.1
42.0
47.8
42.6
40.8
45.3
45.5
45.5
45.5
43.9
57.5 | NSR 10
Elevation:
2D
Distance
(ft)
257.5
271.6
271.6
382.6
511.2
271.6
271.6
382.6
382.6 | Harmony
265
3D
Distance
(ft.)
365.9
376.0
376.0
462.6
573.5
343.3
376.0
376.0
376.0
462.6 | Residential
0.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0 | Leq
56.3
53.7
52.3
46.1
50.0
44.8
48.3
47.7
47.7
47.7
47.3
61.1 |
| Equipment
Bashboe
Compositor (ground)
Control Marc Truck
Crane
Dump Truck
Hit Bed Truck
Rickup Truck
Warning Hom
Warning Hom
Warning Hom
Warning Hom
Warning Hom
State Sweeper
Total
Existing - unit. | Source Eld
5.0
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5.0 | NSR & T
Elevation:
2D
Distance
(R)
119.6
119.6
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119.6
103.5
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119.6 | College \$7
70,7
3D
Distance
(ft.)
136,5
136,5
136,5
148,6
136,5
122,6
136,5
122,6
136,5
122,6
136,5
122,6 | Shielding
10.0
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 | ntial
54.9
57.5
56.1
53.2
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62.5
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52.4
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63.8
68.2
64.2
64.4 | NSR 8 8
Elevation:
2D
Distance
[ft]
119.6
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133.3
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103.5
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3D
Distance
(ft.)
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133:3
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103:5
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 | tation Reside
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10. | Construc
ntial
Leg
58.0
58.6
57.2
54.1
54.9
64.0
53.4
51.7
52.6
65.3
69.5
64.4 | tion Area C
NSR 9
Elevation:
2D
Distance
(%)
281.1
481.1
481.1
481.1
348.7
711.4
481.1
348.7
 | hinatown /
Biossom /
26
30
Distance
(ft.)
281.9
481.6
481.6
741.7
481.6
349.3
711.7
482.0
481.6
349.3
711.6
349.3 | Shielding
20.0
20.0
20.0
20.0
20.0
20.0
20.0
20. | Leq
48.6
46.5
45.1
39.2
42.8
43.4
38.0
40.3
40.5
40.5
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40.5 | th Mitigatio
NSR 9
Elevation:
2D
Distance
(ft)
281.1
481.1
481.1
741.4
481.1
348.7
711.4
481.1
348.7 | n)
Blossom 5
70
30
Distance
(ft.)
288.5
485.5
485.5
744.2
485.5
354.7
714.4
481.3
485.5
354.7
 | Shielding
0.0
5.0
5.0
0.0
0.0
0.0
5.0
5.0
5.0
5.0 | Leq
58.4
51.5
50.1
49.2
47.8
53.3
47.9
45.4
45.4
45.4
45.4
45.4
54.6
62.4
61.1
56.5 | NSR 10
Elevation:
20
Distance
(ft)
257.5
271.6
271.6
382.6
538.6
271.6
382.6
271.6
271.6
271.6
271.6
382.6 | Harmony
25
30
Distance
(ft.)
258.3
272.3
339.0
272.3
383.1
511.6
273.3
272.3
272.3
272.3
383.1 |
Shielding
10.0
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10.0
1 | Leq
49.4
51.5
50.1
42.0
47.8
42.6
40.8
45.3
45.3
45.5
45.5
57.5
61.1
57.5 | NSR 10
Elevation:
2D
Distance
(ft)
257.5
271.6
271.6
382.6
518.2
271.6
271.6
271.6
271.6
382.6 | Harmony
265
3D
Distance
(ft.)
365.9
376.0
376.0
462.6
573.5
343.3
376.0
462.6 | Residential
Shielding
0.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0 | Leq
56.3
53.7
52.3
46.1
50.0
46.8
48.3
47.7
47.7
47.7
61.1
61.1
61.1
61.5 |
| Equipment
Bachhoe
Compactor (ground)
Connette Mwer Truck
Crane
Dump Truck
Hatt Bed Truck
Hatt Bed Truck
Weider / Torch
Warning Hom
Warning Hom
Warning Hom
Warning Hom
Warning Hom
Disting-night
Disting-night
Disting-night | Source Eld
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0 | NSR & T
Elevotion:
2D
Distance
(R)
119.6
119.6
139.6
139.6
139.6
139.6
139.6
119.6
119.6
119.6
119.6
119.6
119.6
119.6 | College 5
70,7
3D
Distance
(ft.)
136,5
136,5
136,5
122,6
136,5
120,6
136,5
122,6 | shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10.
 | ntial
54.9
57.5
53.2
53.8
62.5
52.4
51.5
51.5
51.5
63.8
68.2
64.7
64.7
84.7 | NSR 8 B
Elevation:
2D
Distance
119.6
119.6
119.6
103.5
119.6
119.6
119.6
119.6
119.6
119.6 | College 5
5
3D
Distance (Nt.)
119.6
119.6
133.3
119.6
103.5
119.6
129.6
119.6
119.6
119.6
103.5
 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Construct
ntial
56.0
58.6
57.2
54.1
54.9
64.0
53.4
51.7
52.6
53.4
51.7
52.6
53.4
51.7
52.6
65.3
69.5
64.7
64.7
40 impect | tion Area C
NSR 9
Elevation:
2D
Distance
(%)
281.1
481.1
481.1
741.4
481.1
348.7
711.4
481.1
348.7
 | hinatown /
Biossom /
26
30
Distance
(ft.)
281.9
481.6
481.6
741.7
481.6
349.3
711.7
482.0
481.6
349.3
711.6
349.3 | Shielding
20.0
20.0
20.0
20.0
20.0
20.0
20.0
20. | Leq
48.6
46.5
45.1
39.2
42.8
43.4
38.0
40.3
40.5
40.5
40.5
40.5
40.5
40.5
54.3
61.5
50.5
No impact | th Mitigatio
NSR 9
Elevation:
2D
Distance
(ft)
281.1
481.1
741.4
481.1
741.4
481.1
348.7
711.4
481.1
348.7 | n)
Blossom 5
70
3D
Distance
(ft.)
288.5
485.5
485.5
744.2
485.5
354.7
714.4
481.3
485.5
354.7
 | Shielding
0.0
5.0
5.0
0.0
0.0
0.0
5.0
5.0
5.0
5.0 | Leq
58.4
51.5
50.1
49.2
47.8
53.3
47.9
45.4
45.4
45.4
45.4
54.6
62.4
61.1
56.5
No impact | NSR 10
Elevation:
2D
Distance
(ht)
271.6
538.6
271.6
538.6
271.6
382.6
511.2
271.6
271.6
382.6 | Harmony
25
30
Distance
(ft.)
258.3
272.3
399.0
272.3
383.1
511.6
273.3
272.3
383.1 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10.
 | Leq
49,4
51,5
50,1
42,0
47,8
42,6
40,8
45,3
45,3
45,5
45,5
61,1
57,5
61,1
56,5
No import | NSR 10
Elevation:
20
Distance
(ft)
257.5
271.6
538.6
271.6
382.6
531.2
271.6
271.6
271.6
382.6 | Harmony
265
3D
Distance
(ft.)
365.9
376.0
376.0
462.6
573.5
343.3
376.0
343.3
376.0
345.0
462.6 | Residential
Shielding
0.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0 | Leg
56.3
53.7
52.3
46.1
50.0
44.8
48.3
47.7
47.7
47.7
47.3
61.1
61.1
61.1
61.5
50.5
No impact |
| Equipment
Backhoe
Compactor (ground)
Concrete Miker Truck
Orane
Dump Truck
Hatt Bed Truck
Rickup Truck
Warning Hom
Warning Hom
Vacuum Street Sweeper
Total
Existing-right
Davingeday
Daving Hot | Source Eld
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0
5.0 | NSR & T
Elevation:
2D
Distance
(R)
119,6
133,3
119,6
139,6
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14,6
14 | College 57
70.7
Distance
(ft.)
136.5
136.5
136.5
122.6
136.5
122.6
136.5
122.6
136.5
122.6 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10.
 | ntial
54.9
57.5
53.2
53.8
62.5
52.4
51.5
51.5
51.5
63.8
68.2
64.7
64.7
No impact | NSR 8 B
Elevation:
2D
Distance
(R)
119.6
119.6
133.3
119.6
103.5
119.6
119.6
119.6
119.6
119.6
119.6 | College 5
5
3D
Distance
(%1)
119.6
119.6
133.3
119.6
133.3
119.6
103.5
119.6
129.6
119.6
129.6
119.6
 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Construct
mtial
56.0
58.6
57.2
54.1
54.9
64.0
53.4
51.7
52.6
52.6
52.6
65.3
69.5
64.7
64.7
64.7
40 impact | tion Area C
NSR 9
Elevation:
2D
Distance
(N)
281.1
481.1
741.4
481.1
348.7
711.4
481.1
348.7
711.4
481.1
348.7
 | hinatown /
Biossem 1
26
3D
Distance
(ft.)
281.9
481.6
741.7
481.6
741.7
481.6
349.3
711.7
482.0
481.6
349.3 | Shielding
10.0
10.0
10.0
10.0
10.0
10.0
10.0
10. | Leg
48.6
46.5
45.1
39.2
42.8
43.4
38.0
40.3
40.5
40.5
40.5
40.5
54.3
61.1
54.3
61.1
54.3
51.1
54.3
61.1
54.3
61.1 | th Mitigatio
NSR 9
Elevation:
20
Distance
(ft)
281.1
481.1
741.4
481.1
348.7
711.4
481.1
348.7 | n)
Biossom 8
70
30
Distance
(ft.)
288.5
485.5
744.2
485.5
744.2
485.5
354.7
714.4
481.3
485.5
354.7
 | Shielding
0.0
5.0
5.0
0.0
5.0
0.0
5.0
5.0
5.0
5.0 | Leq
58.4
51.5
50.1
49.2
47.9
45.4
45.4
45.4
45.4
45.4
62.4
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Elevation:
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No import | NSR 10
Elevation:
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WSR 9
Elevation:
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Distance
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| Equipment
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Concrete Mwer Truck
Crane
Dump Truck
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Elevation:
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Elevation:
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Distance
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349.3 | Shielding
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NSR 9
Elevation:
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Distance
(%)
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NSR 13 S
Elevation:
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Distance
(ft.)
288.5
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Elevation:
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(ft)
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NSR 14 5
Elevation:
20 | Harmony
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Distance
(ft.)
258.3
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Elevation:
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| Faulgment
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Orane
Dump Truck
Hat Bed Truck
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Vacuum Street Sweeper
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Elevation:
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NSR 12
Elevation:
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Distance
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Distance
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NSR 9
Elevation:
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NSR 13 5
Elevation:
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Distance
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Biossom 8
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Distance
(ft.)
288.5
485.5
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No impost
erical | NSR 10
Elevation:
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Distance
(ft)
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271.6
382.6
382.6
382.6 | Harmony
265
3D
Distance
(ft.)
376.0
376.0
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573.5
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3462.6 | Residential
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No import
No import |
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Elevation:
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Construction Noise Calculations, Chinatown / State Park Station (Vertical Circulation, Hardscaping, Landscaping, and Interior Work)

Construction Noise Calculations, Broadway Junction (Vertical Circulation, Hardscaping, Landscaping, and Interior Work)

										Co	nstruction	n Area Broad	way Junci	tion (Witho	ut Mitiga	tion)													
		NSR 13 S	Riboli Re	sidential Dev	elopmen	t NSR 13 N	Riboli Res	idential De	velopment	NSR 14 N	Los Angel	les State Hist	orical	NSR 15	St Peter's	Church		NSR 16	Cathedra	I HS		NSR 17 N	Low Rise	Residential		NSR 17 S	Low Rise	Residential	
											Park																		
		Elevation:	-10			Elevation:	5			Elevation:	-30			Elevation	: 5			Elevation	: 15			Elevation:	25			Elevation:	15		
		2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2D	3D		
		Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance		
Equipment	Source Elevation	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq
Backhoe	5.0	702.2	702.4	0.0	50.7	635.7	635.7	0.0	51.5	329.5	331.4	0.0	57.2	585.5	585.5	0.0	52.2	147.9	148.2	0.0	64.2	160.7	161.9	0.0	63.4	44.4	45.5	0.0	74.4
Compactor (ground)	5.0	702.2	702.4	0.0	53.3	635.7	635.7	0.0	54.1	329.5	331.4	0.0	59.8	585.5	585.5	0.0	54.8	147.9	148.2	0.0	66.8	160.7	161.9	0.0	66.0	44.4	45.5	0.0	77.0
Concrete Mixer Truck	5.0	702.2	702.4	0.0	51.9	635.7	635.7	0.0	52.7	329.5	331.4	0.0	58.4	585.5	585.5	0.0	53.4	147.9	148.2	0.0	65.4	160.7	161.9	0.0	64.6	44.4	45.5	0.0	75.6
Crane	5.0	847.1	847.2	0.0	48.1	728.0	728.0	0.0	49.4	451.0	452.5	0.0	53.5	730.9	730.9	0.0	49.3	390.7	391.1	0.0	54.8	302.6	303.9	0.0	57.0	137.1	138.3	0.0	63.8
Dump Truck	5.0	702.2	702.4	0.0	49.6	635.7	635.7	0.0	50.4	329.5	331.4	0.0	56.1	585.5	585.5	0.0	51.1	147.9	148.2	0.0	63.1	160.7	161.9	0.0	62.3	44.4	45.5	0.0	73.3
Flat Bed Truck	5.0	707.7	707.9	0.0	47.3	597.0	597.0	0.0	48.8	318.5	320.4	0.0	54.2	605.3	605.3	0.0	48.7	434.9	435.3	0.0	51.5	305.4	306.7	0.0	54.6	165.0	166.0	0.0	59.9
Pickup Truck	5.0	856.5	856.6	0.0	46.3	635.7	635.7	0.0	48.9	453.3	454.6	0.0	51.8	751.3	751.3	0.0	47.5	355.1	355.4	0.0	54.0	228.8	230.2	0.0	57.8	84.5	85.8	0.0	66.3
Welder / Torch	27.6	702.2	703.2	0.0	47.1	635.7	636.1	0.0	47.9	329.5	334.5	0.0	53.5	585.5	585.9	0.0	48.6	147.9	148.4	0.0	60.6	160.7	160.7	0.0	59.9	44.4	46.2	0.0	70.7
Warning Horn	5.0	702.2	702.4	0.0	47.2	635.7	635.7	0.0	48.1	329.5	331.4	0.0	53.8	585.5	585.5	0.0	48.8	147.9	148.2	0.0	60.7	160.7	161.9	0.0	60.0	44.4	45.5	0.0	71.0
Warning Horn	5.0	702.2	702.4	0.0	47.2	635.7	635.7	0.0	48.1	329.5	331.4	0.0	53.8	585.5	585.5	0.0	48.8	147.9	148.2	0.0	60.7	160.7	161.9	0.0	60.0	44.4	45.5	0.0	71.0
Vacuum Street Sweeper	5.0	707.7	707.9	0.0	48.6	597.0	597.0	0.0	50.1	318.5	320.4	0.0	55.5	605.3	605.3	0.0	49.9	434.9	435.3	0.0	52.8	305.4	306.7	0.0	55.8	165.0	166.0	0.0	61.2
Total					59.8				60.9				66.3				61.3	1			72.4				71.9				82.6
Existing-day					67.7				65.8				53.6				65.8				58.7				56.1				56.1
Existing-night					63.6				60.9				48.7				60.9	1			53.8				51.2				51.2
Day Impact					No impac	t			No impact				Impact	t l			No impact	t i			Impact				Impact				Impact
Night Impact					No impac	t			No impact				Impact	t			No impact	t			Impact	:			Impact				Impact

											Constructi	on Area Bro	adway Jur	nction (With	Mitigatio	n)													
		NSR 13 S	Riboli Re	sidential Dev	/elopmen	NSR 13 N	Riboli Res	sidential Dev	velopment	NSR 14 N	Los Ange	les State His	storical	NSR 15	St Peter's	Church		NSR 16	Cathedra	I HS		NSR 17 N	Low Rise	Residential		NSR 17 S	Low Rise F	Residential	
											Park																		
		Elevation:	-10			Elevation:	: 5			Elevation:	-30			Elevation:	5			Elevation	15			Elevation:	25			Elevation:	15		
		2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2D	3D			2D	3D		
		Distance	Distance	2		Distance	Distance			Distance	Distance			Distance	Distance			Distance	Distance			Distance	Dista nce			Distance	Distance		
Equipment	Source Elevation	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq
Backhoe	5.0	702.2	702.4	0.0	50.7	635.7	635.7	0.0	51.5	329.5	331.4	10.0	47.2	585.5	585.5	10.0	42.2	147.9	148.2	10.0	54.2	160.7	161.9	10.0	53.4	44.4	45.5	10.0	64.4
Compactor (ground)	5.0	702.2	702.4	0.0	53.3	635.7	635.7	0.0	54.1	329.5	331.4	10.0	49.8	585.5	585.5	10.0	44.8	147.9	148.2	10.0	56.8	160.7	161.9	10.0	56.0	44.4	45.5	10.0	67.0
Concrete Mixer Truck	5.0	702.2	702.4	0.0	51.9	635.7	635.7	0.0	52.7	329.5	331.4	10.0	48.4	585.5	585.5	10.0	43.4	147.9	148.2	10.0	55.4	160.7	161.9	10.0	54.6	44.4	45.5	10.0	65.6
Crane	5.0	847.1	847.2	0.0	48.1	728.0	728.0	0.0	49.4	451.0	452.5	10.0	43.5	730.9	730.9	0.5	48.9	390.7	391.1	10.0	44.8	302.6	303.9	10.0	47.0	137.1	138.3	10.0	53.8
Dump Truck	5.0	702.2	702.4	0.0	49.6	635.7	635.7	0.0	50.4	329.5	331.4	10.0	46.1	585.5	585.5	10.0	41.1	147.9	148.2	10.0	53.1	160.7	161.9	10.0	52.3	44.4	45.5	10.0	63.3
Flat Bed Truck	5.0	707.7	707.9	0.0	47.3	597.0	597.0	0.0	48.8	318.5	320.4	10.0	44.2	605.3	605.3	0.0	48.7	434.9	435.3	0.0	51.5	305.4	306.7	10.0	44.6	165.0	166.0	10.0	49.9
Pickup Truck	5.0	856.5	856.6	0.0	46.3	635.7	635.7	0.0	48.9	453.3	454.6	10.0	41.8	751.3	751.3	1.7	45.7	355.1	355.4	10.0	44.0	228.8	230.2	10.0	47.8	84.5	85.8	10.0	56.3
Welder / Torch	27.6	702.2	703.2	0.0	47.1	635.7	636.1	0.0	47.9	329.5	334.5	10.0	43.5	585.5	585.9	0.0	48.6	147.9	148.4	10.0	50.6	160.7	160.7	10.0	49.9	44.4	46.2	10.0	60.7
Warning Horn	5.0	702.2	702.4	0.0	47.2	635.7	635.7	0.0	48.1	329.5	331.4	10.0	43.8	585.5	585.5	10.0	38.8	147.9	148.2	10.0	50.7	160.7	161.9	10.0	50.0	44.4	45.5	10.0	61.0
Warning Horn	5.0	702.2	702.4	0.0	47.2	635.7	635.7	0.0	48.1	329.5	331.4	10.0	43.8	585.5	585.5	10.0	38.8	147.9	148.2	10.0	50.7	160.7	161.9	10.0	50.0	44.4	45.5	10.0	61.0
Vacuum Street Sweeper	5.0	707.7	707.9	0.0	48.6	597.0	597.0	0.0	50.1	318.5	320.4	10.0	45.5	605.3	605.3	0.0	49.9	434.9	435.3	0.0	52.8	305.4	306.7	10.0	45.8	165.0	166.0	10.0	51.2
Total					59.8				60.9				56.3				56.6				63.1				61.9				72.6
Existing-day					67.7				65.8				53.6				65.8				58.7				56.1				56.1
Existing-night					63.6				60.9				48.7				60.9				53.8				51.2				51.2
Day Impact					No impac	t			No impac	t			No impact	t l			No impact	t i		1	lo impact				Impact				Impact
Night Impact					No impac	t			No impac	t			Impact	t		I	No impact	t			Impact	:			Impact				Impact

	Construction /	Area Dodger	Stadium S	tation (With	nout Mitigat	tion)			
		NSR 16	Cathedral	HS		NSR 18	Solano Ca	nyon Neighl	borhood
		Elevation: 2D Distance	-140 3D Distance			Elevation: 2D Distance	-75 3D Distance		
Equipment	Source Elevation	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq
Backhoe	5.0	720.0	734.5	5.0	45.3	1290.0	1292.5	5.0	40.4
Compactor (ground)	5.0	720.0	734.5	5.0	47.9	1290.0	1292.5	5.0	43.0
Concrete Mixer Truck	5.0	720.0	734.5	5.0	46.5	1290.0	1292.5	5.0	41.6
Crane	5.0	908.0	919.5	5.0	42.3	1703.3	1705.2	5.0	37.0
Dump Truck	5.0	720.0	734.5	5.0	44.2	1290.0	1292.5	5.0	39.3
Flat Bed Truck	5.0	720.0	734.5	5.0	42.0	1725.3	1727.2	5.0	34.6
Pickup Truck	5.0	1094.9	1104.5	5.0	39.1	1567.3	1569.3	5.0	36.1
Welder / Torch	74.0	720.0	751.1	5.0	41.5	1290.0	1298.6	5.0	36.7
Warning Horn	5.0	720.0	734.5	5.0	41.8	1290.0	1292.5	5.0	36.9
Warning Horn	5.0	720.0	734.5	5.0	41.8	1290.0	1292.5	5.0	36.9
Vacuum Street Sweeper	5.0	720.0	734.5	5.0	43.3	1725.3	1727.2	5.0	35.8
Total					54.4				49.2
Existing-day					58.7				56.5
Existing-night					53.8				51.6
Day Impact					No impact				No impact
Night Impact					No impact				No impact

Construction Noise Calculations, Stadium Tower and Stadium Station (Vertical Circulation, Hardscaping, Landscaping, and Interior Work)

	Construction	Area Dodg	er Stadium	Station (W	ith Mitigatio	on)			
		NSR 16	Cathedral	нs		NSR 18	Solano Ca	nyon Neighl	borhood
		Elevation: 2D Distance	-140 3D Distance			Elevation: 2D Distance	-75 3D Distance		
Equipment	Source Elevation	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq
Backhoe	5.0	720.0	734.5	5.0	45.3	1290.0	1292.5	5.0	40.4
Compactor (ground)	5.0	720.0	734.5	5.0	47.9	1290.0	1292.5	5.0	43.0
Concrete Mixer Truck	5.0	720.0	734.5	5.0	46.5	1290.0	1292.5	5.0	41.6
Crane	5.0	908.0	919.5	5.0	42.3	1703.3	1705.2	5.0	37.0
Dump Truck	5.0	720.0	734.5	5.0	44.2	1290.0	1292.5	5.0	39.3
Flat Bed Truck	5.0	720.0	734.5	5.0	42.0	1725.3	1727.2	5.0	34.6
Pickup Truck	5.0	1094.9	1104.5	5.0	39.1	1567.3	1569.3	5.0	36.1
Welder / Torch	74.0	720.0	751.1	5.0	41.5	1290.0	1298.6	5.0	36.7
Warning Horn	5.0	720.0	734.5	5.0	41.8	1290.0	1292.5	5.0	36.9
Warning Horn	5.0	720.0	734.5	5.0	41.8	1290.0	1292.5	5.0	36.9
Vacuum Street Sweeper	5.0	720.0	734.5	5.0	43.3	1725.3	1727.2	5.0	35.8
Total					54.4				49.2
Existing-day					58.7				56.5
Existing-night					53.8				51.6
Day Impact					No impact				No impact
Night Impact					No impact				No impact

Construction Area Stadium Tower (Without Mitigation)														
		NSR 16	Cathedral	HS		NSR 17 N	Low Rise I	Residential		NSR 18 Solano Canyon Neighborhood				
		Elevation: 2D Distance	-40 3D Distance			Elevation: 2D Distance	-40 3D Distance			Elevation: 2D Distance	25 3D Distance			
Packhas	Source Elevation	(ff)	(π.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(11)	(ft.)	Shielding	Leq 27.4	
Backhoo	5.0	561.1	562.9	5.0	47.6	862.1	803.3	5.0	43.9	1819.6	1819.7	5.0	37.4	
Compactor (ground)	5.0	561.1	562.9	5.0	47.0	862.1	863.3	5.0	45.5	1819.6	1819.7	5.0	40.0	
Concrete Mixer Truck	5.0	561.1	562.9	5.0	48.8	862.1	863.3	5.0	45.1	1819.6	1819.7	5.0	38.6	
Dump Truck	5.0	561.1	562.9	5.0	46.5	862.1	863.3	5.0	42.8	1819.6	1819.7	5.0	36.3	
Pickup Truck	5.0	629.7	631.3	5.0	44.0	936.2	937.3	5.0	40.6	1813.5	1813.6	5.0	34.8	
Gradall	5.0	561.1	562.9	5.0	53.4	862.1	863.3	5.0	49.7	1819.6	1819.7	5.0	43.2	
Flat Bed Truck	5.0	530.4	532.3	5.0	44.8	834.5	835.7	5.0	40.9	2023.0	2023.1	5.0	33.2	
Warning Horn	5.0	561.1	562.9	5.0	44.2	862.1	863.3	5.0	40.4	1819.6	1819.7	5.0	34.0	
Warning Horn	5.0	561.1	562.9	5.0	44.2	862.1	863.3	5.0	40.4	1819.6	1819.7	5.0	34.0	
Vacuum Street Sweeper	5.0	530.4	532.3	5.0	46.1	834.5	835.7	5.0	42.1	2023.0	2023.1	5.0	34.5	
Total					58.5				54.8				48.2	
Existing-day					58.7				56.1				56.5	
Existing-night					53.8				51.2				51.6	
Day Impact					No impact				No impact				No impact	
Night Impact					No impact				No impact				No impact	

Construction Area Stadium Tower (With Mitigation)													
		NSR 16	Cathedral	HS		NSR 17 N	Low Rise I	Residential		NSR 18 Solano Canyon Neighborhood			
		Elevation: 2D Distance	-40 3D Distance			Elevation: 2D Distance	-40 3D Distance			Elevation: 2D Distance	25 3D Distance		
Equipment	Source Elevation	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq	(ft)	(ft.)	Shielding	Leq
Backhoe	5.0	561.1	562.9	5.0	47.6	862.1	863.3	5.0	43.9	1819.6	1819.7	5.0	37.4
Backhoe	5.0	561.1	562.9	5.0	47.6	862.1	863.3	5.0	43.9	1819.6	1819.7	5.0	37.4
Compactor (ground)	5.0	561.1	562.9	5.0	50.2	862.1	863.3	5.0	46.5	1819.6	1819.7	5.0	40.0
Concrete Mixer Truck	5.0	561.1	562.9	5.0	48.8	862.1	863.3	5.0	45.1	1819.6	1819.7	5.0	38.6
Dump Truck	5.0	561.1	562.9	5.0	46.5	862.1	863.3	5.0	42.8	1819.6	1819.7	5.0	36.3
Pickup Truck	5.0	629.7	532.3	5.0	45.5	936.2	835.7	5.0	41.6	1813.5	2023.1	5.0	33.9
Gradall	5.0	561.1	631.3	5.0	52.4	862.1	937.3	5.0	49.0	1819.6	1813.6	5.0	43.2
Flat Bed Truck	5.0	530.4	562.9	5.0	44.3	834.5	863.3	5.0	40.6	2023.0	1819.7	5.0	34.1
Warning Horn	5.0	561.1	562.9	5.0	44.2	862.1	863.3	5.0	40.4	1819.6	1819.7	5.0	34.0
Warning Horn	5.0	561.1	562.9	5.0	44.2	862.1	863.3	5.0	40.4	1819.6	1819.7	5.0	34.0
Vacuum Street Sweeper	5.0	530.4	532.3	5.0	46.1	834.5	835.7	5.0	42.1	2023.0	2023.1	5.0	34.5
Total					58.2				54.6				48.2
Existing-day					58.7				56.1				56.5
Existing-night					53.8				51.2				51.6
Day Impact					No impact				No impact				No impact
Night Impact					No impact				No impact				No impact

	Mesa Lot Laydown Area (Without Mitigation)														
		Mesa NSR 1 Park Mes		Mesa NSR 2	Mesa NSR 2 Basketball Court			Mesa NSR 3	Picnic Tabl	Picnic Tables					
		Elevation:	583			Elevation:	560			Elevation:	564				
Equipment	Source Elevation	X Distance (ft)	Distance (ft.)	Shielding	g Leq	X Distance (ft)	Distance (ft.)	Shielding	Leq	X Distance (ft)	Distance (ft	Shielding	Leq		
Crane	620.0	620.9	622.0	5.0	45.7	852.9	855.0	5.0	43.0	928.1	929.8	5.0	42.3		
Gradall	617.0	482.5	483.7	5.0	54.7	698.5	700.8	5.0	51.5	742.7	744.6	5.0	51.0		
Gradall	617.0	720.7	721.5	5.0	51.2	915.7	917.5	5.0	49.1	922.3	923.8	5.0	49.1		
Flat Bed Truck	615.0	386.0	387.3	5.0	47.5	628.5	630.9	5.0	43.3	755.2	756.9	5.0	41.7		
Total					57.2				54.2				53.8		
Existing-day					58.7				53.6				58.7		
Existing-night					55.2				48.7				55.2		
Day Impact				I	No impact			No	o impact			Ν	o impact		
Night Impact				I	No impact				Impact			Ν	o impact		

Construction Noise Calculations, Mesa Laydown Area (Mesa Lot)

B.2 Construction Vibration Calculation Sheets

Alameda Station

Construction Vibration	Screening Analysis	Note: 1 foot used for "Zero Feet" Calc.						Ref Levels	(PPV ips @	25 ft.)							
										0.089	0.210	0.060	0.076				
		Nearby Structures (<200 feet or	Building	Impact Three	shold		Distance (fe	istance (feet)			Predicted Vib. Velocity			Potential Impact			
Project Component	Construction Location	closest)	Category	Damage (PPV,ips)	Annoyance (VdB)	direction	Drill/ Excav.	Vib. Roller	Loaded Trucks	Drill/ Excav.	Vib. Roller	Plate Compt.	Loaded Trucks	Max Vib (IPS)	Max Vib (VdB)	Damage	Annoyance
		Old Winery	III Non-Eng.	0.2	75	w	40	40	17	0.05	0.13	0.04	0.12	0.13	90	No	Yes
		Avila Adobe- older portion	IV Fragile	0.08	75	w	140	80	134	0.01	0.06	0.02	0.01	0.06	83	No	Yes
		Avila Adobe- newer portion	II Engineered	0.2	75	w	57	57	55	0.04	0.08	0.02	0.03	0.08	87	No	Yes
	Alameda Station	Plaza Substation	III Non-Eng.	0.2	75	w	125	53	115	0.02	0.09	0.03	0.01	0.09	87	No	Yes
	Columns	El Grito Mural	III Non-Eng.	0.2	75	w	42	42	60	0.05	0.12	0.03	0.03	0.12	89	No	Yes
		Mozaic Apartments- Alameda Façade	l Reinfored	0.5	72	E	51	51	53	0.04	0.10	0.03	0.03	0.10	88	No	Yes
		Mozaic Apartments-LAUS Façade	I Reinforced	0.5	72	E	NA	NA	22	NA	NA	NA	0.09	0.09	87	No	Yes
		LAUS Terminal	II Engineered	0.3	75	SE	236	241	42	0.01	0.02	0.00	0.04	0.04	81	No	Yes
Alameda Station	14110	Mozaic Apartments- Alameda Façade	I Reinforced	0.5	72	N	15	14	53	0.16	0.40	0.11	0.03	0.40	100	No	Yes
	(Vertical Circulation	Mozaic Apartments-LAUS Façade	I Reinforced	0.5	72	Ν	NA	NA	22	NA	NA	NA	0.09	0.09	87	No	Yes
	on east side of stationy	LAUS Terminal	II Engineered	0.3	75	Е	137	155	42	0.01	0.03	0.01	0.04	0.04	81	No	Yes
	Forecourt Hardscape	LAUS Terminal	II Engineered	0.3	75	SE		102	42		0.04	0.01	0.04	0.04	81	No	Yes
		Old Winery	III Non-Eng.	0.2	75	w	28	1	17	0.08	7.24	2.07	0.12	7.24	125	Yes	Yes
	Placita De Dolores	Avila Adobe- older portion	IV Fragile	0.12	75	w	105	80	134	0.02	0.06	0.02	0.01	0.06	83	No	Yes
	{Vertical Circulation on west side of	Avila Adobe- newer portion	II Engineered	0.2	75	w	23	1	55	0.10	7.24	2.07	0.03	7.24	125	Yes	Yes
	station)	El Grito Mural	III Non-Eng.	0.2	75	s	12	4	30	0.20	1.58	0.45	0.06	1.58	112	Yes	Yes
		Plaza Substation	III Non-Eng.	0.2	75	w	78	53	115	0.03	0.09	0.03	0.01	0.09	87	No	Yes

Construction Vibration Screening Analysis					Note: 1 foot used for "Zero Feet" Calc. Ref Levels (PPV ips @ 25 ft.)												
										0.089	0.210	0.060	0.076				
		Nearby Structures (<200 feet or	Building	Impact Three	shold	Distance (feet)				Predicted Vib. Velocity				Potential Impact			
Project Component	Construction Location	closest)	Category	Damage (PPV,ips)	Annoyance (VdB)	direction	Drill/ Excav.	Vib. Roller	Loaded Trucks	Drill/ Excav.	Vib. Roller	Plate Compt.	Loaded Trucks	Max Vib (IPS)	Max Vib (VdB)	Damage	Annoyance
		California Endowment	I Reinforced	0.5	75	SE	75	80	44	0.03	0.06	0.02	0.04	0.06	83	No	Yes
	Foundation	Starlight Nails and Beauty Supply	III Non-Eng.	0.2	75	Ν	47	46	13	0.04	0.11	0.03	0.16	0.16	92	No	Yes
Alameda Tower		LA County Fleet Services	I Reinforced	0.5	75	NW	60	65	42	0.03	0.07	0.02	0.04	0.07	85	No	Yes
		California Endowment	I Reinforced	0.5	75	SE	NA	80	44	NA	0.06	0.03	0.04	0.06	83	No	Yes
	Roadway	Starlight Nails and Beauty Supply	III Non-Eng.	0.2	75	Ν	NA	46	13	NA	0.11	0.12	0.16	0.16	92	No	Yes
		LA County Fleet Services	I Reinforced	0.5	75	NW	NA	65	42	NA	0.07	0.03	0.04	0.07	85	No	Yes
Alpine Tower		Homeboy Industries	l Reinforced	0.5	75	N	46	51	13	0.05	0.10	0.03	0.16	0.16	92	No	Yes
		Chinatown Senior Lofts	II Engineered	0.3	72	NW	48	53	36	0.04	0.09	0.03	0.05	0.09	87	No	Yes
		College Station Residential Development (future)	l Reinforced	0.5	72	SE	40	40	12	0.05	0.13	0.04	0.17	0.17	93	No	Yes
Chinatown/Sta	te Park Station	Blossom Plaza	II Engineered	0.3	72	SW	395	395	250	0.00	0.01	0.00	0.01	0.01	68	No	No
		Capitol Milling Company	III Non-Eng.	0.2	75	SW	93	56	54	0.02	0.09	0.02	0.03	0.09	87	No	Yes
		Cathedral HS auditorium	I Reinforced	0.5	72	w	31	20	16	0.07	0.27	0.08	0.12	0.27	97	No	Yes
		Cathrdral HS Classrooms	II Engineered	0.3	72	NW	79	38	33	0.03	0.13	0.04	0.06	0.13	90	No	Yes
		451 Savoy	III Non-Eng.	0.2	72	Ν	110	36	22	0.02	0.14	0.04	0.09	0.14	91	No	Yes
Broadway	Junction	437 Savoy	III Non-Eng.	0.2	72	NE	126	57	21	0.02	0.08	0.02	0.09	0.09	87	No	Yes
		Other homes on Savoy	III Non-Eng.	0.2	72	NE	127	64	12	0.01	0.07	0.02	0.17	0.17	93	No	Yes
		Cathedral HS Office Building	III Non-Eng.	0.2	75	NW	79	38	33	0.03	0.13	0.04	0.06	0.13	90	No	Yes
		St. Peter's Church	III Non-Eng.	0.2	75	SW	380	380	360	0.00	0.01	0.00	0.00	0.01	68	No	No
Stadiun	n Tower	Cathedral HS Office Building	II Engineered	0.3	75	SE	495	495	300	0.00	0.01	0.00	0.00	0.01	66	No	No
Dodger Stadium Station		Solano Canyon Homes on Amador Street	III Non-Eng.	0.2	72	NE	1258	1258	1050	0.00	0.00	0.00	0.00	0.00	57	No	No

Alameda Tower, Alpine Tower, Chinatown/State Park Station, Broadway Junction, Stadium Tower, and Dodger Stadium Station
B.3 Operational Noise Calculation Sheets

Operational Noise Calculations, System Noise

Syst	em Noise												1	Leq By H	lour										
	Scenario I	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
	Mode ID:	6	6	6	6	6	6	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1
ML-01	Union Station Forecourt	0.0	0.0	0.0	0.0	0.0	0.0	46.5	46.5	46.5	46.5	46.5	46.5	46.5	46.5	46.5	46.5	49.5	49.5	49.5	49.5	49.5	49.5	49.5	49.5
ML-02		0.0	0.0	0.0	0.0	0.0	0.0	49.4	49.4	49.4	49.4	49.4	49.4	49.4	49.4	49.4	49.4	52.6	52.6	52.6	52.6	52.6	52.6	52.6	52.6
ML-03		0.0	0.0	0.0	0.0	0.0	0.0	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8
ML-04		0.0	0.0	0.0	0.0	0.0	0.0	39.8	39.8	39.8	39.8	39.8	39.8	39.8	39.8	39.8	39.8	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1
ML-05		0.0	0.0	0.0	0.0	0.0	0.0	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	52.3	52.3	52.3	52.3	52.3	52.3	52.3	52.3
ML-06		0.0	0.0	0.0	0.0	0.0	0.0	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	47.2	47.2	47.2	47.2	47.2	47.2	47.2	47.2
ML-07		0.0	0.0	0.0	0.0	0.0	0.0	46.3	46.3	46.3	46.3	46.3	46.3	46.3	46.3	46.3	46.3	49.5	49.5	49.5	49.5	49.5	49.5	49.5	49.5
ML-08		0.0	0.0	0.0	0.0	0.0	0.0	41.8	41.8	41.8	41.8	41.8	41.8	41.8	41.8	41.8	41.8	46.3	46.3	46.3	46.3	46.3	46.3	46.3	46.3
ML-09		0.0	0.0	0.0	0.0	0.0	0.0	48.1	48.1	48.1	48.1	48.1	48.1	48.1	48.1	48.1	48.1	50.7	50.7	50.7	50.7	50.7	50.7	50.7	50.7
ML-10		0.0	0.0	0.0	0.0	0.0	0.0	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	50.6	50.6	50.6	50.6	50.6	50.6	50.6	50.6
ML-11		0.0	0.0	0.0	0.0	0.0	0.0	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	59.4	59.4	59.4	59.4	59.4	59.4	59.4	59.4
ML-12		0.0	0.0	0.0	0.0	0.0	0.0	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	48.4	48.4	48.4	48.4	48.4	48.4	48.4	48.4
ML-13		0.0	0.0	0.0	0.0	0.0	0.0	63.2	63.2	63.2	63.2	63.2	63.2	63.2	63.2	63.2	63.2	66.9	66.9	66.9	66.9	66.9	66.9	66.9	66.9
ML-14		0.0	0.0	0.0	0.0	0.0	0.0	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	56.2	56.2	56.2	56.2	56.2	56.2	56.2	56.2
ML-15		0.0	0.0	0.0	0.0	0.0	0.0	44.5	44.5	44.5	44.5	44.5	44.5	44.5	44.5	44.5	44.5	47.2	47.2	47.2	47.2	47.2	47.2	47.2	47.2
ML-16		0.0	0.0	0.0	0.0	0.0	0.0	46.4	46.4	46.4	46.4	46.4	46.4	46.4	46.4	46.4	46.4	49.0	49.0	49.0	49.0	49.0	49.0	49.0	49.0
ML-17		0.0	0.0	0.0	0.0	0.0	0.0	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	56.2	56.2	56.2	56.2	56.2	56.2	56.2	56.2
ML-18		0.0	0.0	0.0	0.0	0.0	0.0	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	46.8	46.8	46.8	46.8	46.8	46.8	46.8	46.8
ML-19		0.0	0.0	0.0	0.0	0.0	0.0	54.4	54.4	54.4	54.4	54.4	54.4	54.4	54.4	54.4	54.4	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0
ML-20		0.0	0.0	0.0	0.0	0.0	0.0	53.2	53.2	53.2	53.2	53.2	53.2	53.2	53.2	53.2	53.2	56.0	56.0	56.0	56.0	56.0	56.0	56.0	56.0
ML-21		0.0	0.0	0.0	0.0	0.0	0.0	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	37.9	37.9	37.9	37.9	37.9	37.9	37.9	37.9

Operational Noise Calculations, Queueing Noise, High Gameday 2026 and 2042

Distance (m) 0:00 1:00 2:00 3:00 4:00 5:00 6:00 7:00 1:00 1:00 14:00 15:00 16:00 17:00 18:00 20:00 21:00 22:00 21														
High Gameday (Weekday) 2026 ML-01 LAUS 82.6 0.0 0.0 0.0 0.0 40.6	23:00													
Nearest Station ML-01 LAUS 82.6 0.0 0.0 0.0 0.0 40.6 40.														
ML-01 LAUS 82.6 0.0 0.0 0.0 0.0 40.6 40														
ML-02 LAUS 33.1 0.0 0.0 0.0 0.0 0.0 0.0 48.6	0.0													
ML-03 LAUS 21.2 0.0 0.0 0.0 0.0 0.0 52.4 <th< th=""><th>0.0</th></th<>	0.0													
ML-04 0 0.0 <td>0.0</td>	0.0													
ML-05 0 0.0 0	0.0													
ML-06 0 0.0 0	0.0													
ML-07 0 0.0 <td>0.0</td>	0.0													
ML-08 0 0.0 <td>0.0</td>	0.0													
ML-09 0 0.0 <td>0.0</td>	0.0													
ML-10 0 0.0 <td>0.0</td>	0.0													
ML-11 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0													
IMI-12 0 00 00 00 00 00 00 00 00 00 00 00 00	0.0													
	0.0													
MI-13 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0													
MI-14 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0													
	0.0													
(Mi-16) Park (5) 39 0.0 0.0 0.0 0.0 0.0 0.0 4/1 4/1 4/1 4/1 4/1 4/1 4/1 4/1 4/1 4/1	47.1													
[Mi-17/(0) Fdik(0) 100.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	30.5													
[ML-17 (5) Park (5) 1225.7 0.0 0.0 0.0 0.0 0.0 0.0 37.0 37.0 37.	37.0													
	40.0													
ML-20 Park (b) 50.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	40.5													
ML21 Stadium 452.3 0.0 0.0 0.0 0.0 0.0 259 259 259 259 259 259 259 259 259 259	25.9													
	23.5													
High Gameday (Weekday) 2042														
Nearest Station														
ML-01 LAUS 82.6 0.0 0.0 0.0 0.0 0.0 0.0 40.6 40.6 40.	45.0													
ML-02 LAUS 33.1 0.0 0.0 0.0 0.0 0.0 0.0 48.6 48.6 48.6 48.6 48.6 48.6 48.6 48.6	53.0													
ML-03 LAUS 21.2 0.0 0.0 0.0 0.0 0.0 0.0 52.4 52.4 52.4 52.4 52.4 52.4 52.4 52.4	56.8													
ML-04 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0													
ML-05 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0													
ML-06 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0													
ML-07 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0													
ML-08 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0													
ML-09 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0													
ML-10 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0													
ML-11 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0													
ML-12 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0													
MI-13 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0													
	0.0													
	0.0													
[Mi-120] Park (b) 39 0.0 0.0 0.0 0.0 0.0 0.0 4/1 4/1 4/1 4/1 4/1 4/1 4/1 4/1 4/1 4/1	4/.1													
[Mi ± 27 (b) Fair (b) 1257 0.0 0.0 0.0 0.0 0.0 0.0 0.0 27 0.27 0.	27.0													
Terret (a) Fair(a) 22.57 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	57.0													
	40.0													
ML-20 Park (R) 523 00 00 00 00 00 00 465 465 465 465 465 465 465 465 465 465	44.6													
ML-21 Stadium 452.3 0.0 0.0 0.0 0.0 0.0 259 259 259 259 259 259 259 259 259 259														

Operational Noise Calculations, Combined System and Queueing Noise, High Gameday 2026 and 2042

Combi	ined Operatio	nal System N	loise (S	/ster	n + (Dueu	ing)																						Ldn			(CNEL		Worst Hour
1.000	incu operatio		10.50 (5)	0.00	1.00	2.00	3-00	4.00	5.00	6.00	7.00	8-00	9-00	10.00	11:00	12.00	13-00	14:00	15.00	16:00	17:00	18-00	19.00	20.00	21:00	22.00	23-00	Iday	Loight	Idn	Ldav	Leve	Inight	CNEL	
Weekda	v Gamedav 2026 N	lew Alignment		0.00			0.00		0.00	0.00	1100	0.00	0.000	20100			20100		20100	20100	11100	10.00	20100				20100	,	B		,				
	,,		NSRID																																
M L-01	Union Station	Transit Terminal	1.1				2.0	2.0	2.0	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	EQ.1	50.1	50.1	50.1	10.1	60.1	50.0	40 E	48.9	44.7	52.0	48.5	50.3	44.7	52.8	50.8
				3.0	3.0	3.0	5.0	5.0	5.0	47.5	47.5	97.5	47.5	47.5	47.5	47.5	47.5	97.5	47.5	50.1	50.1	50.1	50.1	50.1	50.1	50.6	49.5								
M L-01			1.2	3.0	3.0	3.0	3.0	3.0	3.0	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	50.1	50.1	50.1	50.1	50.1	50.1	50.8	49.5	48.9	44.7	52.0	48.5	50.3	44.7	52.8	50.8
M L-02	El Pueblo	Public Park	2	3.0	3.0	3.0	3.0	3.0	3.0	52	52	52	52	52	52	52	52	52	52	54	54	54	54	54	54	55.8	52.6	53.2	49.0	56.3	52.7	54.5	49.0	57.0	51.8
ML-03	Mozaic Apts	MFR	3	3.0	3.0	3.0	3.0	3.0	3.0	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	59.7	59.7	59.7	59.7	59.7	59.7	60.9	58.8	58.7	54.5	61.8	58.3	60.0	54.5	62.5	60.9
ML-04	Cal Endowment	Office Building	4	3.0	3.0	3.0	3.0	3.0	3.0	39.8	39.8	39.8	39.8	39.8	39.8	39.8	39.8	39.8	39.8	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	42.2	38.3	45.6	41.6	44.1	38.3	46.3	44.1
M L-05		Future MFR	5	3.0	3.0	3.0	3.0	3.0	3.0	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	52.3	52.3	52.3	52.3	52.3	52.3	52.3	52.3	50.2	46.4	53.6	49.6	52.3	46.4	54.4	52.3
ML-06	Senior Apts	MFR	6	3.0	3.0	3.0	3.0	3.0	3.0	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	47.2	47.2	47.2	47.2	47.2	47.2	47.2	47.2	45.2	41.4	48.6	44.6	47.2	41.4	49.4	47.2
M L-08		Future MFR	7	3.0	3.0	3.0	3.0	3.0	3.0	41.8	41.8	41.8	41.8	41.8	41.8	41.8	41.8	41.8	41.8	46.3	46.3	46.3	46.3	46.3	46.3	46.3	46.3	44.3	40.5	47.7	43.7	46.3	40.5	48.5	46.3
M L-11	College Station	Future MFR	8	3.0	3.0	3.0	3.0	3.0	3.0	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	59.4	59.4	59.4	59.4	59.4	59.4	59.4	59.4	57.8	53.8	61.0	57.3	59.4	53.8	61.8	59.4
ML-10	Blossom Apts	MFR	9	3.0	3.0	3.0	3.0	3.0	3.0	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	50.6	50.6	50.6	50.6	50.6	50.6	50.6	50.6	49.2	45.0	52.3	48.7	50.6	45.0	53.0	50.6
ML-10			10	3.0	3.0	3.0	3.0	3.0	3.0	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	50.6	50.6	50.6	50.6	50.6	50.6	50.6	50.6	49.2	45.0	52.3	48.7	50.6	45.0	53.0	50.6
M L-12			11	3.0	3.0	3.0	3.0	3.0	3.0	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.Z	46.2	48.4	48.4	48.4	48.4	48.4	48.4	48.4	48.4	47.3	43.1	50.4	47.0	48.4	43.2	51.1	48.4
M L-11		Future MFR	12	3.0	3.0	3.0	3.0	3.0	3.0	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	59.4	59.4	59.4	59.4	59.4	59.4	59.4	59.4	57.8	53.8	61.0	57.3	59.4	53.8	61.8	59.4
M L-18	LA Historical Park	Public Park N	13.1	3.0	3.0	3.0	3.0	3.0	3.0	44.9	44.9	44.9	44.9	44.9	44.9	44.9	44.9	44.9	44.9	47.3	47.3	47.3	47.3	47.3	47.3	47.3	47.3	46.2	41.8	49.2	45.8	47.3	41.8	49.9	47.3
ML-I5		Future MFR S	13.2	3.0	3.0	3.0	3.0	3.0	3.0	44.5	44.5	44.5	44.5	44.5	44.5	44.5	44.5	44.5	44.5	47.2	47.2	47.2	47.2	47.2	47.2	47.2	47.2	45.9	41.7	49.1	45.5	47.2	41.7	49.8	47.2
M L-17	LA Historical Park	Public Park	14.1	3.0	3.0	3.0	3.0	3.0	3.0	52.7	52.7	52.7	52.7	52.7	52.7	52.7	52.7	52.7	52.7	56.3	56.3	56.3	56.3	56.3	56.3	56.3	56.3	54.6	50.6	57.9	54.1	56.3	50.6	58.6	56.3
ML-14			14.2	3.0	3.0	3.0	3.0	3.0	3.0	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	56.2	56.2	56.2	56.2	56.2	56.2	56.2	56.2	54.5	50.5	57.7	54.0	56.2	50.5	58.5	56.2
M L-18	Cathedral HS	School	15	3.0	3.0	3.0	3.0	3.0	3.0	44.9	44.9	44.9	44.9	44.9	44.9	44.9	44.9	44.9	44.9	47.3	47.3	47.3	47.3	47.3	47.3	47.3	47.3	46.2	41.8	49.2	45.8	47.3	41.8	49.9	47.3
M L-19	Cathedral HS	School	16	3.0	3.0	3.0	3.0	3.0	3.0	54.4	54.4	54.4	54.4	54.4	54.4	54.4	54.4	54.4	54.4	58	58	58	58	58	58	58	58	56.4	52.3	59.6	55.9	58.0	52.3	60.4	58.0
ML-20			17.1	3.0	3.0	3.0	3.0	3.0	3.0	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	56.1	56.1	56.1	56.1	56.1	56.1	56.1	56.1	54.8	50.6	57.9	54.5	56.1	50.6	58.7	56.2
ML-20	Savoy St Homes	SFR	17.2	3.0	3.0	3.0	3.0	3.0	3.0	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	56.1	56.1	56.1	56.1	56.1	56.1	56.1	56.1	54.8	50.6	57.9	54.5	56.1	50.6	58.7	56.2
M L-21	Solano Canyon	SFR	18	3.0	3.0	3.0	3.0	3.0	3.0	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.4	45.4	45.4	45.4	45.4	45.4	45.4	45.4	45.2	40.5	48.0	45.2	45.4	40.5	48.6	45.4
Washda																																			
Weekda	y Gameday 2042 N	iew Alignment																				500 G			-			Laters	Lalaht	1.4.			Lataba	CNIE	
					,		2	-	2	47.5	47.5	47 5	47 5	47 5	47 5	47 E	47 E	47 E	47 E	EO 1	50.2	600 C	EQ 1	at LAU	5 60 1	E0.9	50.9	Lday	Lnight	Lan	Lday	Leve	Lnight	CNEL	
M L-01			1.1	2	3	3	2	2	3	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	50.1	50.2	53.1	50.1	50.1	50.1	50.8	50.8	49.3	45.2	52.5	49.0	50.3	45.2	53.1	53.1
M L-01			1.2	2	3	2	2	2	2	47.3	47.5	47.J	47.J	52	47.5	47.J	47.J	67.3	47.J	50.1	50.2 EA A	50.6	50.1	50.1	50.1	50.0	50.8	49.5	45.2	52.5	49.0	50.5	45.2	55.1	55.1
M L-02			2	2	2	2	2	2	2	57 5	576	575	57.5	575	575	575	575	57.5	57 5	50.7	50.0	55.0	50.7	50 7	50.7	55.0	60.0	59.0	50.1	57.5	53.0	54.5	50.2	57.9	59.0
ML-03			3	3	3	3	3	3	3	30.8	30.9	30.8	39.8	30.8	30.8	30.9	30.8	30.8	30.8	44.1	44.1	44.1	AA 1	AA 1	44.1	44.1	44.1	39.3	30.3	62.5 AE 6	59.0 41.6	44.1	30.3	46.2	64.0
ML-04				2		2	2	3	3	47.6	47.0	47 5	47.5	47.5	47.5	47.0	47.5	47.5	47.6	63.2	63.3	63.3	53.3	53.2	63.3	63.2	53.3	92.2	30.5 AC A	45.0	40.6	69.1	30.5	40.5	644.1
ML-05			6	3	3	3	3	3	3	47.5	42.6	47.5	47.5	47.5	47.5	42.6	42.6	47.5	47.5	47.2	47.2	47.2	47.2	47.2	47.2	47.2	47.7	45.2	41.4	19.6	45.0	47.2	41.4	40.4	47.2
MI-00			7	3	2	3	3	3	3	41.8	41.8	41.8	41.8	41.8	41.8	41.8	41.8	41.8	41.8	46.3	46.3	46.3	46.3	46.3	46.3	46.3	46.3	40.2	40.5	40.0	42.7	47.2	40.5	49,4	47.2
MI-11			, g	3	3	3	3	3	3	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	55.9	59.4	59.4	59.4	59.4	59.4	59.4	59.4	59.4	57.9	53.9	61.0	57.2	59.4	53.9	61.9	59.4
MI-10				3	a	3	3	3	a	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	50.6	50.6	50.6	50.6	50.6	50.6	50.6	50.6	49.2	45.0	52.3	49.7	50.6	45.0	52.0	50.4
MI-10			10	3	3	3	3	3	3	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	50.6	50.6	50.6	50.6	50.6	50.6	50.6	50.6	49.2	45.0	52.3	48.7	50.6	45.0	53.0	50.6
MI-12			11	3	3	3	3	3	3	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	48.4	48.4	48.4	48.4	48.4	48.4	48.4	48.4	47 3	43.1	50.4	47.0	48.4	43.2	51.1	48.4
MI-11			12	a	3	3	3	3	3	55.0	55.0	55.9	55.9	55.0	55.9	55.9	55.9	55.9	55.9	59.4	59.4	59.4	59.4	59.4	59.4	59.4	59.4	57.8	53.8	61.0	57.3	59.4	53.8	61.8	59.4
MI-18			13.1	3	3	3	3	3	3	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	46.8	46.8	46.8	46.8	46.8	46.8	46.8	46.8	45.5	41 3	48.6	45.1	46.8	41 3	49.4	46.8
ML-I5			13.2	3	3	3	3	3	3	44.5	44.5	44.5	44.5	44.5	44.5	44.5	44.5	44.5	44.5	47.2	47.2	47.2	47.2	47.2	47.2	47.2	47.2	45.9	41.7	49,1	45.5	47.2	41.7	49.8	47.2
M L-17			14.1	3	3	3	3	3	3	52.7	52.7	52.7	52.7	52.7	52.7	52.7	52.7	52.7	52.7	56.3	56.3	56.3	56.3	56.3	56.3	56.3	56.3	54.6	50.6	57.9	54.1	56.3	50.6	58.6	56.3
ML-14			14.2	3	3	3	3	з	3	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	56.2	56.2	56.2	56.2	56.2	56.2	56.2	56.2	54.5	50.5	57.7	54.0	56.2	50.5	58.5	56.2
M L-18			-15	3	3	3	3	3	3	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	44.1	46.8	46.8	46.8	46.8	46.8	46.8	46.8	46.8	45.5	41.3	48.6	45.1	46.8	41.3	49.4	46.8
M L-19			16	3	3	3	3	3	3	54.6	54.6	54.6	54.6	54.6	54.6	54.6	54.6	54.6	54.6	58.1	58.1	58,1	58.1	58.1	58.1	58.1	58.1	56.5	52.4	59.7	56.0	58.1	52,4	60.5	58.2
ML-20			17.1	3	3	3	3	3	3	53.7	53.7	53.7	53.7	53.7	53.7	53.7	53.7	53.7	53.7	56.3	56.3	56.3	56.3	56.3	56.3	56.3	56.3	55.2	50.8	58.2	54.7	56.3	50.8	58.9	56.3
ML-20			17.2	3	3	3	3	3	3	53.7	53.7	53.7	53.7	53.7	53.7	53.7	53.7	53.7	53.7	56.3	56.3	56.3	56.3	56.3	56.3	56.3	56.3	55.2	50.8	58.2	54.7	56.3	50.8	58.9	56.3
M L-21			18	3	3	3	3	3	3	35.7	35.7	35.7	35.7	35.7	35.7	35.7	35.7	35.7	35.7	38.2	38.4	38.4	38.2	38.2	38.2	39.6	39.6	37.2	33.9	40.9	36.7	38.6	33.9	41.6	39.6



B.4 Construction Haul Route Map

B.5 Detailed Gondola Cabin Noise Calculation Results

Rec. ID	Receiver Height (ft)	Plan Distance NSR to Cabin (ft)	Elevation difference NSR to Cabin (ft)	Total Cabin to NSR Dist. (ft)	Nighttime Existing Level (L _{eq} , dBA)	Nighttime Goal Level ¹ (Leq, dBA)	People Noise with Typ. Glass ² (L _{eq} , dBA)	Nighttime Goal minus People Noise (L _{eq} , dBA)	HVAC Max Sound Power ³ (L _w , dBA)
NSR 3	35	44	1	44	65.5	50.5	26.4	24.1	81
NSR 5	45	25	101	104	64.9	49.9	18.9	31.0	87
NSR 6	95	70	29	76	64.1	49.1	21.7	27.4	84
NSR 7	15	35	109	114	65.1	55.1	18.1	37.0	93
NSR 8	55	32	13	35	64.4	49.4	28.5	20.9	77
NSR 9	20	150	104	183	56.5	46.5	14.0	32.5	89
NSR 13 S	125	150	0	150	63.6	48.6	15.7	32.9	89
NSR 14 S	5	0	115	115	55.2	45.2	18.1	27.1	84
NSR 17 N	15	0	45	45	51.2	41.2	26.2	15.0	71

Notes:

1) Nighttime goal level is 10 dBA under assumed existing L_{eq} minus an additional 5 dBA for receptor elevation greater than three stories (35 feet)

2) It is assumed that cabins will be fitted with non-operable windows similar to standard automotive safety glass with a noise reduction of at least 25 dBA.

3) Specified HVAC maximum sound power rating of 71 dBA (as calculated for NSR 17N) will result in sound levels at receptors no higher than nighttime goal.