

Appendix I

Noise Study

NOISE STUDY

LOCKWOOD DEVELOPMENT 3 PROJECT

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EXECUTIVE SUMMARY

The purpose of this noise analysis is to provide an assessment of the impacts resulting from the Lockwood 3 Development Project (Project) and to identify any measures that may be necessary to reduce potentially significant impacts.

Construction Noise

The City currently does not have adopted standards, guidelines, or thresholds relative to construction noise. As such, available guidelines from the Federal Transit Authority (FTA) was considered to assess noise impacts due to construction. Average noise levels during construction would not result in noise levels that exceed 100 dBA (Leq-1hour) for commercial and industrial uses and 90 dBA (Leq-1hour) for residential uses.

Construction Vibration

The City currently does not have adopted standards, guidelines, or thresholds relative to ground-borne vibration. As such, available guidelines from the Federal Transit Authority (FTA) was considered to assess impacts due to ground-borne vibration during construction. The Project would result in construction-related vibration that is less than the FTA vibration-annoyance criteria of 78 VdB during the daytime (7:00 AM - 10:00 PM) for residential uses, 84 VdB for office uses and 90 VdB for workshop uses.

Roadway Noise

Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. Thus, the proposed Project would not result in a permanent increase in noise levels above ambient levels in the vicinity of the Project Site in excess of the City's Noise Element and Noise Ordinance. Vehicular related noise impacts would not be considered significant.

Exterior Noise

Specific numerical noise criteria are not included in the 2030 General Plan but are referenced in the General Plan Background Report. For residential and other sensitive uses, the maximum exterior Community Noise Equivalent Level (CNEL) that is considered compatible is 65 a-weight decibels (dBA). As a Project Design Feature, the northern boundary of the Project site adjacent to the US-101 freeway includes an 8-foot masonry wall with evergreen vine. Additionally, the outdoor living areas (patios and/or balconies) on the 2nd through 5th floor that are positioned facing towards the US-101 freeway would include a 42-inch solid wall railing. The 2nd floor would include an 8-inch glazing on top of the solid wall railing. The Project would adhere to the City's exterior standard of 65 dBA CNEL at the outdoor living that include patios and/or balconies.

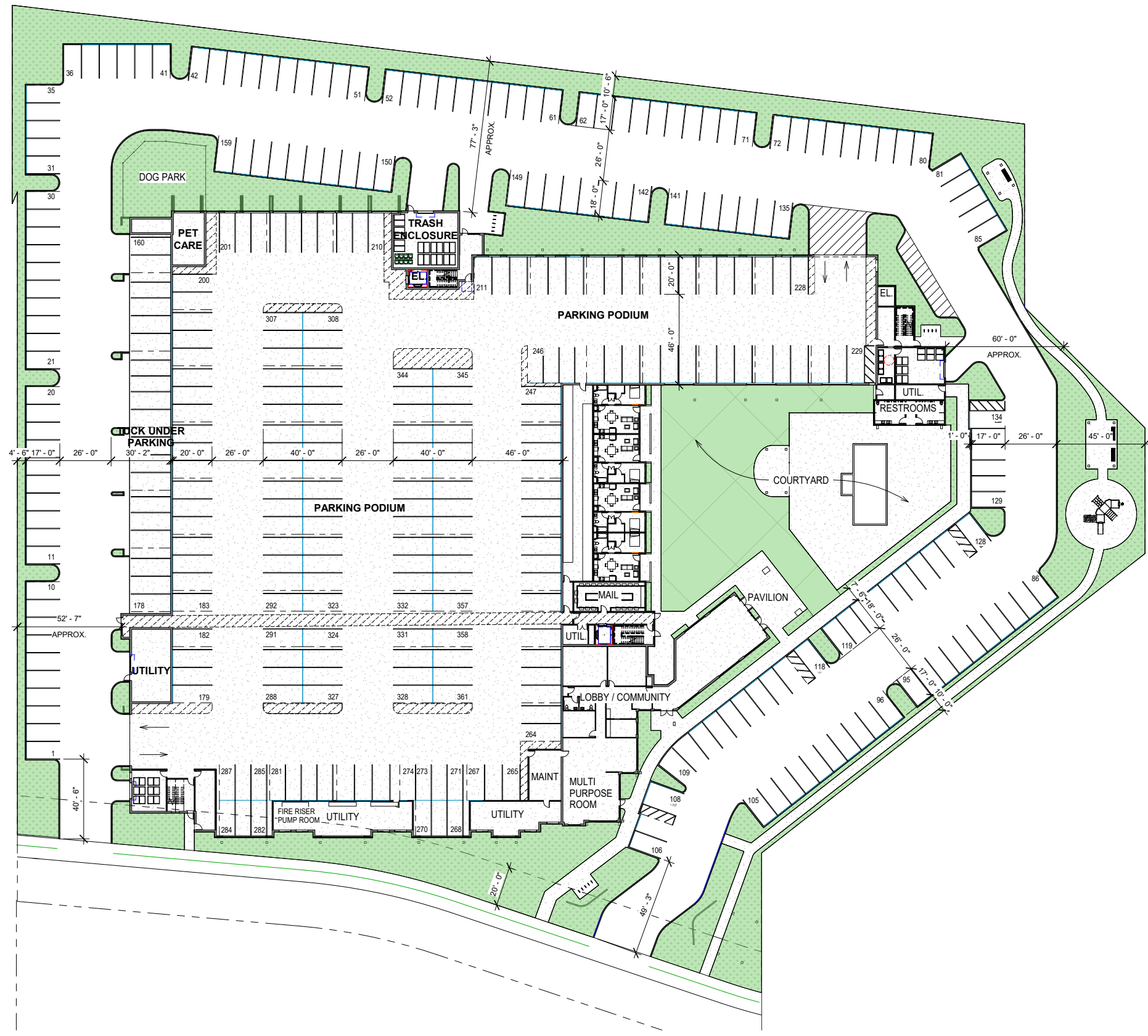
PROJECT DESCRIPTION

The Project site is located in the northeast portion of the City on a vacant 225,359 square foot (5.17-acre) lot just north of the newly constructed Lockwood Street, as shown in Figure 1: Project Site Location. The Project includes construction of a 5-story 233-unit multi-family residential building, consisting of 24 studios units, 82 one-bedroom units, 103 two-bedroom units and 24 three-bedroom units, as shown in Figure 2: Site Plan. Residential uses would be located within the 2nd and 5th floors of the proposed development. As a Project Design Feature, the northern boundary of the Project site adjacent to the US-101 freeway includes an 8-foot masonry wall with evergreen vine. Additionally, the outdoor living areas (patios and/or balconies) on the 2nd through 5th floor that are positioned facing towards the US-101 freeway would include a 42-inch solid wall railing. The 2nd floor would include an 8-inch glazing on top of the solid wall railing. The Project site is located on a vacant Business Research Park (BRP) adjacent to retail and medical facilities such as Kaiser, St. Johns, and the senior/elderly Health Care Center Oxnard ADHC. The property to the south is undeveloped. Additionally, the developed site to the west is a car dealership and a Medical Office Building further down to the south at Outlet Center Drive.



SOURCE: Google Earth - 2022

FIGURE 1



SOURCE: Lauterbach & Associates Architects, Inc. - August 3, 2021

FIGURE 2



Site Plan

EXISTING CONDITIONS

Ambient Noise Measurements

The main noise generators within the City consist of vehicular traffic along the US-101 Ventura Freeway, other major roadways, the Oxnard Airport, the Union Pacific Railroad line, and a variety of stationary noise sources. The highest noise levels are adjacent to the US-101 Ventura Freeway. The City of Oxnard 2030 General Plan defines sensitive receptors as residential areas, hospitals, child and daycare facilities, convalescent homes and facilities, schools, and other similar land uses. These uses are considered sensitive because the presence of excessive noise may interrupt normal activities typically associated with their use. Additionally, increased noise levels occur along major arterials including Victoria Avenue, Channel Islands Boulevard, Ventura Road, and Oxnard Boulevard.

As mentioned previously, the Project site is located on vacant land surrounded by properties in the BRP zone. The Project site and the surrounding area are primarily subject to traffic noise associated with the US-101 Freeway to the north. Long-term (24-hour) noise measurements were conducted between August 1 - August 2, 2022, to characterize the daily noise levels generated within the Project site and provided in **Table 1: Ambient Noise Measurements**. **Figure 3: Noise Monitoring Location** depicts where the ambient noise measurement was conducted within the Project site. As shown in **Table 1**, ambient noise levels during the 24-hour period at the Project site was 77.4 dBA CNEL.

| Location Number/Description | Leq-Daytime (7:00 AM - 7:00 PM) | Leq-Evening (7:00 PM - 10:00 PM) | Leq-Nighttime (10:00 PM - 7:00 AM) | 24-hour CNEL |
|--|------------------------------------|-------------------------------------|---------------------------------------|--------------|
| 1 Between Proposed Lockwood I and approved Lockwood II Development | 71.3 | 71.6 | 70.5 | 77.4 |

Source: Refer to **Appendix A** for noise monitoring data sheets.
Notes: dBA = A-weighted decibels; Leq = average equivalent sound level.

Roadway Noise Levels

In addition to the ambient noise measurements near the Project Site, the existing traffic noise on local roadways in the surrounding areas was calculated to quantify the daytime and nighttime noise levels using information provided in the transportation impact analysis.¹ The transportation impact analysis analyzed four segments within the Project vicinity. Traffic noise levels were calculated using the Federal Highway Administration Traffic Noise Model (FHWA TNM).

Table 2: Existing Roadway Noise Levels provides the calculated 24-hour CNEL noise levels for the analyzed local roadway segments based on existing traffic volumes. 24-hour CNEL levels attributed to roadway traffic range from a low of 64.8 dBA CNEL along Gonzales Road east of Lombart Street to a high of 69.6 dBA CNEL along Rice Avenue south of US Highway 101 SB Ramp. In terms of the City's land use compatibility categories based on roadway traffic only, all locations are classified as normally acceptable.

¹ Associated Transportation Engineers, Lockwood III Apartments Projects, dated October 11, 2022.

**TABLE 2
EXISTING ROADWAY NOISE LEVELS**

| Roadway Segment | Adjacent Land Use | Existing Roadway Noise Level dBA CNEL | Existing Noise Exposure Compatibility Category |
|----------------------------------|-------------------|--|--|
| <i>Rice Avenue</i> | | | |
| North of US Highway 101 NB Ramp | Commercial | 65.3 | Normally Acceptable |
| South of US Highway 101 NB Ramp | Commercial | 67.8 | Normally Acceptable |
| North of US Highway 101 SB Ramp | Commercial | 68.6 | Normally Acceptable |
| South of US Highway 101 SB Ramp | Commercial | 69.6 | Normally Acceptable |
| North of Gonzales Road | Commercial | 69.5 | Normally Acceptable |
| South of Gonzales Road | Commercial | 68.5 | Normally Acceptable |
| <i>Gonzales Road</i> | | | |
| West of Rice Avenue | Commercial | 65.6 | Normally Acceptable |
| East of Solar Avenue | Commercial | 65.7 | Normally Acceptable |
| West of Solar Avenue | Commercial | 65.0 | Normally Acceptable |
| East of Lombart Street | Commercial | 64.8 | Normally Acceptable |
| West of Lombart Street | Commercial | 65.6 | Normally Acceptable |
| East of Williams Drive | Residential | 65.5 | Normally Acceptable |
| West of Williams Drive | Commercial | 65.5 | Normally Acceptable |
| East of Rose Avenue | Commercial | 65.4 | Normally Acceptable |
| West of Rose Avenue | Commercial | 67.1 | Normally Acceptable |
| <i>Rose Avenue</i> | | | |
| North of US Highway 101 NB Ramps | Commercial | 66.3 | Normally Acceptable |
| South of US Highway 101 NB Ramps | Commercial | 66.6 | Normally Acceptable |
| North of US Highway 101 SB Ramp | Commercial | 67.6 | Normally Acceptable |
| South of US Highway 101 SB Ramp | Commercial | 68.2 | Normally Acceptable |
| North of Lockwood Street | Commercial | 68.5 | Normally Acceptable |
| South of Lockwood Street | Commercial | 67.5 | Normally Acceptable |
| North of Gonzales Road | Commercial | 67.7 | Normally Acceptable |
| South of Gonzales Road | Commercial | 67.2 | Normally Acceptable |

Source: Refer to **Appendix B** for Roadway Noise Worksheets.

Sensitive Uses

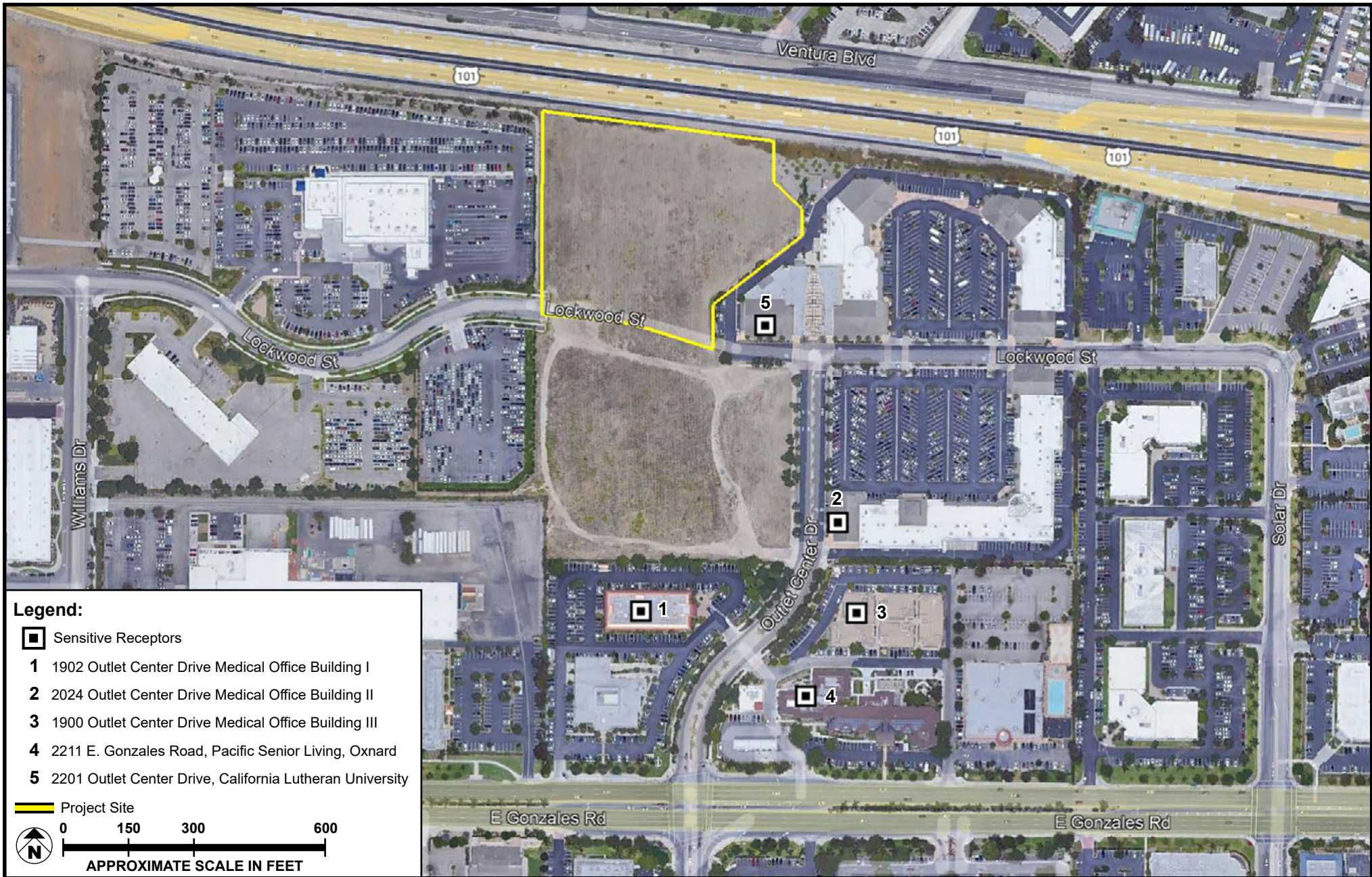
As mentioned previously, properties surrounding the vacant site are in the BRP zone and is adjacent to retail and medical facilities such as Kaiser, St. Johns, and the senior/elderly Health Care Center Oxnard ADHC. An overview of the surrounding sensitive land uses that may be impacted by the Proposed Project is provided below. Additionally, refer to **Figure 4: Sensitive Receptor Map** for location of the sensitive uses described below:

- **2201 Outlet Center Drive**: Located to the southeast of the Project site at the corner of Outlet Center Drive and Lockwood Street and Outlet Center drive, sensitive uses include the California Lutheran University Satellite campus.
- **1901 Outlet Center Drive**: Located to the south of the Project site across Lockwood Street at Outlet Center Drive, sensitive uses include the medical office building.
- **2024 Outlet Center Drive**: Located to the southeast of the Project site south of Lockwood Street along Outlet Center Drive, sensitive uses include the medical office building.
- **1900 Outlet Center Drive**: Located to the southeast of the Project site along Outlet Center Drive, sensitive uses include the medical office building.
- **2211 E. Gonzales Road**: Located to the southeast of the Project site along Gonzales Road, sensitive uses include the Pacific Senior Living assisted living facility.



SOURCE: Google Earth - 2022

FIGURE 3



SOURCE: Google Earth - 2022

FIGURE 4

THRESHOLD OF SIGNIFICANCE

Construction Noise

The City does not have any adopted standards, guidelines, or thresholds relative to construction noise. To evaluate whether the Project will generate a substantial periodic increase in short-term noise levels at off-site sensitive receiver locations, a construction-related noise level threshold is adopted from the FTA Construction Noise Handbook for General Assessment Construction Noise Criteria. The FTA *Transit Noise and Vibration Impact Assessment Manual*² provides a general noise assessment guideline to assess potential noise impacts construction of transit projects. A general noise assessment is suitable and appropriate given the current stage of planning and evaluation for this Project. The FTA's General Assessment Construction Noise Criteria identifies daytime and nighttime thresholds for residential, commercial, and industrial land uses, which are considered reasonable criteria for use in assessing the potential for adverse community reaction to noise generated by construction activities.

The construction noise criteria threshold for residential uses is 90 dBA (Leq-1hour) during the daytime and 80 dBA (Leq-1hour) during the nighttime period. Additionally, construction noise thresholds for commercial and industrial uses are 100 dBA (Leq-1hour) during both the daytime and nighttime periods. Since the construction-related noise level threshold represents the energy average of the noise source over a given time, they are expressed as Leq noise levels.

Construction Vibration

The City currently does not have any adopted standards, guidelines, or thresholds relative to ground-borne vibration. As such, available guidelines from the FTA would be considered to assess impacts due to ground-borne vibration. The Proposed Project is required to implement construction techniques which result in construction-related vibration that is less than the maximum vibration levels for residential uses presented in **Table 3: Interpretation of Vibration Criteria for Detailed Vibration Analysis**. The criteria in this section are used to assess the potential for interference or annoyance from building response and to determine performance of vibration reduction methods. Development would be required to implement construction techniques which result in construction-related vibration that is less than the FTA vibration-annoyance criteria of 78 VdB during the daytime (7:00 AM - 10:00 PM) for residential uses, 84 VdB for office uses, and 90 VdB for workshop uses.

² Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018, accessed September 2021, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

**TABLE 3
INTERPRETATION OF VIBRATION CRITERIA FOR DETAILED VIBRATION ANALYSIS**

| Criterion Curve | Max Lv, VdB ¹ | Description of Use |
|-------------------|--------------------------|---|
| Workshop | 90 | Vibration that is distinctly felt, Appropriate for workshops and similar areas not as sensitive to vibration. |
| Office | 84 | Vibration that can be felt. Appropriate for offices and similar and areas not as sensitive to vibration. |
| Residential Day | 78 | Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20x). |
| Residential Night | 72 | Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power optical microscopes (100X) and other equipment of low sensitivity. |

Note:

¹ As measured in 1/3-octave bands of frequency over the frequency range 8 to 80 Hz.

Lv = vibration level; VdB = RMS velocity in decibels.

Source: FTA Transit Noise and Vibration Handbook, Table 6-6: Interpretation of Vibration Criteria for Detailed Vibration Analysis.

Operation

Specific numerical noise criteria are not included in the 2030 General Plan but are referenced in the General Plan Background Report. The California Code of Regulations sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. The State indicates that locating units in areas where exterior ambient noise levels exceed 65 dBA is undesirable. Whenever such units are to be located in such areas, the developer must incorporate into building design various construction features which reduce interior noise levels to 45 dBA CNEL. **Table 4: Community Noise Exposure Ldn or CNEL, Db** presents criteria used to assess the compatibility of proposed land uses with the noise environment. As shown, normally acceptable noise levels for residential multi-family uses are 65 dBA CNEL or less. Pursuant to the City’s Zoning Code Section 16-420J(F)(2), the Applicant shall submit evidence to the satisfaction of the Director that all units with patios and/or balconies meet the 65 dBA CNEL.

**TABLE 4
COMMUNITY NOISE EXPOSURE LDN OR CNEL, DB**

| Land Use Category | Normally Acceptable | Conditionally Acceptable | Normally Unacceptable | Clearly Unacceptable |
|--|---------------------|--------------------------|-----------------------|----------------------|
| Residential - Low Density, Single Family, Duplex, Mobile Homes | <60 | 55-70 | 70-75 | >80 |
| Residential - Multi Family | <65 | 60-70 | 70-75 | >75 |
| Transient Lodging - Motels, Hotels | <65 | 60-70 | 70-80 | >80 |
| Schools, Libraries, Churches, Hospitals, Nursing Homes | <70 | 60-70 | 70-80 | >80 |
| Auditoriums, Concert Halls, Amphitheaters | NA | <70 | NA | >65 |
| Sports Arena, Outdoor Spectator Sports | NA | <75 | NA | >70 |
| Playgrounds, Neighborhood Parks | <70 | 67.5-75 | NA | >72.5 |
| Golf Courses, Riding Stables, Water Recreation, Cemeteries | <75 | 70-80 | 70-80 | >80 |
| Office Buildings, Business Commercial and Professional | <70 | 67.5-77.5 | >75 | NA |
| Industrial, Manufacturing Utilities, Agriculture | <75 | 70-80 | >75 | NA |

Note:

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal convention 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.

NA - Not applicable.

Source: California Office of Planning and Research, General Plan Guidelines, 2003.

The FTA has recommended noise criteria related to traffic-generated noise. These recommendations can be used as guidance to determine whether or not a change in traffic would result in “substantial” permanent increase in noise. The allowable noise exposure increase is reduced with increasing ambient existing noise exposure, such that higher ambient noise levels have a lower allowable noise exposure increase. **Table 5: Significance of Changes in Operational Roadway Noise Exposure** shows the significance thresholds for increases in traffic-related noise levels. These standards are applicable to project-related impacts on existing sensitive receptors. For noise exposures above 75 dBA CNEL, there is no allowable noise exposure increase. As shown in **Table 5**, the ambient noise exposure within the Project site is 77.4 dBA CNEL. As such, there is no allowable noise exposure increase limit for this portion of the site.

| TABLE 5 SIGNIFICANCE OF CHANGES IN OPERATIONAL ROADWAY NOISE EXPOSURE | |
|--|--|
| Existing Noise Exposure (dBA Ldn or Leq) | Allowable Noise Exposure Increase (dBA Ldn or Leq) |
| 45-49 | 7 |
| 50-54 | 5 |
| 55-59 | 3 |
| 60-64 | 2 |
| 65-74 | 1 |
| 75+ | 0 |

Source: City of Oxnard CEQA Guidelines, Table 5: Significance of Changes in Operational Roadway Noise Exposure, May 2017,

Ambient Noise Measurements

Noise-level monitoring was conducted by Meridian Consultants between August 1 - August 2, 2022 along Puente Street, as shown in **Figure 3**. Noise-level monitoring was conducted for a 24-hour period using a Larson Davis Model 831 sound-level meter. This meter satisfies the American National Standards Institute (ANSI) standard for general environmental noise measurement instrumentation. The ANSI specifies several types of sound-level meters according to their precision. Types 1, 2, and 3 are referred to as “precision,” “general-purpose,” and “survey” meters, respectively. Most measurements carefully taken with a Type 1 sound-level meter will have a margin of error not exceeding 1 dB.

The Larson Davis Model 831 is a Type 1 precision sound-level meter. This meter meets all requirements of ANSI S1.4-1983 and ANSI1.43-1997 Type 1 standards, as well as International Electrotechnical Commission (IEC) IEC61672-1 Ed. 1.0, IEC60651 Ed 1.2, and IEC60804 Type 1, Group X standards. The sound-level meter was located approximately 5 feet above ground and was covered with a Larson Davis windscreen. The sound-level meter was field calibrated with an external calibrator prior to operation.

Construction Noise

Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise. Construction would occur over the following phases: (1) Site Preparation; (2) Grading; (3) Building Construction; (4) Paving; and (5) Architectural Coating.

Each phase of construction would result in varying levels of intensity and a number of construction personnel. The construction workforce would consist of approximately 18 worker trips per day during site preparation; approximately 15 worker trips per day and approximately 4 hauling trips per day during grading; approximately 201 worker trips per day and approximately 38 vendor trips per day during building construction; approximately 15 worker trips per day during paving; and approximately 41 worker trips per day during architectural coating.

On-Site Construction Equipment

Construction activities typically generate noise from the operation of equipment within the Project Site that is required for the construction of various facilities. Noise impacts from on-site construction equipment as well as the on-site staging of construction trucks were evaluated by determining the noise levels generated by different types of construction activity and calculating the construction-related noise level at nearby noise-sensitive receptor locations. Actual construction noise levels would vary, depending upon the equipment type, model, the type of work activity being performed, and the condition of the equipment.

In order to calculate construction noise levels, hourly activity or utilization factors (i.e., the percentage of normal construction activity that would occur, or construction equipment that would be active, during

each hour of the day) are estimated based on the temporal characteristics of other previous and current construction projects. The hourly activity factors express the percentage of time that construction activities would emit average noise levels. Typical noise levels for each type of construction equipment were obtained from the FHWA Roadway Construction Noise Model.³

An inventory of construction equipment, including the number and types of equipment, which would be operating simultaneously within the Project Site was identified for each phase/component of construction and shown in **Table 6: Construction Equipment by Phase**. It is highly unlikely that all pieces of construction equipment identified in **Table 6** would operate simultaneously in any specific location during construction because equipment is generally operated only when needed and space constraints limit the equipment that can be used at any one time in a specific location. Therefore, this modeling is considered a conservative approach to calculate the maximum noise levels that would be generated.

The calculated average noise levels provided in **Table 6** were inputted into the noise model SoundPLAN,⁴ which generates computer simulations of noise propagation from sources such as construction noise. SoundPLAN forecasts noise levels at specific receptors using sound power data and three-dimensional topographical data.

3 U.S. Department of Transportation, FHWA Roadway Construction Noise Model Final Report, January 2006, accessed March 2022, https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf

4 SoundPLAN model is in compliance with ISO 9613-2 standards for assessing attenuation of sound propagating outdoors and general calculation method.

**TABLE 6
CONSTRUCTION EQUIPMENT BY PHASE**

| Construction Phase | Equipment Type | Quantity | Usage Hours (per day) | Noise Level at 25 feet (dBA Leq-1hour) | Calculated Average Noise Level (dBA Leq-1hour) |
|-----------------------|---------------------------|----------|-----------------------|--|--|
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 88.5 | 93.6 |
| | Tractors/Loaders/Backhoes | 4 | 8 | 92.1 | |
| Grading | Excavators | 1 | 8 | 82.8 | 93.3 |
| | Graders | 1 | 8 | 87.0 | |
| | Rubber Tired Dozers | 1 | 8 | 83.7 | |
| | Tractors/Loaders/Backhoes | 3 | 8 | 90.8 | |
| Building Construction | Cranes | 1 | 7 | 78.6 | 95.3 |
| | Forklifts | 3 | 8 | 92.8 | |
| | Generator Sets | 1 | 8 | 83.6 | |
| | Tractors/Loaders/Backhoes | 3 | 7 | 90.8 | |
| Paving | Pavers | 2 | 8 | 83.2 | 87.0 |
| | Paving Equipment | 2 | 8 | 83.2 | |
| | Rollers | 1 | 6 | 79.0 | |
| Architectural Coating | Air Compressors | 1 | 6 | 79.7 | 79.7 |

Source: FHWA Roadway Construction Noise Model (RCNM) version 1.1
Refer to Appendix C for construction noise worksheets.

Construction Equipment Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. While ground vibrations from construction activities do not often reach the levels that can damage structures, fragile buildings must receive special consideration.

Impacts due to construction activities were evaluated by identifying vibration sources (i.e., construction equipment), measuring the distance between vibration sources and surrounding structure locations, and making a significance determination.

For quantitative construction vibration assessments related to building damage and human annoyance, vibration source levels for construction equipment are taken from the FTA *Transit Noise and Vibration Impact Assessment Manual*.⁵ Building damage would be assessed for each piece of equipment individually and assessed in terms of peak particle velocity. Ground-borne vibration related to human annoyance is assessed in terms of rms velocity levels.

5 FTA, *Transit Noise and Vibration Impact Assessment Manual*, September 2018, accessed August 2022, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

The vibration source levels for various types of equipment are based on data provided by the FTA.

Operation

Roadway Noise

Traffic noise levels were modeled using the FHWA TNM. The FHWA TNM calculates noise associated with a specific line source and the results characterize noise generated by motor vehicle travel along a specific roadway segment. The traffic noise impact analysis is based on the 24-hour CNEL noise descriptor and incorporates traffic volumes, vehicle mix, posted speed limits, roadway geometry, and site conditions. Noise levels were evaluated with respect to the following traffic scenarios:

- Existing (2022) Conditions;
- Existing (2022) plus Project Conditions;
- Cumulative without Project Conditions; and
- Cumulative with Project Conditions.

Noise impacts due to off-site motor vehicle travel were analyzed by comparing the projected increase in traffic noise levels from without Project conditions to plus proposed Project to the applicable significance criteria. Cumulative plus Project conditions include traffic volumes from future ambient growth, related projects, and the proposed Project.

Exterior Noise

Noise-level calculations at the Project site were assessed using the SoundPLAN noise model. The SoundPLAN model depicts noise contours at varying distances and accounts for various inputs to analyze topography, vegetation, propagation from buildings, and existing- and proposed-noise sources and barriers. The SoundPLAN model takes into account the distances between the noise sources and the receiver to depict noise contours at varying distances. The software utilizes algorithms (based on the inverse square law) to calculate noise level projections. Accuracy has been validated in published studies to be +/- 2.7 dBA with an 85 percent confidence level. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

The roadway noise environment along US-101 Freeway was modeled based on average annual daily trips (AADTs) from existing volumes (Year 2021) ahead of Rose Avenue obtained from Caltrans.⁶

⁶ Caltrans 2021 Traffic Volume, <https://dot.ca.gov/programs/traffic-operations/census>

Construction Noise

Noise from construction activities would be affected by the amount of construction equipment, the location of this equipment, the timing and duration of construction activities, and the relative distance to noise-sensitive receptors. Construction activities that would occur during the construction phases would generate both steady-state and episodic noise that would be heard both on and off the Project site. Each construction phase involves the use of different types of construction equipment and, therefore, has its own distinct noise characteristics. The Project would be constructed using typical construction techniques; no blasting or impact pile driving would be required.

The construction equipment reference noise levels provided in **Table 7** above, are based on measured noise data compiled by the FHWA and would occur when equipment is operating under full power conditions. However, equipment used on construction sites typically operate at less than full power. The acoustical usage factor is the percentage of time that each type of construction equipment is anticipated to be in full power operation during a typical construction day. These values are estimates and will vary based on the actual construction process and schedule.

Construction equipment operates at its noisiest levels for certain percentages of time during operation. As such, equipment would operate at different percentages over the course of an hour.⁷ During a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently.

To characterize construction-period noise levels, the average (hourly Leq) noise level associated with each construction stage was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

The estimated construction noise levels were calculated for each of the analyzed receptors (refer to **Figure 4: Noise Sensitive Receptors**) during each of the construction phases. As mentioned previously, given the physical size of the Project site and logistical limitations, and with the noise equipment located at the construction area nearest to the affected receptors to present a conservative impact analysis. This is considered a worst-case evaluation because construction of the Project would typically use fewer pieces of equipment simultaneously at any given time as well as operating throughout the construction site (i.e., most of the time construction equipment would be operating at distances further away from

7 Federal Highway Administration, Traffic Noise Model (2006).

the off-site receptors than that assumed in the forecasting of Project construction noise levels). As such, Project construction would often generate lower noise levels than reported herein.

Table 7: Maximum Noise Impacts Associated with On-Site Construction Activities presents the maximum noise impacts that are forecasted to occur at each of the receptor sites. As shown, average noise levels during construction would not result in noise levels that exceed 100 dBA (Leq-1hour) for commercial and industrial uses and 90 dBA (Leq-1hour) for residential uses. As such, construction noise impacts would not be considered significant.

| TABLE 7 MAXIMUM NOISE IMPACTS ASSOCIATED WITH ON-SITE CONSTRUCTION ACTIVITIES | | | | | | |
|--|--|---------|-----------------------|--------|-----------------------|---------------------------------|
| Location | Calculated Noise Level (Leq-1hour) by Construction Phase | | | | | Exceeds Significance Threshold? |
| | Site Preparation | Grading | Building Construction | Paving | Architectural Coating | |
| 1902 Outlet Center Drive Medical Office Building 1 | 75.5 | 75.2 | 72.8 | 68.9 | 57.2 | No |
| 2024 Outlet Center Drive Medical Office Building 2 | 74.9 | 74.6 | 72.7 | 68.3 | 57.1 | No |
| 1900 Outlet Center Drive Medical Office Building 3 | 76.0 | 75.7 | 73.6 | 69.4 | 58.0 | No |
| 2211 E. Gonzales Road, Pacific Senior Living | 73.1 | 72.8 | 70.5 | 66.5 | 54.9 | No |
| 2201 Outlet Center Drive, California Lutheran University | 87.1 | 86.8 | 81.8 | 80.5 | 66.2 | No |

Refer to Appendix C for Construction Noise Worksheets.

Construction Vibration

Table 8: On-Site Construction Vibration Impacts-Human Annoyance presents the construction vibration impacts associated with on-site construction in terms of human annoyance. As shown in **Table 8**, the forecasted vibration levels due to on-site construction activities would not exceed the residential significance threshold of 78 VdB, the office significance threshold of 84 VdB and the workshop significance threshold of 90 VdB for human annoyance for all sensitive sites surrounding the Project area during construction. Due to the distance of the Project-identified sensitive receptors, changes in elevations, and intervening structures, such as buildings and walls, on-site construction vibration would not result in a significant vibration impact with regard to human annoyance. Impacts related to human annoyance from on-site construction vibration would not be considered significant.

**TABLE 8
ON-SITE CONSTRUCTION VIBRATION IMPACTS - HUMAN ANNOYANCE**

| Nearest Off-Site Building Structures | Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment | | | | | | Significance Threshold (VdB) | Exceeds Threshold? |
|--|--|-----------------|------------------|---------------|-------------|-----------------|------------------------------|--------------------|
| | Vibratory Roller | Large Bulldozer | Caisson Drilling | Loaded Trucks | Jack-hammer | Small bulldozer | | |
| <i>FTA Reference Vibration Levels at 25 feet</i> | | | | | | | | |
| | 94 | 87 | 87 | 86 | 79 | 58 | – | – |
| California Lutheran University | 87 | 79 | 79 | 78 | 71 | 50 | 90 | No |
| 1901 Outlet Center Drive (MOB) | 53 | 46 | 46 | 44 | 37 | 16 | 84 | No |
| 2024 Outlet Center Drive (MOB) | 57 | 49 | 49 | 48 | 41 | 20 | 84 | No |
| 1900 Outlet Center Drive (MOB) | 53 | 44 | 45 | 44 | 37 | 16 | 84 | No |
| Pacific Senior Living Oxnard | 52 | 44 | 44 | 43 | 36 | 15 | 78 | No |

Source: Refer to **Appendix D** for construction vibration worksheets.

Note: MOB = Medical Office Building.

Operation

Roadway Noise

Existing plus Project

Table 9: Existing plus Project Roadway Noise Levels illustrates the change in noise levels from traffic volumes and from traffic generated by the Project. The difference in traffic noise between existing conditions and existing plus Project conditions represents the increase in noise attributable to Project-related traffic. As shown in **Table 9**, the maximum noise level increase along the analyzed roadways were 0.1 dBA CNEL along Rice Avenue north of US Highway 101 SB Ramp and North of Gonzales Road, along Gonzales Road east of Solar Avenue, East of Lombart Street and East of Rose Avenue. Consequently, Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. Thus, the proposed Project would not result in a permanent increase in noise levels above ambient levels in the vicinity of the Project Site in excess of the City's Noise Element and Noise Ordinance. Vehicular related noise impacts would not be considered significant.

**TABLE 9
EXISTING PLUS PROJECT ROADWAY NOISE LEVELS**

| Roadway Segment | Existing, dBA CNEL | | Difference | Significant Impact? |
|----------------------------------|--------------------|--------------|------------|---------------------|
| | Without Project | With Project | | |
| Rice Avenue | | | | |
| North of US Highway 101 NB Ramp | 65.3 | 65.3 | 0.0 | No |
| South of US Highway 101 NB Ramp | 67.8 | 67.8 | 0.0 | No |
| North of US Highway 101 SB Ramp | 68.6 | 68.7 | +0.1 | No |
| South of US Highway 101 SB Ramp | 69.6 | 69.6 | 0.0 | No |
| North of Gonzales Road | 69.5 | 69.6 | +0.1 | No |
| South of Gonzales Road | 68.5 | 68.5 | 0.0 | No |
| Gonzales Road | | | | |
| West of Rice Avenue | 65.6 | 65.6 | 0.0 | No |
| East of Solar Avenue | 65.7 | 65.8 | +0.1 | No |
| West of Solar Avenue | 65.0 | 65.0 | 0.0 | No |
| East of Lombart Street | 64.8 | 64.9 | +0.1 | No |
| West of Lombart Street | 65.6 | 65.6 | 0.0 | No |
| East of Williams Drive | 65.5 | 65.5 | 0.0 | No |
| West of Williams Drive | 65.5 | 65.5 | 0.0 | No |
| East of Rose Avenue | 65.4 | 65.5 | +0.1 | No |
| West of Rose Avenue | 67.1 | 67.1 | 0.0 | No |
| Rose Avenue | | | | |
| North of US Highway 101 NB Ramps | 66.3 | 66.3 | 0.0 | No |
| South of US Highway 101 NB Ramps | 66.6 | 66.6 | 0.0 | No |
| North of US Highway 101 SB Ramp | 67.6 | 67.6 | 0.0 | No |
| South of US Highway 101 SB Ramp | 68.2 | 68.2 | 0.0 | No |
| North of Lockwood Street | 68.5 | 68.5 | 0.0 | No |
| South of Lockwood Street | 67.5 | 67.5 | 0.0 | No |
| North of Gonzales Road | 67.7 | 67.7 | 0.0 | No |
| South of Gonzales Road | 67.2 | 67.2 | 0.0 | No |

Source: Refer to **Appendix B** for roadway noise worksheets

Cumulative plus Project

Table 10: Cumulative plus Project Roadway Noise Levels illustrates the change in noise levels from traffic volumes and from traffic generated by the Project. The difference in traffic noise between cumulative conditions and cumulative plus Project conditions represents the increase in noise attributable to Project-related traffic. As shown in **Table 10**, the maximum noise level increase along the analyzed roadways were 0.1 dBA CNEL along Rice Avenue south of US Highway 101 NB Ramp, along Gonzales Road east of Lombart Street, west of Lombart Street, west of Williams Drive, east of Rose Avenue and along Rose Avenue south of US Highway 101 SB Ramp. Consequently, Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. Thus, the

proposed Project would not result in a permanent increase in noise levels above ambient levels in the vicinity of the Project Site in excess of the City’s Noise Element and Noise Ordinance. Vehicular related noise impacts would not be considered significant.

**TABLE 10
CUMULATIVE PLUS PROJECT ROADWAY NOISE LEVELS**

| Roadway Segment | Cumulative, dBA CNEL | | Difference | Significant Impact? |
|----------------------------------|----------------------|--------------|------------|---------------------|
| | Without Project | With Project | | |
| <i>Rice Avenue</i> | | | | |
| North of US Highway 101 NB Ramp | 66.1 | 66.1 | 0.0 | No |
| South of US Highway 101 NB Ramp | 68.6 | 68.7 | +0.1 | No |
| North of US Highway 101 SB Ramp | 70.2 | 70.2 | 0.0 | No |
| South of US Highway 101 SB Ramp | 71.2 | 71.2 | 0.0 | No |
| North of Gonzales Road | 71.4 | 71.4 | 0.0 | No |
| South of Gonzales Road | 70.8 | 70.8 | 0.0 | No |
| <i>Gonzales Road</i> | | | | |
| West of Rice Avenue | 67.0 | 67.0 | 0.0 | No |
| East of Solar Avenue | 68.4 | 68.4 | 0.0 | No |
| West of Solar Avenue | 68.0 | 68.0 | 0.0 | No |
| East of Lombart Street | 67.9 | 68.0 | +0.1 | No |
| West of Lombart Street | 68.3 | 68.4 | +0.1 | No |
| East of Williams Drive | 68.3 | 68.3 | 0.0 | No |
| West of Williams Drive | 68.2 | 68.3 | +0.1 | No |
| East of Rose Avenue | 68.2 | 68.3 | +0.1 | No |
| West of Rose Avenue | 69.2 | 69.2 | 0.0 | No |
| <i>Rose Avenue</i> | | | | |
| North of US Highway 101 NB Ramps | 67.0 | 67.0 | 0.0 | No |
| South of US Highway 101 NB Ramps | 67.3 | 67.3 | 0.0 | No |
| North of US Highway 101 SB Ramp | 68.0 | 68.0 | 0.0 | No |
| South of US Highway 101 SB Ramp | 68.5 | 68.6 | +0.1 | No |
| North of Lockwood Street | 69.1 | 69.1 | 0.0 | No |
| South of Lockwood Street | 68.2 | 68.2 | 0.0 | No |
| North of Gonzales Road | 68.3 | 68.3 | 0.0 | No |
| South of Gonzales Road | 67.8 | 67.8 | 0.0 | No |

Source: Refer to **Appendix B** for roadway noise worksheets

Exterior Noise

As shown in **Table 3** above, the ambient noise exposure within the Project site is 77.4 dBA CNEL. There is no allowable noise exposure increase limit for ambient noise exposures above 75 dBA CNEL. As a Project Design Feature, the northern boundary of the Project site adjacent to the US-101 freeway includes an 8-foot masonry wall with evergreen vine. Additionally, the outdoor living areas (patios and/or balconies) on the 2nd through 5th floor that are positioned facing towards the US-101 freeway between 160 feet to 180 feet to the freeway centerline would include a 42-inch solid wall railing. The 2nd floor would include an 8-inch glazing on top of the solid wall railing. As shown in **Table 11: Exterior Façade Noise Levels**, the outdoor living areas positioned facing towards the US-101 Ventura Freeway would be attenuated to be below the maximum exterior standard of 65 dBA CNEL. As such, the Proposed Project would adhere to the City’s exterior standard for outdoor living areas such as the patios and/or balconies. No further mitigation is required.

| TABLE 11 EXTERIOR FAÇADE NOISE LEVELS | | |
|--|-----------------|----------|
| Distance from Freeway Centerline | Floor | dBA CNEL |
| 160 feet | 2 nd | 61.6 |
| | 3 rd | 62.4 |
| | 4 th | 61.9 |
| | 5 th | 62.3 |
| 180 feet | 2 nd | 61.1 |
| | 3 rd | 63.7 |
| | 4 th | 62.5 |
| | 5 th | 61.8 |

Source: SoundPLAN

Refer to **Appendix E** for SoundPLAN Output Sheets.

CERTIFICATION

The contents of this noise study represent an accurate depiction of the noise environment and impacts associated with the proposed Lockwood Development 3 Project. The information contained in this noise study is based on the best available information at the time of preparation. If you have any questions, please contact me directly at (818) 415-7274.

Sincerely,



Christ Kirikian, INCE
Principal | Director of Air Quality & Acoustics
ckirikian@meridianconsultantsllc.com

Monitoring Location: Development Site 3

Date: August 1 - August 2, 2022

| Monitoring Period | Monitored Logarithmic | Evening/Night Adjustments | | | |
|-------------------|-----------------------|---------------------------|------------|-----------|-----------|
| | | Leq | Equivalent | 10 dB | 5 dB |
| Midnight | 0 / 24 | 67.4 | 5471835 | 54718351 | 17303462 |
| am 1:00 | 100 | 66.2 | 4174784 | 41747839 | 13201826 |
| 2:00 | 200 | 66.2 | 4194537 | 41945367 | 13264290 |
| 3:00 | 300 | 67.6 | 5734638 | 57346379 | 18134517 |
| 4:00 | 400 | 69.9 | 9724964 | 97249639 | 30753036 |
| 5:00 | 500 | 73.4 | 21703811 | 217038111 | 68633477 |
| 6:00 | 600 | 75.1 | 32500123 | 325001227 | 102774412 |
| 7:00 | 700 | 74.4 | 27623328 | 276233280 | 87352633 |
| 8:00 | 800 | 74.0 | 25220053 | 252200533 | 79752811 |
| 9:00 | 900 | 72.5 | 17766137 | 177661367 | 56181457 |
| 10:00 | 1000 | 71.9 | 15432454 | 154324543 | 48801706 |
| 11:00 | 1100 | 71.7 | 14916434 | 149164336 | 47169905 |
| pm 12:00 | 1200 | 70.3 | 10651996 | 106519961 | 33684569 |
| 1:00 | 1300 | 69.6 | 9219811 | 92198106 | 29155601 |
| 2:00 | 1400 | 69.8 | 9659374 | 96593744 | 30545624 |
| 3:00 | 1500 | 70.0 | 9990012 | 99900118 | 31591191 |
| 4:00 | 1600 | 69.6 | 9179711 | 91797108 | 29028794 |
| 5:00 | 1700 | 71.0 | 12535308 | 125353077 | 39640124 |
| 6:00 | 1800 | 72.4 | 17402715 | 174027147 | 55032216 |
| 7:00 | 1900 | 72.0 | 16004459 | 160044591 | 50610543 |
| 8:00 | 2000 | 71.6 | 14576626 | 145766256 | 46095338 |
| 9:00 | 2100 | 70.9 | 12370037 | 123700370 | 39117492 |
| 10:00 | 2200 | 69.8 | 9562886 | 95628865 | 30240502 |
| pm 11:00 | 2300 | 68.3 | 6835574 | 68355742 | 21615983 |

Leq Morning Peak Hour 7:00-10:00 a.m.

74 dBA

Leq Evening Peak Hour 7:00-10:00 p.m.

71.6 dBA

Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted)

70.5 dBA

Leq Daytime 7:00 am-7:00 p.m.

71.3 dBA

Leq 8-Hour

66.7 dBA

Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m.

77.1 dBA

CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB adjustment between 10:00 p.m. & 7:00 a.m.

77.4 dBA

Difference between CNEL and Ldn

CNEL - Ldn 0.31822901

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|--|--|--|--|--|--|--|--|--|----------------------------|--|--|--|--|--|--|--|--|--|---|--|----------------|--|----------------|--|---------|--|----------|--|
| Project Name | | | | | | | | | | rev. (Date) | | | | | | | | | | If Peak Hour = 6% of ADT, Scaling Factor = 16.667 | | | | | | | | | |
| Weekday AM/PM Peak Hour Volumes | | | | | | | | | | | | | | | | | | | | If Peak Hour = 7% of ADT, Scaling Factor = 14.286 | | | | | | | | | |
| Intersection: 1 | | | | | | | | | | | | | | | | | | | | If Peak Hour = 8% of ADT, Scaling Factor = 12.5 | | | | | | | | | |
| Rice Avenue and US 101 NB Ramp | | | | | | | | | | | | | | | | | | | | If Peak Hour = 9% of ADT, Scaling Factor = 11.111 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | If Peak Hour = 10% of ADT, Scaling Factor = 10 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | ADT | | | | | | | | | |
| | | | | | | | | | | Rice Ave | | | | | | | | | | Road | | Rice Ave | | US 101 NB Ramp | | | | | |
| | | | | | | | | | | Southbound | | | | | | | | | | Leg | | North of | | South of | | East of | | West of | |
| | | | | | | | | | | | | | | | | | | | | Cross Street | | US 101 NB Ramp | | Rice Ave | | | | | |
| | | | | | | | | | | right through left | | | | | | | | | | Existing (AM) | | 12,392.0 | | 21,752.0 | | 7,432.0 | | 12,104.0 | |
| | | | | | | | | | | Existing (AM) 115 598 | | | | | | | | | | Existing (PM) | | 11,800.0 | | 19,264.0 | | 7,072.0 | | 8,328.0 | |
| | | | | | | | | | | Existing (PM) 143 641 | | | | | | | | | | Existing + Project | | 12,432.0 | | 21,896.0 | | 7,536.0 | | 12,104.0 | |
| | | | | | | | | | | Existing + Project 115 601 | | | | | | | | | | Existing + Project | | 11,840.0 | | 19,336.0 | | 7,104.0 | | 8,328.0 | |
| | | | | | | | | | | Existing + Project 143 642 | | | | | | | | | | Cumulative (AM) | | 14,920.0 | | 26,640.0 | | 8,392.0 | | 14,288.0 | |
| | | | | | | | | | | Cumulative (AM) 133 713 | | | | | | | | | | Cumulative (PM) | | 15,392.0 | | 24,136.0 | | 8,152.0 | | 10,208.0 | |
| | | | | | | | | | | Cumulative (PM) 157 842 | | | | | | | | | | Cumulative + Pr | | 14,960.0 | | 26,784.0 | | 8,496.0 | | 14,288.0 | |
| | | | | | | | | | | Cumulative + Pr 133 716 | | | | | | | | | | Cumulative + Pr | | 15,432.0 | | 24,208.0 | | 8,184.0 | | 10,208.0 | |
| | | | | | | | | | | Cumulative + Pr 157 843 | | | | | | | | | | Westbound | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | right through left | | | | | | | | | |
| | | | | | | | | | | Existing (AM) 148 561 | | | | | | | | | | Existing (AM) | | 38 335 556 | | | | | | | |
| | | | | | | | | | | Existing (PM) 138 334 | | | | | | | | | | Existing (PM) | | 15 200 669 | | | | | | | |
| | | | | | | | | | | Existing + Project 148 561 | | | | | | | | | | Existing + Project | | 38 335 569 | | | | | | | |
| | | | | | | | | | | Existing + Project 138 334 | | | | | | | | | | Existing + Project | | 15 200 673 | | | | | | | |
| | | | | | | | | | | Cumulative (AM) 164 661 | | | | | | | | | | Cumulative (AM) | | 40 348 661 | | | | | | | |
| | | | | | | | | | | Cumulative (PM) 196 434 | | | | | | | | | | Cumulative (PM) | | 23 225 771 | | | | | | | |
| | | | | | | | | | | Cumulative + Pr 164 661 | | | | | | | | | | Cumulative + Pr | | 40 348 674 | | | | | | | |
| | | | | | | | | | | Cumulative + Pr 196 434 | | | | | | | | | | Cumulative + Pr | | 23 225 775 | | | | | | | |
| | | | | | | | | | | Northbound | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | left through right | | | | | | | | | |
| | | | | | | | | | | Existing (AM) 354 650 | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Existing (PM) 226 538 | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Existing + Project 354 652 | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Existing + Project 226 542 | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative (AM) 480 815 | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative (PM) 264 706 | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative + Pr 480 817 | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative + Pr 264 710 | | | | | | | | | | | | | | | | | | | |

| Project Name | | | | | | | | | | rev. (Date) | | | | | If Peak Hour = 6% of ADT, Scaling Factor = 16.667 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|---------------|----------|---------------|----------|--|--|--|--|--|--|--|--|--|--|---|-------|---------|-------|---------------|------|----------|-----|---------------|-----|-------|----------|--------------------|---------|---------|--------------|--------------------|-----|----------|-----|-----------------|----------|----------|-----|-----------------|---------------|----------|----------|-----------------|----------|--------------------|----------|-----------------|-----|----------|--------------------|--|----------|-----|----------|-----------------|----------|----------|----------|----------|-----------------|----------|----------|----------|---------------|-----------------|----------|----------|-------------------------|----------|-----------------|----------|-------------------------|----------|----------|--|-----------------|-----|-------|-----|-----------------|-----|-----|----|-----------------|-----|-------|-----|-----------------|-----|-----|----|
| Weekday AM/PM Peak Hour Volumes | | | | | | | | | | | | | | | If Peak Hour = 7% of ADT, Scaling Factor = 14.286 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Intersection: 3 | | | | | | | | | | | | | | | If Peak Hour = 8% of ADT, Scaling Factor = 12.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rice Avenue and Gonzales Road | | | | | | | | | | | | | | | If Peak Hour = 9% of ADT, Scaling Factor = 11.111 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | If Peak Hour = 10% of ADT, Scaling Factor = 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | ADT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Rice Ave | | | | | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Road</th> <th colspan="2" style="width: 35%;">Rice Ave</th> <th colspan="2" style="width: 30%;">Gonzales Road</th> </tr> <tr> <th>Leg</th> <th>North of</th> <th>South of</th> <th>East of</th> <th>West of</th> </tr> </thead> <tbody> <tr> <td>Cross Street</td> <td colspan="2" style="text-align: center;">Gonzales Road</td> <td colspan="2" style="text-align: center;">Rice Ave</td> </tr> <tr> <td>Existing (AM)</td> <td>32,816.0</td> <td>25,832.0</td> <td>0.0</td> <td>17,160.0</td> </tr> <tr> <td>Existing (PM)</td> <td>30,944.0</td> <td>24,200.0</td> <td>0.0</td> <td>14,520.0</td> </tr> <tr> <td>Existing + Project</td> <td>33,024.0</td> <td>25,872.0</td> <td>0.0</td> <td>17,408.0</td> </tr> <tr> <td>Existing + Project</td> <td>31,152.0</td> <td>24,240.0</td> <td>0.0</td> <td>14,768.0</td> </tr> <tr> <td>Cumulative (AM)</td> <td>50,056.0</td> <td>43,592.0</td> <td>25,400.0</td> <td>31,656.0</td> </tr> <tr> <td>Cumulative (PM)</td> <td>42,064.0</td> <td>36,544.0</td> <td>17,400.0</td> <td>27,896.0</td> </tr> <tr> <td>Cumulative + Pr</td> <td>50,264.0</td> <td>43,632.0</td> <td>25,400.0</td> <td>31,904.0</td> </tr> <tr> <td>Cumulative + Pr</td> <td>42,272.0</td> <td>36,584.0</td> <td>17,400.0</td> <td>28,144.0</td> </tr> </tbody> </table> | | | | | Road | Rice Ave | | Gonzales Road | | Leg | North of | South of | East of | West of | Cross Street | Gonzales Road | | Rice Ave | | Existing (AM) | 32,816.0 | 25,832.0 | 0.0 | 17,160.0 | Existing (PM) | 30,944.0 | 24,200.0 | 0.0 | 14,520.0 | Existing + Project | 33,024.0 | 25,872.0 | 0.0 | 17,408.0 | Existing + Project | 31,152.0 | 24,240.0 | 0.0 | 14,768.0 | Cumulative (AM) | 50,056.0 | 43,592.0 | 25,400.0 | 31,656.0 | Cumulative (PM) | 42,064.0 | 36,544.0 | 17,400.0 | 27,896.0 | Cumulative + Pr | 50,264.0 | 43,632.0 | 25,400.0 | 31,904.0 | Cumulative + Pr | 42,272.0 | 36,584.0 | 17,400.0 | 28,144.0 | | | | | | | | | | | | | | | | | |
| Road | Rice Ave | | Gonzales Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Leg | North of | South of | East of | West of | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cross Street | Gonzales Road | | Rice Ave | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (AM) | 32,816.0 | 25,832.0 | 0.0 | 17,160.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (PM) | 30,944.0 | 24,200.0 | 0.0 | 14,520.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing + Project | 33,024.0 | 25,872.0 | 0.0 | 17,408.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing + Project | 31,152.0 | 24,240.0 | 0.0 | 14,768.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative (AM) | 50,056.0 | 43,592.0 | 25,400.0 | 31,656.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative (PM) | 42,064.0 | 36,544.0 | 17,400.0 | 27,896.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative + Pr | 50,264.0 | 43,632.0 | 25,400.0 | 31,904.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative + Pr | 42,272.0 | 36,584.0 | 17,400.0 | 28,144.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Southbound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="width: 10%;">right</th> <th style="width: 10%;">through</th> <th style="width: 10%;">left</th> </tr> </thead> <tbody> <tr> <td>Existing (AM)</td> <td>660</td> <td>1,215</td> <td></td> </tr> <tr> <td>Existing (PM)</td> <td>807</td> <td>1,465</td> <td></td> </tr> <tr> <td>Existing + Project</td> <td>676</td> <td>1,215</td> <td></td> </tr> <tr> <td>Existing + Project</td> <td>814</td> <td>1,465</td> <td></td> </tr> <tr> <td>Cumulative (AM)</td> <td>691</td> <td>1,729</td> <td>190</td> </tr> <tr> <td>Cumulative (PM)</td> <td>876</td> <td>2,066</td> <td>190</td> </tr> <tr> <td>Cumulative + Pr</td> <td>707</td> <td>1,729</td> <td>190</td> </tr> <tr> <td>Cumulative + Pr</td> <td>883</td> <td>2,066</td> <td>190</td> </tr> </tbody> </table> | | | | | | right | through | left | Existing (AM) | 660 | 1,215 | | Existing (PM) | 807 | 1,465 | | Existing + Project | 676 | 1,215 | | Existing + Project | 814 | 1,465 | | Cumulative (AM) | 691 | 1,729 | 190 | Cumulative (PM) | 876 | 2,066 | 190 | Cumulative + Pr | 707 | 1,729 | 190 | Cumulative + Pr | 883 | 2,066 | 190 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Existing (AM) | 660 | 1,215 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (PM) | 807 | 1,465 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing + Project | 676 | 1,215 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing + Project | 814 | 1,465 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative (AM) | 691 | 1,729 | 190 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative (PM) | 876 | 2,066 | 190 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative + Pr | 707 | 1,729 | 190 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative + Pr | 883 | 2,066 | 190 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Eastbound | | | | | Westbound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="width: 10%;">left</th> <th style="width: 10%;">through</th> <th style="width: 10%;">right</th> </tr> </thead> <tbody> <tr> <td>Existing (AM)</td> <td>849</td> <td></td> <td>305</td> </tr> <tr> <td>Existing (PM)</td> <td>522</td> <td></td> <td>265</td> </tr> <tr> <td>Existing + Project</td> <td>859</td> <td></td> <td>307</td> </tr> <tr> <td>Existing + Project</td> <td>541</td> <td></td> <td>269</td> </tr> <tr> <td>Cumulative (AM)</td> <td>904</td> <td>570</td> <td>327</td> </tr> <tr> <td>Cumulative (PM)</td> <td>540</td> <td>1,075</td> <td>504</td> </tr> <tr> <td>Cumulative + Pr</td> <td>914</td> <td>570</td> <td>329</td> </tr> <tr> <td>Cumulative + Pr</td> <td>559</td> <td>1075</td> <td>508</td> </tr> </tbody> </table> | | | | | | left | through | right | Existing (AM) | 849 | | 305 | Existing (PM) | 522 | | 265 | Existing + Project | 859 | | 307 | Existing + Project | 541 | | 269 | Cumulative (AM) | 904 | 570 | 327 | Cumulative (PM) | 540 | 1,075 | 504 | Cumulative + Pr | 914 | 570 | 329 | Cumulative + Pr | 559 | 1075 | 508 | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="width: 10%;">right</th> <th style="width: 10%;">through</th> <th style="width: 10%;">left</th> </tr> </thead> <tbody> <tr> <td>Existing (AM)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Existing (PM)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Existing + Project (AM)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Existing + Project (PM)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Cumulative (AM)</td> <td>520</td> <td>1,095</td> <td>710</td> </tr> <tr> <td>Cumulative (PM)</td> <td>245</td> <td>250</td> <td>10</td> </tr> <tr> <td>Cumulative + Pr</td> <td>520</td> <td>1,095</td> <td>710</td> </tr> <tr> <td>Cumulative + Pr</td> <td>245</td> <td>250</td> <td>10</td> </tr> </tbody> </table> | | | | | | right | through | left | Existing (AM) | | | | Existing (PM) | | | | Existing + Project (AM) | | | | Existing + Project (PM) | | | | Cumulative (AM) | 520 | 1,095 | 710 | Cumulative (PM) | 245 | 250 | 10 | Cumulative + Pr | 520 | 1,095 | 710 | Cumulative + Pr | 245 | 250 | 10 |
| | left | through | right | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (AM) | 849 | | 305 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (PM) | 522 | | 265 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing + Project | 859 | | 307 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing + Project | 541 | | 269 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative (AM) | 904 | 570 | 327 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative (PM) | 540 | 1,075 | 504 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative + Pr | 914 | 570 | 329 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative + Pr | 559 | 1075 | 508 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | right | through | left | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Cumulative (AM) | 520 | 1,095 | 710 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative (PM) | 245 | 250 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative + Pr | 520 | 1,095 | 710 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Gonzales Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | Northbound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | left | through | right | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (AM) | 331 | 1,378 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Existing + Project | 334 | 1,378 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing + Project | 222 | 1,074 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative (AM) | 370 | 2,223 | 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative (PM) | 242 | 1,341 | 405 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative + Pr | 373 | 2223 | 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative + Pr | 243 | 1,341 | 405 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| Project Name | | | | | | | | | | rev. (Date) | | | | | | | | | | If Peak Hour = 6% of ADT, Scaling Factor = 16.667 | | | | | | | | | | | | | |
| Weekday AM/PM Peak Hour Volumes | | | | | | | | | | | | | | | | | | | | If Peak Hour = 7% of ADT, Scaling Factor = 14.286 | | | | | | | | | | | | | |
| Intersection: 5 | | | | | | | | | | | | | | | | | | | | If Peak Hour = 8% of ADT, Scaling Factor = 12.5 | | | | | | | | | | | | | |
| Rose Ave and US 101 SB Ramps | | | | | | | | | | | | | | | | | | | | If Peak Hour = 9% of ADT, Scaling Factor = 11.111 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | If Peak Hour = 10% of ADT, Scaling Factor = 10 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | ADT | | | | | | | | | | | | | |
| | | | | | | | | | | Rose Ave | | | | | | | | | | Road | | Rose Ave | | US 101 NB Ramps | | | | | | | | | |
| | | | | | | | | | | Southbound | | | | | | | | | | Leg | | North of | | South of | | East of | | West of | | | | | |
| | | | | | | | | | | | | | | | | | | | | Cross Street | | US 101 NB Ramps | | Rose Ave | | | | | | | | | |
| | | | | | | | | | | right through left | | | | | | | | | | Existing (AM) | | 27,920.0 | | 31,872.0 | | 0.0 | | 9,120.0 | | | | | |
| | | | | | | | | | | Existing (AM) | | | | | | | | | | Existing (PM) | | 25,768.0 | | 28,576.0 | | 0.0 | | 6,360.0 | | | | | |
| | | | | | | | | | | Existing (PM) | | | | | | | | | | Existing + Project (AM) | | 27,944.0 | | 32,000.0 | | 0.0 | | 9,224.0 | | | | | |
| | | | | | | | | | | Existing + Project (AM) | | | | | | | | | | Existing + Project (PM) | | 25,776.0 | | 28,616.0 | | 0.0 | | 6,392.0 | | | | | |
| | | | | | | | | | | Existing + Project (PM) | | | | | | | | | | Cumulative (AM) | | 30,320.0 | | 34,552.0 | | 0.0 | | 10,200.0 | | | | | |
| | | | | | | | | | | Cumulative (AM) | | | | | | | | | | Cumulative (PM) | | 27,968.0 | | 30,912.0 | | 0.0 | | 7,296.0 | | | | | |
| | | | | | | | | | | Cumulative (PM) | | | | | | | | | | Cumulative + Project (AM) | | 30,344.0 | | 34,680.0 | | 0.0 | | 10,304.0 | | | | | |
| | | | | | | | | | | Cumulative + Project (AM) | | | | | | | | | | Cumulative + Project (PM) | | 27,976.0 | | 30,952.0 | | 0.0 | | 7,328.0 | | | | | |
| | | | | | | | | | | Cumulative + Project (PM) | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Eastbound | | | | | | | | | | Westbound | | | | | | | | | | | | | |
| | | | | | | | | | | left through right | | | | | | | | | | right through left | | | | | | | | | | | | | |
| | | | | | | | | | | Existing (AM) | | | | | | | | | | Existing (AM) | | | | | | | | | | | | | |
| | | | | | | | | | | Existing (PM) | | | | | | | | | | Existing (PM) | | | | | | | | | | | | | |
| | | | | | | | | | | Existing + Project (AM) | | | | | | | | | | Existing + Project (AM) | | | | | | | | | | | | | |
| | | | | | | | | | | Existing + Project (PM) | | | | | | | | | | Existing + Project (PM) | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative (AM) | | | | | | | | | | Cumulative (AM) | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative (PM) | | | | | | | | | | Cumulative (PM) | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative + Project (AM) | | | | | | | | | | Cumulative + Project (AM) | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative + Project (PM) | | | | | | | | | | Cumulative + Project (PM) | | | | | | | | | | | | | |
| | | | | | | | | | | Northbound | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | left through right | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Existing (AM) | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Existing (PM) | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Existing + Project (AM) | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Existing + Project (PM) | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative (AM) | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative (PM) | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative + Project (AM) | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative + Project (PM) | | | | | | | | | | | | | | | | | | | | | | | |

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|--|--|--|--|--|--|--|--|--|--|--|------------------------|--|-----------------|--|---|--|------------|--|----------|--|
| Project Name | | | | | | | | | | | rev. (Date) | | | | If Peak Hour = 6% of ADT, Scaling Factor = 16.667 | | | | | |
| Weekday AM/PM Peak Hour Volumes | | | | | | | | | | | | | | | If Peak Hour = 7% of ADT, Scaling Factor = 14.286 | | | | | |
| Intersection: 6 | | | | | | | | | | | | | | | If Peak Hour = 8% of ADT, Scaling Factor = 12.5 | | | | | |
| Rose Ave and Lockwood Street | | | | | | | | | | | | | | | If Peak Hour = 9% of ADT, Scaling Factor = 11.111 | | | | | |
| | | | | | | | | | | | | | | | If Peak Hour = 10% of ADT, Scaling Factor = 10 | | | | | |
| | | | | | | | | | | | | | | | ADT | | | | | |
| Rose Ave | | | | | | | | | | | Road | | Rose Ave | | Lockwood Street | | | | | |
| Southbound | | | | | | | | | | | Leg | | North of | | South of | | East of | | West of | |
| | | | | | | | | | | | Cross Street | | Lockwood Street | | Rose Ave | | | | | |
| | | | | | | | | | | | Existing (AM) | | 34,248.0 | | 27,400.0 | | 7,984.0 | | 11,088.0 | |
| | | | | | | | | | | | Existing (PM) | | 31,656.0 | | 25,624.0 | | 5,832.0 | | 4,424.0 | |
| | | | | | | | | | | | Existing + Projected | | 34,456.0 | | 27,400.0 | | 8,208.0 | | 11,104.0 | |
| | | | | | | | | | | | Existing + Projected | | 31,840.0 | | 25,624.0 | | 6,032.0 | | 4,440.0 | |
| | | | | | | | | | | | Cumulative (AM) | | 38,856.0 | | 31,920.0 | | 8,568.0 | | 11,584.0 | |
| | | | | | | | | | | | Cumulative (PM) | | 35,648.0 | | 29,544.0 | | 6,168.0 | | 4,688.0 | |
| Eastbound | | | | | | | | | | | Cumulative + Projected | | 39,064.0 | | 31,920.0 | | 8,792.0 | | 11,600.0 | |
| Cumulative + Projected | | | | | | | | | | | 167 | | 1,535 | | 331 | | Westbound | | | |
| | | | | | | | | | | | Existing (AM) | | 359 | | 80 | | 117 | | | |
| | | | | | | | | | | | Existing (PM) | | 269 | | 36 | | 28 | | | |
| | | | | | | | | | | | Existing + Projected | | 369 | | 81 | | 117 | | | |
| | | | | | | | | | | | Existing + Projected | | 288 | | 37 | | 28 | | | |
| | | | | | | | | | | | Cumulative (AM) | | 374 | | 91 | | 127 | | | |
| | | | | | | | | | | | Cumulative (PM) | | 280 | | 42 | | 33 | | | |
| | | | | | | | | | | | Cumulative + Projected | | 384 | | 92 | | 127 | | | |
| Cumulative + Projected | | | | | | | | | | | 188 | | 57 | | 68 | | Northbound | | | |
| | | | | | | | | | | | Existing (AM) | | 231 | | 1,348 | | 44 | | | |
| | | | | | | | | | | | Existing (PM) | | 60 | | 1,719 | | 28 | | | |
| | | | | | | | | | | | Existing + Projected | | 231 | | 1,348 | | 44 | | | |
| | | | | | | | | | | | Existing + Projected | | 60 | | 1,719 | | 28 | | | |
| | | | | | | | | | | | Cumulative (AM) | | 241 | | 1,628 | | 54 | | | |
| | | | | | | | | | | | Cumulative (PM) | | 65 | | 1,959 | | 33 | | | |
| | | | | | | | | | | | Cumulative + Projected | | 241 | | 1,628 | | 54 | | | |
| | | | | | | | | | | | Cumulative + Projected | | 65 | | 1,959 | | 33 | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|--|--|--|--|--|--|--|--|--|-------------------|-------|---------|------|--|--|--|-------------------|--|--|---|----------|----------|---------|---------------|--|
| Project Name | | | | | | | | | | rev. (Date) | | | | | | | | | | If Peak Hour = 6% of ADT, Scaling Factor = 16.667 | | | | | |
| Weekday AM/PM Peak Hour Volumes | | | | | | | | | | | | | | | | | | | | If Peak Hour = 7% of ADT, Scaling Factor = 14.286 | | | | | |
| | | | | | | | | | | | | | | | | | | | | If Peak Hour = 8% of ADT, Scaling Factor = 12.5 | | | | | |
| Intersection: 7 | | | | | | | | | | | | | | | | | | | | If Peak Hour = 9% of ADT, Scaling Factor = 11.111 | | | | | |
| Rose Ave and Gonzales Road | | | | | | | | | | | | | | | | | | | | If Peak Hour = 10% of ADT, Scaling Factor = 10 | | | | | |
| | | | | | | | | | | | | | | | | | | | | ADT | | | | | |
| | | | | | | | | | | Rose Ave | | | | | | | | | | Road | | Rose Ave | | Gonzales Road | |
| | | | | | | | | | | Southbound | | | | | | | | | | Leg | North of | South of | East of | West of | |
| | | | | | | | | | | | right | through | left | | | | Gonzales Road | | | | | | | | |
| | | | | | | | | | | Existing (AM) | 460 | 1,246 | 147 | | | | Existing (AM) | | | | | | | | |
| | | | | | | | | | | Existing (PM) | 263 | 926 | 274 | | | | Existing (PM) | | | | | | | | |
| | | | | | | | | | | Existing + Projec | 460 | 1,246 | 147 | | | | Existing + Projec | | | | | | | | |
| | | | | | | | | | | Existing + Projec | 263 | 926 | 274 | | | | Existing + Projec | | | | | | | | |
| | | | | | | | | | | Cumulative (AM) | 560 | 1,366 | 197 | | | | Cumulative (AM) | | | | | | | | |
| | | | | | | | | | | Cumulative (PM) | 323 | 1,026 | 334 | | | | Cumulative (PM) | | | | | | | | |
| | | | | | | | | | | Cumulative + Pr | 560 | 1,366 | 197 | | | | Cumulative + Pr | | | | | | | | |
| | | | | | | | | | | Cumulative + Pr | 323 | 1,026 | 334 | | | | Cumulative + Pr | | | | | | | | |
| | | | | | | | | | | Westbound | | | | | | | | | | | right | through | left | | |
| | | | | | | | | | | | | | | | | | | | | Existing (AM) | 169 | 943 | 183 | | |
| | | | | | | | | | | | | | | | | | | | | Existing (PM) | 115 | 437 | 72 | | |
| | | | | | | | | | | | | | | | | | | | | Existing + Projec | 169 | 951 | 185 | | |
| | | | | | | | | | | | | | | | | | | | | Existing + Projec | 115 | 452 | 76 | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (AM) | 219 | 2,001 | 234 | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (PM) | 165 | 678 | 123 | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative + Pr | 219 | 2,009 | 236 | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative + Pr | 165 | 693 | 127 | | |
| | | | | | | | | | | Northbound | | | | | | | | | | | left | through | right | | |
| | | | | | | | | | | | | | | | | | | | | Existing (AM) | 430 | 1,047 | 95 | | |
| | | | | | | | | | | | | | | | | | | | | Existing (PM) | 322 | 1,114 | 180 | | |
| | | | | | | | | | | | | | | | | | | | | Existing + Projec | 430 | 1,047 | 98 | | |
| | | | | | | | | | | | | | | | | | | | | Existing + Projec | 322 | 1,114 | 181 | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (AM) | 430 | 1,197 | 196 | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (PM) | 325 | 1,234 | 281 | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative + Pr | 430 | 1,197 | 199 | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative + Pr | 325 | 1,234 | 282 | | |

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|----------------------------------|--|--|--|--|--|--|--|--|--|-----------------------|--|--|--|--|--|--|--|--|--|---|--|--|--|
| Project Name | | | | | | | | | | rev. (Date) | | | | | | | | | | If Peak Hour = 6% of ADT, Scaling Factor = 16.667 | | | |
| Weekday AM/PM Peak Hour Volumes | | | | | | | | | | | | | | | | | | | | If Peak Hour = 7% of ADT, Scaling Factor = 14.286 | | | |
| Intersection: 8 | | | | | | | | | | | | | | | | | | | | If Peak Hour = 8% of ADT, Scaling Factor = 12.5 | | | |
| Williams Drive and Gonzales Road | | | | | | | | | | | | | | | | | | | | If Peak Hour = 9% of ADT, Scaling Factor = 11.111 | | | |
| | | | | | | | | | | | | | | | | | | | | If Peak Hour = 10% of ADT, Scaling Factor = 10 | | | |
| | | | | | | | | | | | | | | | | | | | | ADT | | | |
| | | | | | | | | | | Williams Drive | | | | | | | | | | Road | | | |
| | | | | | | | | | | Southbound | | | | | | | | | | Williams Drive | | | |
| | | | | | | | | | | | | | | | | | | | | North of | | | |
| | | | | | | | | | | | | | | | | | | | | South of | | | |
| | | | | | | | | | | | | | | | | | | | | East of | | | |
| | | | | | | | | | | | | | | | | | | | | West of | | | |
| | | | | | | | | | | | | | | | | | | | | Gonzales Road | | | |
| | | | | | | | | | | | | | | | | | | | | Williams Drive | | | |
| | | | | | | | | | | | | | | | | | | | | Existing (AM) | | | |
| | | | | | | | | | | | | | | | | | | | | Existing (PM) | | | |
| | | | | | | | | | | | | | | | | | | | | Existing + Projected | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (AM) | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (PM) | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative + Projected | | | |
| | | | | | | | | | | | | | | | | | | | | Existing (AM) | | | |
| | | | | | | | | | | | | | | | | | | | | Existing (PM) | | | |
| | | | | | | | | | | | | | | | | | | | | Existing + Projected | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (AM) | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (PM) | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative + Projected | | | |
| | | | | | | | | | | | | | | | | | | | | Existing (AM) | | | |
| | | | | | | | | | | | | | | | | | | | | Existing (PM) | | | |
| | | | | | | | | | | | | | | | | | | | | Existing + Projected | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (AM) | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (PM) | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative + Projected | | | |
| | | | | | | | | | | | | | | | | | | | | Existing (AM) | | | |
| | | | | | | | | | | | | | | | | | | | | Existing (PM) | | | |
| | | | | | | | | | | | | | | | | | | | | Existing + Projected | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (AM) | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (PM) | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative + Projected | | | |
| | | | | | | | | | | | | | | | | | | | | Existing (AM) | | | |
| | | | | | | | | | | | | | | | | | | | | Existing (PM) | | | |
| | | | | | | | | | | | | | | | | | | | | Existing + Projected | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (AM) | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (PM) | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative + Projected | | | |
| | | | | | | | | | | | | | | | | | | | | Existing (AM) | | | |
| | | | | | | | | | | | | | | | | | | | | Existing (PM) | | | |
| | | | | | | | | | | | | | | | | | | | | Existing + Projected | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (AM) | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (PM) | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative + Projected | | | |

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|----------------------------------|--|--|--|--|--|--|--|--|--|-----------------------|--|--|--|--|---|--|--|--|--|-------------------|--|--|--|--|---------|--|--|--|--|-------------------|--|--|--|--|-------|--|--|--|--|-------|--|--|--|--|-----|--|--|--|--|
| Project Name | | | | | | | | | | rev. (Date) | | | | | If Peak Hour = 6% of ADT, Scaling Factor = 16.667 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Weekday AM/PM Peak Hour Volumes | | | | | | | | | | | | | | | If Peak Hour = 7% of ADT, Scaling Factor = 14.286 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Intersection: 9 | | | | | | | | | | | | | | | If Peak Hour = 8% of ADT, Scaling Factor = 12.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lombard Street and Gonzales Road | | | | | | | | | | | | | | | If Peak Hour = 9% of ADT, Scaling Factor = 11.111 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | If Peak Hour = 10% of ADT, Scaling Factor = 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | ADT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Lombard Street | | | | | Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Southbound | | | | | Lombard Street | | | | | Gonzales Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | North of | | | | | South of | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | East of | | | | | West of | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | Gonzales Road | | | | | Lombard Street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | right | | | | | through | | | | | left | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Existing (AM) | | | | | 192 | | | | | 29 | | | | | 73 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Existing (PM) | | | | | 39 | | | | | 15 | | | | | 29 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Existing + Projec | | | | | 202 | | | | | 29 | | | | | 83 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Existing + Projec | | | | | 58 | | | | | 15 | | | | | 50 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative (AM) | | | | | 202 | | | | | 29 | | | | | 82 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative (PM) | | | | | 47 | | | | | 15 | | | | | 39 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative + Pr | | | | | 212 | | | | | 29 | | | | | 92 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Cumulative + Pr | | | | | 66 | | | | | 15 | | | | | 60 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Eastbound | | | | | Westbound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | right | | | | | through | | | | | left | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Existing (AM) | | | | | 146 | | | | | 537 | | | | | 117 | | | | | Existing (AM) | | | | | 35 | | | | | 895 | | | | | 115 | | | | |
| | | | | | | | | | | Existing (PM) | | | | | 178 | | | | | 733 | | | | | 208 | | | | | Existing (PM) | | | | | 55 | | | | | 447 | | | | | 156 | | | | |
| | | | | | | | | | | Existing + Projec | | | | | 161 | | | | | 537 | | | | | 117 | | | | | Existing + Projec | | | | | 51 | | | | | 895 | | | | | 115 | | | | |
| | | | | | | | | | | Existing + Projec | | | | | 184 | | | | | 733 | | | | | 208 | | | | | Existing + Projec | | | | | 61 | | | | | 447 | | | | | 156 | | | | |
| | | | | | | | | | | Cumulative (AM) | | | | | 157 | | | | | 1,178 | | | | | 117 | | | | | Cumulative (AM) | | | | | 44 | | | | | 2,049 | | | | | 115 | | | | |
| | | | | | | | | | | Cumulative (PM) | | | | | 186 | | | | | 2,058 | | | | | 208 | | | | | Cumulative (PM) | | | | | 62 | | | | | 807 | | | | | 156 | | | | |
| | | | | | | | | | | Cumulative + Pr | | | | | 172 | | | | | 1,178 | | | | | 117 | | | | | Cumulative + Pr | | | | | 60 | | | | | 2,049 | | | | | 115 | | | | |
| | | | | | | | | | | Cumulative + Pr | | | | | 192 | | | | | 2058 | | | | | 208 | | | | | Cumulative + Pr | | | | | 68 | | | | | 807 | | | | | 156 | | | | |
| | | | | | | | | | | | | | | | | | | | | Northbound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | left | | | | | through | | | | | right | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | Existing (AM) | | | | | 181 | | | | | 62 | | | | | 78 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | Existing (PM) | | | | | 146 | | | | | 57 | | | | | 85 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | Existing + Projec | | | | | 181 | | | | | 62 | | | | | 78 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | Existing + Projec | | | | | 146 | | | | | 57 | | | | | 85 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (AM) | | | | | 181 | | | | | 62 | | | | | 78 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative (PM) | | | | | 146 | | | | | 57 | | | | | 85 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative + Pr | | | | | 181 | | | | | 62 | | | | | 78 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | Cumulative + Pr | | | | | 146 | | | | | 57 | | | | | 85 | | | | | | | | | | | | | | |

| Project Name | | | | | | | | | | rev. (Date) | | | | If Peak Hour = 6% of ADT, Scaling Factor = 16.667 | | | |
|---------------------------------|------------------------|-------|---------|-------|------------|-------|---------|------------------------|------------------------|-------------|-------------|----------|---------------|---|--|--|--|
| Weekday AM/PM Peak Hour Volumes | | | | | | | | | | | | | | If Peak Hour = 7% of ADT, Scaling Factor = 14.286 | | | |
| Intersection: 10 | | | | | | | | | | | | | | If Peak Hour = 8% of ADT, Scaling Factor = 12.5 | | | |
| Solar Drive and Gonzales Road | | | | | | | | | | | | | | If Peak Hour = 9% of ADT, Scaling Factor = 11.111 | | | |
| | | | | | | | | | | | | | | If Peak Hour = 10% of ADT, Scaling Factor = 10 | | | |
| | | | | | | | | | | | | | | ADT | | | |
| Gonzales Road | Solar Drive | | | | | | | | | Solar Drive | | | Gonzales Road | | | | |
| | Southbound | | | | | | | North of | | South of | East of | | West of | | | | |
| | | right | through | left | | | | Gonzales Road | | | Solar Drive | | | | | | |
| | Existing (AM) | 82 | 36 | 133 | | | | Existing (AM) | 3,776.0 | 4,920.0 | 17,072.0 | 14,264.0 | | | | | |
| | Existing (PM) | 21 | 13 | 70 | | | | Existing (PM) | 3,504.0 | 4,328.0 | 14,096.0 | 10,744.0 | | | | | |
| | Existing + Projected | 82 | 36 | 135 | | | | Existing + Projected | 3,816.0 | 4,920.0 | 17,320.0 | 14,472.0 | | | | | |
| | Existing + Projected | 21 | 13 | 72 | | | | Existing + Projected | 3,536.0 | 4,328.0 | 14,344.0 | 10,960.0 | | | | | |
| | Cumulative (AM) | 82 | 36 | 135 | | | | Cumulative (AM) | 3,816.0 | 4,920.0 | 31,536.0 | 28,688.0 | | | | | |
| | Cumulative (PM) | 21 | 13 | 72 | | | | Cumulative (PM) | 3,536.0 | 4,328.0 | 27,472.0 | 24,088.0 | | | | | |
| | Cumulative + Projected | 82 | 36 | 137 | Westbound | | | Cumulative + Projected | 3,856.0 | 4,920.0 | 31,784.0 | 28,896.0 | | | | | |
| | Cumulative + Projected | 21 | 13 | 74 | | right | through | left | Cumulative + Projected | 3,568.0 | 4,328.0 | 27,720.0 | 24,304.0 | | | | |
| | Existing (AM) | 110 | 727 | 59 | | | | Existing (AM) | 94 | 741 | 193 | | | | | | |
| | Existing (PM) | 126 | 540 | 55 | | | | Existing (PM) | 171 | 573 | 300 | | | | | | |
| | Existing + Projected | 110 | 737 | 59 | | | | Existing + Projected | 97 | 757 | 193 | | | | | | |
| | Existing + Projected | 126 | 561 | 55 | | | | Existing + Projected | 173 | 579 | 300 | | | | | | |
| | Cumulative (AM) | 110 | 1,372 | 59 | | | | Cumulative (AM) | 97 | 1,899 | 193 | | | | | | |
| | Cumulative (PM) | 126 | 1,870 | 55 | | | | Cumulative (PM) | 173 | 911 | 300 | | | | | | |
| | Cumulative + Projected | 110 | 1,382 | 59 | | | | Cumulative + Projected | 100 | 1,915 | 193 | | | | | | |
| | Cumulative + Projected | 126 | 1891 | 55 | Northbound | | | Cumulative + Projected | 175 | 917 | 300 | | | | | | |
| | | left | through | right | | | | | | | | | | | | | |
| | Existing (AM) | 64 | 17 | 246 | | | | | | | | | | | | | |
| | Existing (PM) | 28 | 37 | 108 | | | | | | | | | | | | | |
| | Existing + Projected | 64 | 17 | 246 | | | | | | | | | | | | | |
| | Existing + Projected | 28 | 37 | 108 | | | | | | | | | | | | | |
| Cumulative (AM) | 64 | 17 | 246 | | | | | | | | | | | | | | |
| Cumulative (PM) | 28 | 37 | 108 | | | | | | | | | | | | | | |
| Cumulative + Projected | 64 | 17 | 246 | | | | | | | | | | | | | | |
| Cumulative + Projected | 28 | 37 | 108 | | | | | | | | | | | | | | |

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/18/2023

Case Description: Site Preparation

---- Receptor #1 ----

| | | Baselines (dBA) | | |
|------------|-------------|-----------------|---------|-------|
| Descriptor | Land Use | Daytime | Evening | Night |
| At 25 feet | Residential | 65 | 65 | 65 |

| Description | Impact Device | Usage(%) | Equipment | | | |
|-------------|---------------|----------|-----------------|-------------------|--------------------------|---------------------------|
| | | | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
| | | | Dozer | No | 40 | 81.7 |
| Dozer | No | 40 | 81.7 | 25 | 0 | |
| Dozer | No | 40 | 81.7 | 25 | 0 | |
| Tractor | No | 40 | 84 | 25 | 0 | |
| Tractor | No | 40 | 84 | 25 | 0 | |
| Tractor | No | 40 | 84 | 25 | 0 | |
| Tractor | No | 40 | 84 | 25 | 0 | |

| Equipment | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|-----------|------------------|------|--------------------|-----|---------|-----|-------|-----|------------------------------|-----|---------|-----|-------|-----|
| | *Lmax | Leq | Day | | Evening | | Night | | Day | | Evening | | Night | |
| | | | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Dozer | 87.7 | 83.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 87.7 | 83.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 87.7 | 83.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 90 | 86 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 90 | 86 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 90 | 86 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 90 | 86 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 90 | 93.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Lockwood Apartments

Mean propagation Leq - Site Preparation

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| Source type | Time slice | Li | R'w | L'w | Lw | I or A | KI | KT | DO | S | Adiv | Agr | Abar | Aatm | Amisc | ADI | dLief1 | Ls | Cmet | dLw | ZR | Lr | |
|---|------------|-------|-----|-------|-------|------------------|-----|-----|----|--------|-------|------|------|------|-------|-----|--------|-------|------|-----|-----|-------|--|
| | | dB(A) | dB | dB(A) | dB(A) | m,m ² | dB | dB | dB | m | dB | dB | dB | dB | dB | dB | dB(A) | dB(A) | dB | dB | dB | dB(A) | |
| Receiver 1900 Outlet Center Drive | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.6 | 136.8 | 20697.5 | 0.0 | 0.0 | 3 | 289.12 | -80.2 | -4.6 | -1.1 | -0.6 | | 0.0 | 1.4 | 74.7 | 0.0 | 0.0 | 0.0 | 74.7 | |
| Receiver 1900 Outlet Center Drive | FI F2 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.6 | 136.8 | 20697.5 | 0.0 | 0.0 | 3 | 289.15 | -80.2 | -4.4 | -1.0 | -0.6 | | 0.0 | 1.8 | 75.5 | 0.0 | 0.0 | 0.0 | 75.5 | |
| Receiver 1900 Outlet Center Drive | FI F3 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.6 | 136.8 | 20697.5 | 0.0 | 0.0 | 3 | 289.20 | -80.2 | -4.2 | -0.6 | -0.6 | | 0.0 | 1.8 | 76.0 | 0.0 | 0.0 | 0.0 | 76.0 | |
| Receiver 1900 Outlet Center Drive | FI F4 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.6 | 136.8 | 20697.5 | 0.0 | 0.0 | 3 | 289.29 | -80.2 | -4.0 | -0.6 | -0.6 | | 0.0 | 0.0 | 74.4 | 0.0 | 0.0 | 0.0 | 74.4 | |
| Receiver 2024 Outlet Center Drive | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.6 | 136.8 | 20697.5 | 0.0 | 0.0 | 3 | 233.28 | -58.3 | -4.6 | -1.5 | -0.4 | | 0.0 | 0.0 | 74.9 | 0.0 | 0.0 | 0.0 | 74.9 | |
| Receiver 2201 Outlet Center Drive, California Lutheran University | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.6 | 136.8 | 20697.5 | 0.0 | 0.0 | 3 | 75.09 | -48.5 | -3.5 | -0.5 | -0.1 | | 0.0 | 0.0 | 87.1 | 0.0 | 0.0 | 0.0 | 87.1 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.6 | 136.8 | 20697.5 | 0.0 | 0.0 | 3 | 334.92 | -61.5 | -4.6 | -0.6 | -0.6 | | 0.0 | 0.0 | 72.4 | 0.0 | 0.0 | 0.0 | 72.4 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F2 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.6 | 136.8 | 20697.5 | 0.0 | 0.0 | 3 | 334.94 | -61.5 | -4.5 | -0.6 | -0.6 | | 0.0 | 0.0 | 72.6 | 0.0 | 0.0 | 0.0 | 72.6 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F3 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.6 | 136.8 | 20697.5 | 0.0 | 0.0 | 3 | 334.98 | -61.5 | -4.3 | -0.4 | -0.6 | | 0.0 | 0.0 | 72.9 | 0.0 | 0.0 | 0.0 | 72.9 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F4 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.6 | 136.8 | 20697.5 | 0.0 | 0.0 | 3 | 335.04 | -61.5 | -4.2 | -0.3 | -0.6 | | 0.0 | 0.0 | 73.1 | 0.0 | 0.0 | 0.0 | 73.1 | |
| Receiver Outlet Center Drive 1902 | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.6 | 136.8 | 20697.5 | 0.0 | 0.0 | 3 | 289.12 | -80.2 | -4.6 | -1.1 | -0.6 | | 0.0 | 1.4 | 74.7 | 0.0 | 0.0 | 0.0 | 74.7 | |

Lockwood Apartments

Mean propagation Leq - Site Preparation

| Source type | Time slice | L _i dB(A) | R _w dB | L _w dB(A) | L _w dB(A) | I or A m,m ² | K _I dB | K _T dB | DO dB | S m | A _{div} dB | A _{gr} dB | A _{bar} dB | A _{atm} dB | A _{misc} dB | ADI dB | dL _{refl} dB(A) | L _s dB(A) | C _{met} dB | dL _w dB | Z _R dB | L _r dB(A) |
|-------------|------------|-------------------------|----------------------|-------------------------|-------------------------|----------------------------|----------------------|----------------------|----------|--------|------------------------|-----------------------|------------------------|------------------------|-------------------------|-----------|-----------------------------|-------------------------|------------------------|-----------------------|----------------------|-------------------------|
| Area | Leq-1hour | | | 93.6 | 136.8 | 20697.5 | 0.0 | 0.0 | 3 | 253.55 | -59.1 | -4.6 | -0.2 | -0.5 | | 0.0 | 0.0 | 75.5 | 0.0 | 0.0 | 0.0 | 75.5 |

| | | |
|--|--------------------------|---|
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|--|--------------------------|---|

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/18/2023

Case Description: Grading

---- Receptor #1 ----

| Description | Land Use | Baselines (dBA) | | |
|-------------|-------------|-----------------|---------|-------|
| | | Daytime | Evening | Night |
| At 25 feet | Residential | 65 | 65 | 65 |

| Description | Impact Device | Usage(%) | Equipment | | | |
|-------------|---------------|----------|-----------------|-------------------|--------------------------|---------------------------|
| | | | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
| Excavator | No | 40 | | 80.7 | 25 | 0 |
| Grader | No | 40 | 85 | | 25 | 0 |
| Dozer | No | 40 | | 81.7 | 25 | 0 |
| Tractor | No | 40 | 84 | | 25 | 0 |
| Tractor | No | 40 | 84 | | 25 | 0 |
| Tractor | No | 40 | 84 | | 25 | 0 |

Results

| Equipment | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|-----------|------------------|------|--------------------|-----|---------|-----|-------|-----|------------------------------|-----|---------|-----|-------|-----|
| | *Lmax | Leq | Day | | Evening | | Night | | Day | | Evening | | Night | |
| | | | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Excavator | 86.7 | 82.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Grader | 91 | 87 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 87.7 | 83.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 90 | 86 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 90 | 86 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 90 | 86 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 91 | 93.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Lockwood Apartments

Mean propagation Leq - Grading

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| Source type | Time slice | Li | R'w | L'w | Lw | I or A | KI | KT | DO | S | Adiv | Agr | Abar | Aatm | Amisc | ADI | dLief1 | Ls | Cmet | dLw | ZR | Lr | |
|---|------------|-------|-----|-------|-------|------------------|-----|-----|----|--------|-------|------|------|------|-------|-----|--------|-------|------|-----|-----|-------|--|
| | | dB(A) | dB | dB(A) | dB(A) | m,m ² | dB | dB | dB | m | dB | dB | dB | dB | dB | dB | dB(A) | dB(A) | dB | dB | dB | dB(A) | |
| Receiver 1900 Outlet Center Drive | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.3 | 136.5 | 20697.5 | 0.0 | 0.0 | 3 | 289.12 | -80.2 | -4.6 | -1.1 | -0.6 | | 0.0 | 1.4 | 74.4 | 0.0 | 0.0 | 0.0 | 74.4 | |
| Receiver 1900 Outlet Center Drive | FI F2 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.3 | 136.5 | 20697.5 | 0.0 | 0.0 | 3 | 289.15 | -80.2 | -4.4 | -1.0 | -0.6 | | 0.0 | 1.8 | 75.2 | 0.0 | 0.0 | 0.0 | 75.2 | |
| Receiver 1900 Outlet Center Drive | FI F3 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.3 | 136.5 | 20697.5 | 0.0 | 0.0 | 3 | 289.20 | -80.2 | -4.2 | -0.6 | -0.6 | | 0.0 | 1.8 | 75.7 | 0.0 | 0.0 | 0.0 | 75.7 | |
| Receiver 1900 Outlet Center Drive | FI F4 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.3 | 136.5 | 20697.5 | 0.0 | 0.0 | 3 | 289.29 | -80.2 | -4.0 | -0.6 | -0.6 | | 0.0 | 0.0 | 74.1 | 0.0 | 0.0 | 0.0 | 74.1 | |
| Receiver 2024 Outlet Center Drive | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.3 | 136.5 | 20697.5 | 0.0 | 0.0 | 3 | 233.28 | -58.3 | -4.6 | -1.5 | -0.4 | | 0.0 | 0.0 | 74.6 | 0.0 | 0.0 | 0.0 | 74.6 | |
| Receiver 2201 Outlet Center Drive, California Lutheran University | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.3 | 136.5 | 20697.5 | 0.0 | 0.0 | 3 | 75.09 | -48.5 | -3.5 | -0.5 | -0.1 | | 0.0 | 0.0 | 86.8 | 0.0 | 0.0 | 0.0 | 86.8 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.3 | 136.5 | 20697.5 | 0.0 | 0.0 | 3 | 334.92 | -61.5 | -4.6 | -0.6 | -0.6 | | 0.0 | 0.0 | 72.1 | 0.0 | 0.0 | 0.0 | 72.1 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F2 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.3 | 136.5 | 20697.5 | 0.0 | 0.0 | 3 | 334.94 | -61.5 | -4.5 | -0.6 | -0.6 | | 0.0 | 0.0 | 72.3 | 0.0 | 0.0 | 0.0 | 72.3 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F3 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.3 | 136.5 | 20697.5 | 0.0 | 0.0 | 3 | 334.98 | -61.5 | -4.3 | -0.4 | -0.6 | | 0.0 | 0.0 | 72.6 | 0.0 | 0.0 | 0.0 | 72.6 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F4 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 93.3 | 136.5 | 20697.5 | 0.0 | 0.0 | 3 | 335.04 | -61.5 | -4.2 | -0.3 | -0.6 | | 0.0 | 0.0 | 72.8 | 0.0 | 0.0 | 0.0 | 72.8 | |
| Receiver Outlet Center Drive 1902 | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | | | | | | | | | | | | | | | | | | | | |

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Lockwood Apartments
Mean propagation Leq - Grading

| Source type | Time slice | L _i dB(A) | R _w dB | L _w dB(A) | L _w dB(A) | I or A m,m ² | K _I dB | K _T dB | DO dB | S m | A _{div} dB | A _{gr} dB | A _{bar} dB | A _{atm} dB | A _{misc} dB | ADI dB | dL _{refl} dB(A) | L _s dB(A) | C _{met} dB | dL _w dB | Z _R dB | L _r dB(A) |
|-------------|------------|-------------------------|----------------------|-------------------------|-------------------------|----------------------------|----------------------|----------------------|----------|--------|------------------------|-----------------------|------------------------|------------------------|-------------------------|-----------|-----------------------------|-------------------------|------------------------|-----------------------|----------------------|-------------------------|
| Area | Leq-1hour | | | 93.3 | 136.5 | 20697.5 | 0.0 | 0.0 | 3 | 253.65 | -59.1 | -4.6 | -0.2 | -0.5 | | 0.0 | 0.0 | 75.2 | 0.0 | 0.0 | 0.0 | 75.2 |

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Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 9/18/2023
 Case Description: Building Construction

---- Receptor #1 ----

| Description | Land Use | Baselines (dBA) | | |
|-------------|-------------|-----------------|---------|-------|
| | | Daytime | Evening | Night |
| At 25 feet | Residential | 65 | 65 | 65 |

| Description | Impact Device | Usage(%) | Equipment | | Receptor Distance (feet) | Estimated Shielding (dBA) |
|----------------------------|---------------|----------|-----------------|-------------------|--------------------------|---------------------------|
| | | | Spec Lmax (dBA) | Actual Lmax (dBA) | | |
| Crane | No | 16 | | 80.6 | 25 | 0 |
| All Other Equipment > 5 HP | No | 50 | 85 | | 25 | 0 |
| All Other Equipment > 5 HP | No | 50 | 85 | | 25 | 0 |
| All Other Equipment > 5 HP | No | 50 | 85 | | 25 | 0 |
| Generator | No | 50 | | 80.6 | 25 | 0 |
| Tractor | No | 40 | 84 | | 25 | 0 |
| Tractor | No | 40 | 84 | | 25 | 0 |
| Tractor | No | 40 | 84 | | 25 | 0 |

Results

| Equipment | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|----------------------------|------------------|------|--------------------|-----|---------|-----|-------|-----|------------------------------|-----|---------|-----|-------|-----|
| | *Lmax | Leq | Day | | Evening | | Night | | Day | | Evening | | Night | |
| | | | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 86.6 | 78.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| All Other Equipment > 5 HP | 91 | 88 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| All Other Equipment > 5 HP | 91 | 88 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| All Other Equipment > 5 HP | 91 | 88 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Generator | 86.7 | 83.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 90 | 86 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 90 | 86 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 90 | 86 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 91 | 95.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Lockwood Apartments Mean propagation Leq - Building Construction

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| Source type | Time slice | Li | R'w | L'w | Lw | I or A | KI | KT | DO | S | Adiv | Agr | Abar | Aatm | Amisc | ADI | dLief1 | Ls | Cmet | dLw | ZR | Lr | |
|---|------------|-------|-----|-------|-------|------------------|-----|-----|----|--------|-------|------|------|------|-------|-----|--------|-------|------|-----|-----|-------|--|
| | | dB(A) | dB | dB(A) | dB(A) | m,m ² | dB | dB | dB | m | dB | dB | dB | dB | dB | dB | dB(A) | dB(A) | dB | dB | dB | dB(A) | |
| Receiver 1900 Outlet Center Drive | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 95.3 | 134.0 | 7418.6 | 0.0 | 0.0 | 3 | 297.15 | -60.5 | -4.6 | -0.3 | -0.6 | | 0.0 | 1.4 | 72.5 | 0.0 | 0.0 | 0.0 | 72.5 | |
| Receiver 1900 Outlet Center Drive | FI F2 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 95.3 | 134.0 | 7418.6 | 0.0 | 0.0 | 3 | 297.16 | -60.5 | -4.4 | -0.2 | -0.6 | | 0.0 | 1.9 | 73.2 | 0.0 | 0.0 | 0.0 | 73.2 | |
| Receiver 1900 Outlet Center Drive | FI F3 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 95.3 | 134.0 | 7418.6 | 0.0 | 0.0 | 3 | 297.23 | -60.5 | -4.3 | -0.1 | -0.6 | | 0.0 | 1.9 | 73.6 | 0.0 | 0.0 | 0.0 | 73.6 | |
| Receiver 1900 Outlet Center Drive | FI F4 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 95.3 | 134.0 | 7418.6 | 0.0 | 0.0 | 3 | 297.30 | -60.5 | -4.1 | -0.1 | -0.6 | | 0.0 | 0.0 | 71.8 | 0.0 | 0.0 | 0.0 | 71.8 | |
| Receiver 2024 Outlet Center Drive | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 95.3 | 134.0 | 7418.6 | 0.0 | 0.0 | 3 | 243.53 | -58.7 | -4.6 | -0.5 | -0.5 | | 0.0 | 0.0 | 72.7 | 0.0 | 0.0 | 0.0 | 72.7 | |
| Receiver 2201 Outlet Center Drive, California Lutheran University | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 95.3 | 134.0 | 7418.6 | 0.0 | 0.0 | 3 | 96.51 | -50.7 | -4.3 | -0.1 | -0.2 | | 0.0 | 0.0 | 81.8 | 0.0 | 0.0 | 0.0 | 81.8 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 95.3 | 134.0 | 7418.6 | 0.0 | 0.0 | 3 | 339.92 | -61.6 | -4.7 | -0.1 | -0.7 | | 0.0 | 0.0 | 70.0 | 0.0 | 0.0 | 0.0 | 70.0 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F2 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 95.3 | 134.0 | 7418.6 | 0.0 | 0.0 | 3 | 339.94 | -61.6 | -4.5 | -0.1 | -0.7 | | 0.0 | 0.0 | 70.1 | 0.0 | 0.0 | 0.0 | 70.1 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F3 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 95.3 | 134.0 | 7418.6 | 0.0 | 0.0 | 3 | 339.98 | -61.6 | -4.4 | 0.0 | -0.7 | | 0.0 | 0.0 | 70.4 | 0.0 | 0.0 | 0.0 | 70.4 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F4 | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 95.3 | 134.0 | 7418.6 | 0.0 | 0.0 | 3 | 340.05 | -61.6 | -4.2 | 0.0 | -0.7 | | 0.0 | 0.0 | 70.5 | 0.0 | 0.0 | 0.0 | 70.5 | |
| Receiver Outlet Center Drive 1902 | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 95.3 | 134.0 | 7418.6 | 0.0 | 0.0 | 3 | 297.15 | -60.5 | -4.6 | -0.3 | -0.6 | | 0.0 | 1.4 | 72.5 | 0.0 | 0.0 | 0.0 | 72.5 | |

Lockwood Apartments

Mean propagation Leq - Building Construction

10

| Source type | Time slice | L _i dB(A) | R _w dB | L _w dB(A) | L _w dB(A) | I or A m,m ² | K _I dB | K _T dB | DO dB | S m | A _{div} dB | A _{gr} dB | A _{bar} dB | A _{atm} dB | A _{misc} dB | ADI dB | dL _{refl} dB(A) | L _s dB(A) | C _{met} dB | dL _w dB | Z _R dB | L _r dB(A) |
|-------------|------------|-------------------------|----------------------|-------------------------|-------------------------|----------------------------|----------------------|----------------------|----------|--------|------------------------|-----------------------|------------------------|------------------------|-------------------------|-----------|-----------------------------|-------------------------|------------------------|-----------------------|----------------------|-------------------------|
| Area | Leq-1hour | | | 95.3 | 134.0 | 7418.6 | 0.0 | 0.0 | 3 | 254.39 | -59.1 | -4.6 | 0.0 | -0.5 | | 0.0 | 0.0 | 72.8 | 0.0 | 0.0 | 0.0 | 72.8 |

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Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/18/2023

Case Description: Paving

---- Receptor #1 ----

| Description | Land Use | Baselines (dBA) | | |
|-------------|-------------|-----------------|---------|-------|
| | | Daytime | Evening | Night |
| At 25 feet | Residential | 65 | 65 | 65 |

| Description | Impact Device | Usage(%) | Equipment | | | |
|-------------|---------------|----------|-----------------|-------------------|--------------------------|---------------------------|
| | | | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
| Roller | No | 20 | | 80 | 25 | 0 |

| Equipment | Calculated (dBA) | Results | | | | | | | | | | | | |
|-----------|------------------|--------------------|------|---------|------|-------|------|------------------------------|------|---------|------|-------|------|-----|
| | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | | |
| | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Roller | | 86 | 79 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | | 86 | 79 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Lockwood Apartments Mean propagation Leq - Paving

10

| Source type | Time slice | Li dB(A) | R'w dB | L'w dB(A) | Lw dB(A) | I or A m,m² | KI dB | KT dB | DO dB | S m | Adiv dB | Agr dB | Abar dB | Aatm dB | Amisc dB | ADI dB | dLief1 dB(A) | Ls dB(A) | Cmet dB | dLw dB | ZR dB | Lr dB(A) | |
|---|------------|-------------|-----------|--------------|-------------|----------------|----------|----------|----------|--------|------------|-----------|------------|------------|-------------|-----------|-----------------|-------------|------------|-----------|----------|-------------|--|
| Receiver 1900 Outlet Center Drive | FI G | | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 87.0 | 130.2 | 20697.5 | 0.0 | 0.0 | 3 | 289.12 | -80.2 | -4.6 | -1.1 | -0.6 | | 0.0 | 1.4 | 68.1 | 0.0 | 0.0 | 0.0 | 68.1 | |
| Receiver 1900 Outlet Center Drive | FI F2 | | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 87.0 | 130.2 | 20697.5 | 0.0 | 0.0 | 3 | 289.15 | -80.2 | -4.4 | -1.0 | -0.6 | | 0.0 | 1.8 | 68.9 | 0.0 | 0.0 | 0.0 | 68.9 | |
| Receiver 1900 Outlet Center Drive | FI F3 | | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 87.0 | 130.2 | 20697.5 | 0.0 | 0.0 | 3 | 289.20 | -80.2 | -4.2 | -0.6 | -0.6 | | 0.0 | 1.8 | 69.4 | 0.0 | 0.0 | 0.0 | 69.4 | |
| Receiver 1900 Outlet Center Drive | FI F4 | | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 87.0 | 130.2 | 20697.5 | 0.0 | 0.0 | 3 | 289.29 | -80.2 | -4.0 | -0.6 | -0.6 | | 0.0 | 0.0 | 67.8 | 0.0 | 0.0 | 0.0 | 67.8 | |
| Receiver 2024 Outlet Center Drive | FI G | | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 87.0 | 130.2 | 20697.5 | 0.0 | 0.0 | 3 | 233.28 | -58.3 | -4.6 | -1.5 | -0.4 | | 0.0 | 0.0 | 68.3 | 0.0 | 0.0 | 0.0 | 68.3 | |
| Receiver 2201 Outlet Center Drive, California Lutheran University | FI G | | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 87.0 | 130.2 | 20697.5 | 0.0 | 0.0 | 3 | 75.09 | -48.5 | -3.5 | -0.5 | -0.1 | | 0.0 | 0.0 | 80.5 | 0.0 | 0.0 | 0.0 | 80.5 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI G | | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 87.0 | 130.2 | 20697.5 | 0.0 | 0.0 | 3 | 334.92 | -61.5 | -4.6 | -0.6 | -0.6 | | 0.0 | 0.0 | 65.8 | 0.0 | 0.0 | 0.0 | 65.8 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F2 | | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 87.0 | 130.2 | 20697.5 | 0.0 | 0.0 | 3 | 334.94 | -61.5 | -4.5 | -0.6 | -0.6 | | 0.0 | 0.0 | 66.0 | 0.0 | 0.0 | 0.0 | 66.0 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F3 | | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 87.0 | 130.2 | 20697.5 | 0.0 | 0.0 | 3 | 334.98 | -61.5 | -4.3 | -0.4 | -0.6 | | 0.0 | 0.0 | 66.3 | 0.0 | 0.0 | 0.0 | 66.3 | |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F4 | | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 87.0 | 130.2 | 20697.5 | 0.0 | 0.0 | 3 | 335.04 | -61.5 | -4.2 | -0.3 | -0.6 | | 0.0 | 0.0 | 66.5 | 0.0 | 0.0 | 0.0 | 66.5 | |
| Receiver Outlet Center Drive 1902 | FI G | | | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | | | | | | | | | | | | | | | | | | | | |

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Lockwood Apartments Mean propagation Leq - Paving

10

| Source type | Time slice | Li dB(A) | R'w dB | L'w dB(A) | Lw dB(A) | I or A m,m² | KI dB | KT dB | DO dB | S m | Adiv dB | Agr dB | Abar dB | Aatm dB | Amisc dB | ADI dB | dLief1 dB(A) | Ls dB(A) | Cmet dB | dLw dB | ZR dB | Lr dB(A) |
|-------------|------------|-------------|-----------|--------------|-------------|----------------|----------|----------|----------|--------|------------|-----------|------------|------------|-------------|-----------|-----------------|-------------|------------|-----------|----------|-------------|
| Area | Leq-1hour | | | 87.0 | 130.2 | 20697.5 | 0.0 | 0.0 | 3 | 253.55 | -59.1 | -4.6 | -0.2 | -0.5 | | 0.0 | 0.0 | 68.9 | 0.0 | 0.0 | 0.0 | 68.9 |

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Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/18/2023
 Case Description: Architectural Coating

---- Receptor #1 ----

| Description | Land Use | Baselines (dBA) | | |
|-------------|-------------|-----------------|---------|-------|
| | | Daytime | Evening | Night |
| At 25 feet | Residential | 65 | 65 | 65 |

| Description | Impact Device | Usage(%) | Equipment | | | |
|------------------|---------------|----------|-----------------|-------------------|--------------------------|---------------------------|
| | | | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
| Compressor (air) | No | 40 | | 77.7 | 25 | 0 |

| Equipment | Calculated (dBA) | Results | | | | | | | | | | | | |
|------------------|------------------|--------------------|------|---------|------|-------|------|------------------------------|------|---------|------|-------|------|-----|
| | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | | |
| | | Day | | Evening | | Night | | Day | | Evening | | Night | | |
| | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | | 83.7 | 79.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | | 83.7 | 79.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Lockwood Apartments Mean propagation Leq - Architectural Coating

10

| Source type | Time slice | Li | R'w | L'w | Lw | I or A | KI | KT | DO | S | Adiv | Agr | Abar | Aatm | Amisc | ADI | dLief1 | Ls | Cmet | dLw | ZR | Lr |
|---|------------|-------|-----|-------|-------|--------|-----|-----|----|--------|-------|------|------|------|-------|-----|--------|-------|------|-----|-----|-------|
| | | dB(A) | dB | dB(A) | dB(A) | m,m² | dB | dB | dB | m | dB | dB | dB | dB | dB | dB | dB(A) | dB(A) | dB | dB | dB | dB(A) |
| Receiver 1900 Outlet Center Drive | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 79.7 | 118.4 | 7418.6 | 0.0 | 0.0 | 3 | 297.15 | -80.5 | -4.6 | -0.3 | -0.6 | | 0.0 | 1.4 | 56.9 | 0.0 | 0.0 | 0.0 | 56.9 |
| Receiver 1900 Outlet Center Drive | FI F2 | dB(A) | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 79.7 | 118.4 | 7418.6 | 0.0 | 0.0 | 3 | 297.16 | -80.5 | -4.4 | -0.2 | -0.6 | | 0.0 | 1.9 | 57.6 | 0.0 | 0.0 | 0.0 | 57.6 |
| Receiver 1900 Outlet Center Drive | FI F3 | dB(A) | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 79.7 | 118.4 | 7418.6 | 0.0 | 0.0 | 3 | 297.23 | -80.5 | -4.3 | -0.1 | -0.6 | | 0.0 | 1.9 | 58.0 | 0.0 | 0.0 | 0.0 | 58.0 |
| Receiver 1900 Outlet Center Drive | FI F4 | dB(A) | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 79.7 | 118.4 | 7418.6 | 0.0 | 0.0 | 3 | 297.30 | -80.5 | -4.1 | -0.1 | -0.6 | | 0.0 | 0.0 | 56.2 | 0.0 | 0.0 | 0.0 | 56.2 |
| Receiver 2024 Outlet Center Drive | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 79.7 | 118.4 | 7418.6 | 0.0 | 0.0 | 3 | 243.53 | -58.7 | -4.6 | -0.5 | -0.5 | | 0.0 | 0.0 | 57.1 | 0.0 | 0.0 | 0.0 | 57.1 |
| Receiver 2201 Outlet Center Drive, California Lutheran University | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 79.7 | 118.4 | 7418.6 | 0.0 | 0.0 | 3 | 96.51 | -50.7 | -4.3 | -0.1 | -0.2 | | 0.0 | 0.0 | 66.2 | 0.0 | 0.0 | 0.0 | 66.2 |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 79.7 | 118.4 | 7418.6 | 0.0 | 0.0 | 3 | 339.92 | -61.6 | -4.7 | -0.1 | -0.7 | | 0.0 | 0.0 | 54.4 | 0.0 | 0.0 | 0.0 | 54.4 |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F2 | dB(A) | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 79.7 | 118.4 | 7418.6 | 0.0 | 0.0 | 3 | 339.94 | -61.6 | -4.5 | -0.1 | -0.7 | | 0.0 | 0.0 | 54.5 | 0.0 | 0.0 | 0.0 | 54.5 |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F3 | dB(A) | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 79.7 | 118.4 | 7418.6 | 0.0 | 0.0 | 3 | 339.98 | -61.6 | -4.4 | 0.0 | -0.7 | | 0.0 | 0.0 | 54.8 | 0.0 | 0.0 | 0.0 | 54.8 |
| Receiver 2211 E. Gonzales Road, Pacific Senior Living | FI F4 | dB(A) | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | 79.7 | 118.4 | 7418.6 | 0.0 | 0.0 | 3 | 340.05 | -61.6 | -4.2 | 0.0 | -0.7 | | 0.0 | 0.0 | 54.9 | 0.0 | 0.0 | 0.0 | 54.9 |
| Receiver Outlet Center Drive 1902 | FI G | dB(A) | | | | | | | | | | | | | | | | | | | | |
| Area | Leq-1hour | | | | | | | | | | | | | | | | | | | | | |

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Lockwood Apartments
Mean propagation Leq - Architectural Coating

10

| Source type | Time slice | L _i dB(A) | R _w dB | L _w dB(A) | L _w dB(A) | I or A m,m ² | K _I dB | K _T dB | DO dB | S m | A _{div} dB | A _{gr} dB | A _{bar} dB | A _{atm} dB | A _{misc} dB | ADI dB | dL _{refl} dB(A) | L _s dB(A) | C _{met} dB | dL _w dB | Z _R dB | L _r dB(A) |
|-------------|------------|-------------------------|----------------------|-------------------------|-------------------------|----------------------------|----------------------|----------------------|----------|--------|------------------------|-----------------------|------------------------|------------------------|-------------------------|-----------|-----------------------------|-------------------------|------------------------|-----------------------|----------------------|-------------------------|
| Area | Leq-1hour | | | 79.7 | 118.4 | 7418.6 | 0.0 | 0.0 | 3 | 254.39 | -59.1 | -4.6 | 0.0 | -0.5 | | 0.0 | 0.0 | 57.2 | 0.0 | 0.0 | 0.0 | 57.2 |

| | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
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**Lockwood Development 3
Construction Vibration Model
Cal Lutheran**

| Equipment | | Pieces of Equipment | PPV at 25 feet (in/sec) | Distance from Equipment | PPV at adjusted distance | RMS velocity amplitude in in/sec at adjusted distance ^a | RMS Vibration level in VdB at adjusted distance |
|---------------------|--|---------------------|-------------------------|-------------------------|--------------------------|--|---|
| Caisson drilling | | 1 | 0.089 | 45 | 0.037 | 0.009 | 79 |
| Jackhammer | | 1 | 0.035 | 45 | 0.014 | 0.004 | 71 |
| Large bulldozer | | 1 | 0.089 | 45 | 0.037 | 0.009 | 79 |
| Loaded trucks | | 1 | 0.076 | 45 | 0.031 | 0.008 | 78 |
| Pile Drive (impact) | | 1 | 0.644 | 45 | 0.267 | 0.067 | 96 |
| Vibratory Roller | | 1 | 0.210 | 45 | 0.087 | 0.022 | 87 |
| Small bulldozer | | 1 | 0.003 | 45 | 0.001 | 0.000 | 50 |

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

**Lockwood Development 3
Construction Vibration Model
1901 Outlet Center Drive**

| Equipment | | Pieces of Equipment | PPV at 25 feet (in/sec) | Distance from Equipment | PPV at adjusted distance | RMS velocity amplitude in in/sec at adjusted distance ^a | RMS Vibration level in VdB at adjusted distance |
|---------------------|--|---------------------|-------------------------|-------------------------|--------------------------|--|---|
| Caisson drilling | | 1 | 0.089 | 600 | 0.001 | 0.000 | 46 |
| Jackhammer | | 1 | 0.035 | 600 | 0.000 | 0.000 | 37 |
| Large bulldozer | | 1 | 0.089 | 600 | 0.001 | 0.000 | 46 |
| Loaded trucks | | 1 | 0.076 | 600 | 0.001 | 0.000 | 44 |
| Pile Drive (impact) | | 1 | 0.644 | 600 | 0.005 | 0.001 | 63 |
| Vibratory Roller | | 1 | 0.210 | 600 | 0.002 | 0.000 | 53 |
| Small bulldozer | | 1 | 0.003 | 600 | 0.000 | 0.000 | 16 |

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Lockwood Development 3
 Construction Vibration Model
 2024 Outlet Center Drive

| Equipment | | Pieces of Equipment | PPV at 25 feet (in/sec) | Distance from Equipment | PPV at adjusted distance | RMS velocity amplitude in in/sec at adjusted distance ^a | RMS Vibration level in VdB at adjusted distance |
|---------------------|--|---------------------|-------------------------|-------------------------|--------------------------|--|---|
| Caisson drilling | | 1 | 0.089 | 450 | 0.001 | 0.000 | 49 |
| Jackhammer | | 1 | 0.035 | 450 | 0.000 | 0.000 | 41 |
| Large bulldozer | | 1 | 0.089 | 450 | 0.001 | 0.000 | 49 |
| Loaded trucks | | 1 | 0.076 | 450 | 0.001 | 0.000 | 48 |
| Pile Drive (impact) | | 1 | 0.644 | 450 | 0.008 | 0.002 | 66 |
| Vibratory Roller | | 1 | 0.210 | 450 | 0.003 | 0.001 | 57 |
| Small bulldozer | | 1 | 0.003 | 450 | 0.000 | 0.000 | 20 |

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

**Lockwood Development 3
Construction Vibration Model
1900 Outlet Center Drive**

| Equipment | | Pieces of Equipment | PPV at 25 feet (in/sec) | Distance from Equipment | PPV at adjusted distance | RMS velocity amplitude in in/sec at adjusted distance ^a | RMS Vibration level in VdB at adjusted distance |
|---------------------|--|---------------------|-------------------------|-------------------------|--------------------------|--|---|
| Caisson drilling | | 1 | 0.089 | 620 | 0.001 | 0.000 | 45 |
| Jackhammer | | 1 | 0.035 | 620 | 0.000 | 0.000 | 37 |
| Large bulldozer | | 1 | 0.089 | 620 | 0.001 | 0.000 | 45 |
| Loaded trucks | | 1 | 0.076 | 620 | 0.001 | 0.000 | 44 |
| Pile Drive (impact) | | 1 | 0.644 | 620 | 0.005 | 0.001 | 62 |
| Vibratory Roller | | 1 | 0.210 | 620 | 0.002 | 0.000 | 53 |
| Small bulldozer | | 1 | 0.003 | 620 | 0.000 | 0.000 | 16 |

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

**Lockwood Development 3
Construction Vibration Model
Pacific Senior Living**

| Equipment | | Pieces of Equipment | PPV at 25 feet (in/sec) | Distance from Equipment | PPV at adjusted distance | RMS velocity amplitude in in/sec at adjusted distance ^a | RMS Vibration level in VdB at adjusted distance |
|---------------------|--|---------------------|-------------------------|-------------------------|--------------------------|--|---|
| Caisson drilling | | 1 | 0.089 | 670 | 0.001 | 0.000 | 44 |
| Jackhammer | | 1 | 0.035 | 670 | 0.000 | 0.000 | 36 |
| Large bulldozer | | 1 | 0.089 | 670 | 0.001 | 0.000 | 44 |
| Loaded trucks | | 1 | 0.076 | 670 | 0.001 | 0.000 | 43 |
| Pile Drive (impact) | | 1 | 0.644 | 670 | 0.005 | 0.001 | 61 |
| Vibratory Roller | | 1 | 0.210 | 670 | 0.002 | 0.000 | 52 |
| Small bulldozer | | 1 | 0.003 | 670 | 0.000 | 0.000 | 15 |

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Lockwood Apartments Assessed receiver spectra in dB(A) - Lockwood Development 3

| Time slice | 63Hz dB(A) | 125Hz dB(A) | 250Hz dB(A) | 500Hz dB(A) | 1kHz dB(A) | 2kHz dB(A) | 4kHz dB(A) | 8kHz dB(A) | |
|---|---------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|--|
| Receiver Lockwood 3 Apartments FI G Ldn | 44.6 | 51.7 | 52.7 | 57.1 | 55.9 | 44.4 | 32.1 | 28.2 | |
| Receiver Lockwood 3 Apartments FI F2 Ldn | 47.2 | 54.2 | 55.4 | 59.9 | 58.2 | 47.3 | 35.0 | 31.7 | |
| Receiver Lockwood 3 Apartments FI F3 Ldn | 45.3 | 52.3 | 53.3 | 59.0 | 57.2 | 45.9 | 33.9 | 29.7 | |
| Receiver Lockwood 3 Apartments FI F4 Ldn | 44.0 | 51.1 | 52.2 | 58.7 | 56.3 | 44.7 | 32.6 | 28.5 | |
| Receiver Lockwood 3 Apartments FI G Ldn | 45.3 | 52.4 | 53.3 | 57.6 | 56.4 | 45.0 | 31.9 | 28.2 | |
| Receiver Lockwood 3 Apartments FI F2 Ldn | 45.8 | 52.8 | 53.7 | 58.7 | 57.1 | 45.6 | 32.8 | 28.7 | |
| Receiver Lockwood 3 Apartments FI F3 Ldn | 44.7 | 51.7 | 52.8 | 58.6 | 56.5 | 44.7 | 31.6 | 28.2 | |
| Receiver Lockwood 3 Apartments FI F4 Ldn | 44.8 | 51.8 | 53.0 | 59.0 | 57.1 | 44.9 | 32.1 | 27.8 | |
| Receiver Lockwood Senior Apartments (I) Ldn | 36.0 | 42.9 | 41.8 | 44.1 | 44.6 | 37.4 | 24.7 | 19.3 | |
| Receiver Lockwood Senior Apartments (I) Ldn | 36.8 | 43.8 | 44.2 | 49.6 | 49.6 | 39.3 | 26.3 | 22.3 | |
| Receiver Lockwood Senior Apartments (I) Ldn | 38.8 | 45.9 | 47.6 | 54.4 | 54.1 | 43.8 | 31.6 | 26.9 | |
| Receiver Lockwood Senior Apartments (I) Ldn | 39.9 | 47.2 | 50.5 | 58.3 | 58.5 | 48.7 | 37.0 | 32.3 | |
| Receiver Lockwood Senior Apartments (I) Ldn | 36.3 | 43.3 | 43.0 | 45.1 | 45.4 | 38.4 | 26.9 | 21.1 | |
| Receiver Lockwood Senior Apartments (I) Ldn | 37.1 | 44.2 | 45.1 | 51.0 | 51.4 | 41.9 | 29.0 | 24.4 | |
| Receiver Lockwood Senior Apartments (I) Ldn | 38.9 | 46.0 | 48.1 | 55.1 | 55.2 | 45.3 | 33.2 | 28.8 | |
| Receiver Lockwood Senior Apartments (I) Ldn | 39.7 | 47.0 | 50.3 | 58.0 | 58.3 | 48.5 | 36.9 | 32.3 | |
| Receiver Lockwood Senior Apartments (I) Ldn | 38.8 | 45.7 | 45.6 | 48.1 | 48.6 | 40.6 | 29.7 | 23.5 | |
| Receiver Lockwood Senior Apartments (I) Ldn | 39.0 | 46.0 | 46.9 | 52.6 | 53.4 | 44.4 | 31.8 | 26.8 | |
| Receiver Lockwood Senior Apartments (I) Ldn | 39.8 | 46.9 | 49.1 | 56.3 | 56.7 | 47.3 | 34.9 | 30.3 | |

Lockwood Apartments
Assessed receiver spectra in dB(A) - Lockwood Development 3

| Time slice | 63Hz dB(A) | 125Hz dB(A) | 250Hz dB(A) | 500Hz dB(A) | 1kHz dB(A) | 2kHz dB(A) | 4kHz dB(A) | 8kHz dB(A) | |
|--|---------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|-------------------|
| Receiver Lockwood Senior Apartments (I) FI F4 | | | | | | | | | Leq-1hour d |
| Ldn | 40.3 | 47.5 | 50.8 | 58.5 | 59.1 | 49.4 | 37.5 | 33.0 | |
| Receiver Lockwood Street Apartments (II) FI G | | | | | | | | | Leq-1hour dE |
| Ldn | 40.0 | 46.9 | 45.9 | 47.6 | 48.9 | 41.2 | 29.5 | 23.1 | |
| Receiver Lockwood Street Apartments (II) FI F2 | | | | | | | | | Leq-1hour d |
| Ldn | 40.6 | 47.5 | 47.3 | 52.7 | 54.2 | 45.1 | 31.8 | 26.5 | |
| Receiver Lockwood Street Apartments (II) FI F3 | | | | | | | | | Leq-1hour d |
| Ldn | 40.9 | 47.9 | 49.3 | 56.6 | 57.0 | 47.6 | 34.8 | 30.8 | |
| Receiver Lockwood Street Apartments (II) FI F4 | | | | | | | | | Leq-1hour d |
| Ldn | 40.9 | 48.0 | 50.3 | 58.0 | 58.6 | 48.9 | 36.4 | 32.2 | |
| Receiver Noise Measurement Area FI G | | | | | | | | | Leq-1hour dB(A) L |
| Ldn | 38.6 | 45.6 | 45.2 | 43.0 | 41.3 | 32.4 | 24.2 | 18.9 | |
| Receiver Noise Measurement Area FI F2 | | | | | | | | | Leq-1hour dB(A) |
| Ldn | 39.7 | 46.6 | 45.7 | 48.7 | 49.9 | 42.2 | 29.8 | 24.4 | |
| Receiver Noise Measurement Area FI F3 | | | | | | | | | Leq-1hour dB(A) |
| Ldn | 40.1 | 47.1 | 47.3 | 53.2 | 54.4 | 45.1 | 32.5 | 27.8 | |
| Receiver Noise Measurement Area FI F4 | | | | | | | | | Leq-1hour dB(A) |
| Ldn | 40.9 | 48.0 | 49.6 | 57.0 | 57.1 | 47.3 | 35.0 | 30.8 | |

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| | Meridian Consulting LLC 920 Hampshire Rd, Ste V Westlake Village, CA 91361 | 2 |
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